



FY 2021 -2025 Transportation Improvement Program (TIP)

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"...planning for the future transportation needs of the Pensacola FL-AL Urbanized Area..."

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Public participation is solicited without regard to race, color, national origin, sex, age, religion, disability or family status. Persons who require special accommodations under the Americans with Disabilities Act or those requiring language translations services (free of charge) should contact Brittany Ellers at (850) 332-7976 or (1-800-995-8771 for TTY- Florida) or by email at brittany.ellers@ecrc.org

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Executive Summary

The purpose of the Transportation Improvement Program is to provide a project listing that reflects the needs and desires of the Transportation Planning Organization (TPO) Study Area. The TIP is also developed to reflect the financial restraints within the various funding sources and programs. The TIP is a five-year plan for transportation improvements within the TPO Study Area; it contains information about the type of work to be completed, project phasing, estimated costs, and funding sources. The Code of Federal Regulations defines the Transportation Improvement Program (TIP) as a “prioritized listing/program of transportation projects covering a period of four years that is developed and formally adopted by a TPO (transportation planning organization) as part of the metropolitan planning process, consistent with the metropolitan transportation plan, and required for projects to be eligible for funding under title 23 U.S.C. and title 49 U.S.C. Chapter 53” [23 C.F.R 450.104]. Florida Statute requires the addition of a fifth year to the TIP [339.175(8)(c)(1)]. The TIP is also required to include all regionally significant projects, regardless of funding [23 C.F.R 450.324(d)].

The TIP is developed by the Florida-Alabama TPO in cooperation with the Florida Department of Transportation (FDOT), the Alabama Department of Transportation (ALDOT), and the local governments in the TPO region. These cooperating agencies provide the Florida-Alabama TPO with estimates of available federal and state funds for use in development of the financial plan. In the development of the Department’s 5 Year Work Program an inflation factor is applied to all appropriate phases of years one through five of the program. The inflation factors and application to appropriate phases is discussed in the Department’s Work Program Instructions. Therefore, the projects in the TIP are presented in Year of Expenditure (YOE), which takes into account the inflation rate over the five years in the TIP.

Organizational Structure:

The Florida-Alabama TPO was established by designation of the governor through an interlocal agreement in 1977. An amendment in 1998 expanded membership to include all five (5) county commissioners from Santa Rosa County, providing equitable population and geographic representation on the TPO. Apportionment of membership was reviewed in 2013 following the 2010 Census. Representation from Orange Beach, Alabama was added. This membership apportionment was approved by the Florida governor on June 12, 2013 and by the Alabama governor on December 11, 2013. The interlocal agreement was updated in 2015.

According to Section 339.175, Florida Statutes, TPO board members shall be local elected officials. The current membership of the Florida-Alabama TPO is made up of:

- Five (5) members from Escambia County Commission
- Five (5) members from Pensacola City Council
- Five (5) members from Santa Rosa County Commission

- One (1) member from Gulf Breeze City Council
- One (1) member from Milton City Council
- One (1) member from Baldwin County Commission
- One (1) member from Orange Beach City Council

The Emerald Coast Regional Council (ECRC) provides the designated professional staff to the Florida-Alabama TPO and performs the work required to maintain the continuing, cooperative and comprehensive (3-C) planning process. The ECRC serves seven (7) counties and is unique in its role in staffing three (3) separate TPOs (MPOs) in West Florida. A staff services agreement between the Florida-Alabama TPO and the ECRC, effective on January 12, 2015, establishes this staffing arrangement.

The TPO maintains bylaws, which describe the operating procedures for the TPO and its advisory committees. The bylaws were updated and adopted in 2016. A Technical Coordinating Committee (TCC) and a Citizens' Advisory Committee (CAC) advise the TPO. A Freight Advisory Committee was added in 2017. Ad hoc committees to advise the TPO and its staff are formed as needed. Each committee carries out its prescribed tasks and responsibilities at regularly scheduled and, at times, special meetings.

Title VI:

Pursuant to Section 9 of the US DOT Order 1050.2A, the Florida-Alabama TPO assures FDOT and ALDOT that no person on the basis of race, color, national origin, sex, age, disability, family, or religious status as provided by the Title VI of the Civil Rights Act of 1964, the Civil Rights Restoration Act of 1987, State of Florida Civil Rights Act of 1992, and other nondiscrimination authorities be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination or retaliation under any program or activity. For additional information click on the following link https://www.ecrc.org/programs/public_involvement/title_vi_ada.php.

Financial Plan:

The TIP is financially constrained for each year. Federally funded projects identified in the TIP can be implemented using current and proposed revenue sources based on the FDOT's Tentative Work Program, the ALDOT Work Program, and locally designated transportation revenues. As required by federal and state law, a summary of available funds by funding category and project type for the state and federally funded projects contained within the TIP has been included in Appendix F [23 C.F.R. 450.324(a) and Subsection 339.175(8), F.S.] The detailed project listing and financial summary "contain system-level estimates of costs and revenue sources that are reasonably expected to be available to adequately operate and maintain Federal-aid highways (as defined by 23 U.S. C. 101(a)(5)) and public transportation (as defined by title 49 U.S.C. Chapter 53) [23 CFR 450.324 (h)].

To further ensure the financial soundness of the TIP, all projects funded by the Florida Department of Transportation with federal or non-federal dollars are considered committed projects if included in the first three years of the FDOT Five-Year Work Program. Section 339.135(4)(b)(5) Florida Statutes mandates that the FDOT Work Program include a balanced 36-month forecast of cash and expenditures and a five-year finance plan supporting the Work Program. All local government projects (non-federally funded) that are included in the TIP are a part of a member local government's capital improvement program. Non-federally funded projects with funding in the first year of local government capital improvement element or capital improvement programs are considered to be committed projects.

Project Categories:

Capacity - Projects (such as widening existing roads or building roads on new alignments) in the TIP are from the Cost Feasible Plan of the TPO Long Range Transportation Plan Update and the Project Priorities.

Transportation Systems Management (TSM) – Drawn from the FDOT Candidate list and the TPO Priorities for TSM Improvements, these projects may also be identified in the TPO's Congestion Management Process Plan, Corridor Management Plans, and Safety Plans. Some are part of studies by FDOT or local governments and are needed to improve mobility and /or safety at intersections and along existing roadways. TSM projects are typically low-cost and can be constructed in less than two years with allocated District 3 funds.

Transportation Alternatives – The Transportation Alternatives Program (TAP) authorized under Section 1122 of MAP-21 (23 U.S.C. 213(b), 101(a)(29)) provides funding for programs and projects defined as transportation alternatives. Section 1122 of MAP-21 provides for the reservation of funds apportioned to a State under section 104(b) of title 23 to carry out TAP. The national total reserved for TAP is equal to 2 percent of the total amount authorized from the Highway Account of the Highway Trust Fund for Federal-aid highways each fiscal year. (23 U.S.C. 213(a)). The Enhancement Program of SAFETEA-LU is now part of the Transportation Alternatives Program of MAP-21. The FAST Act continued TAP from MAP-21.

Under 23 U.S.C. 213(b) eligible activities under the TAP program consist of:

1. Transportation Alternatives as defined in 23 U.S.C. 101(a)(29) (MAP-21 1103):
 - A. Construction, planning, and design of on-road and off-road trail facilities for pedestrians, bicyclists, and other nonmotorized forms of transportation, including sidewalks, bicycle infrastructure, pedestrian and bicycle signals, traffic calming techniques, lighting and other safety-related infrastructure, and transportation projects to achieve compliance with the Americans with Disabilities Act of 1990.
 - B. Construction, planning, and design of infrastructure-related projects and systems that will provide safe routes for non-drivers, including

children, older adults, and individuals with disabilities to access daily needs.

- C. Conversion and use of abandoned railroad corridors for trails for pedestrians, bicyclists, or other nonmotorized transportation users.
 - D. Construction of turnouts, overlooks, and viewing areas.
 - E. Community improvement activities, including-
 - i. inventory, control, or removal of outdoor advertising;
 - ii. historic preservation and rehabilitation of historic transportation facilities;
 - iii. vegetation management practices in transportation rights-of-way to improve roadway safety, prevent against invasive species, and provide erosion control; and
 - iv. archaeological activities relating to impacts from implementation of a transportation project eligible under title 23.
 - F. Any environmental mitigation activity, including pollution prevention and pollution abatement activities and mitigation to-
 - i. address stormwater management, control, and water pollution prevention or abatement related to highway construction or due to highway runoff, including activities described in sections 133(b)(11), 328(a), and 329 of title 23; or
 - ii. reduce vehicle-caused wildlife mortality or to restore and maintain connectivity among terrestrial or aquatic habitats.
2. The recreational trails program under section 206 of title 23.
3. The safe routes to school program under section 1404 of the SAFETEA-LU.
- A. Infrastructure-related projects.-planning, design, and construction of infrastructure-related projects on any public road or any bicycle or pedestrian pathway or trail in the vicinity of schools that will substantially improve the ability of students to walk and bicycle to school, including sidewalk improvements, traffic calming and speed reduction improvements, pedestrian and bicycle crossing improvements, on-street bicycle facilities, off-street bicycle and pedestrian facilities, secure bicycle parking facilities, and traffic diversion improvements in the vicinity of schools.
 - B. Noninfrastructure-related activities to encourage walking and bicycling to school, including public awareness campaigns and outreach to press and community leaders, traffic education and enforcement in the vicinity of schools, student sessions on bicycle and pedestrian safety, health, and environment, and funding for training, volunteers, and managers of safe routes to school programs.
 - C. Safe Routes to School coordinator.

4. Planning, designing, or constructing boulevards and other roadways largely in the right-of-way of former Interstate System routes or other divided highways.

Bicycle/Pedestrian – \$350,000 per year is funded annually for bicycle and pedestrian Master Plan projects. These projects are identified in the TPO Bicycle Pedestrian Plan and are added to the Long Range Transportation Plan.

Public Transportation – Transit projects are drawn from the TPO Five Year Transit Development Plan and the local transit operator provides priorities to the TPO. Projects for Community Transportation Coordinator (CTC) and the Escambia County Area Transit (ECAT) fixed route service are included in the TIP. The FTA is the primary funding source for ECAT projects, with supplementation by matching grants by the city of Pensacola and Escambia County. The CTC receives funding directly from the Commission for the Transportation Disadvantaged. ECAT is consulted in the development of the Project Priorities for Public Transportation and has a member on the TPO's Technical Coordinating Committee that reviews and provides input in the development of the TIP.

Aviation – Aviation projects are drawn from the airport master Plan and Airport Layout Plan, developed by local authorities and reviewed by the DOT and the Federal Aviation Administration (FAA). Project Priorities are given to the TPO for inclusion in the report and may be funded by the FAA, FDOT, or Airport Authority. Airfields included in this report are the Pensacola International Airport and the Peter Prince Field in Milton.

Seaport – Port projects are drawn from the adopted Port Master Plan, for area deep water seaports. They are primarily the domain of city government, and though the TIP is consistent with city plans, their inclusion is primarily due to the formation of the Seaport and Economic Development Trust Fund. This fund provides state money through the Florida Ports Council for port projects. The Port of Pensacola is the only deep water port in this report.

Resurfacing – Also known as system preservation, these projects are determined by the FDOT. While the TPO may ask that particular roadways be examined for resurfacing needs, the priority for resurfacing is based on an engineering evaluation of pavement condition. Resurfacing projects on the State Highway System are funded through a statewide program.

Bridge – These projects are selected by the FDOT on criteria established through bridge inspections. Bridge Sufficiency Ratings are established by the FHWA and are on a 0 (worst) to 100 (best). Funds are generally available for rehabilitation work if the bridge rating falls below 80, or are available for replacement if the rating falls below 50. For bridges off the state highway system, the engineering costs will be the owner's responsibility. All other phases (excluding in-house phases) are to be split 75% Federal (from the set-aside) and 25% owner up to a total cost of \$5 million (limiting federal participation on each bridge to \$3.75 million). This limitation excludes in-house phases.

Freight – A Freight Working Group meets periodically to review and discuss freight needs and projects in the area. The TPO staff is also a member of the State of Florida Metropolitan Planning Organization Advisory Council's Freight Committee and has submitted Freight Projects to this committee for consideration for funding advancement in the TIP.

Safety – The TPO gives the highest point total for Safety in its Evaluation Criteria for ranking projects in its Long Range Transportation Plan Needs Plan. FDOT and ALDOT each develop a Highway Safety Improvement Program annually. Each transportation project in the TIP when it is designed and/or constructed is intended to improve safety. In addition, safety is addressed in the Performance Measures section later in this report.

Miscellaneous – Supplemental projects not fitting into any of the other category. An example is planning funds for the MPO/TPO Process.

Project Selection:

Project selection is dependent on the priorities for the various projects and on financial constraints. The selection of priorities for the TPO Study Area involves various forms of input including input from the citizens and through the Citizens' Advisory Committee and the Technical Coordinating Committee making recommendations to the TPO.

Important components of Federal and State Legislation for Transportation Improvement Programs include:

1. TIP/STIP must be updated at least every four (4) years and contain four years worth of projects.
2. Proposed TIP projects must be derived from locally developed public "human transit" transportation services including: Special Needs of Elderly Individuals and Individuals with Disabilities (See U.S.C. 49 sections 5310)
3. Visual aids should be included in TIP development such as photographs, charts, graphs, and any other visual aid that would enhance public knowledge of the project.

The Fixing America's Surface Transportation (FAST) Act retains the eight (8) Planning Factors as the *Scope of the Planning Process* from MAP-21, plus two (2) additional Planning Factors. The ten (10) Planning Factors are:

- (A) support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;

(B) increase the safety of the transportation system for motorized and nonmotorized users;

(C) increase the security of the transportation system for motorized and nonmotorized users;

(D) increase the accessibility and mobility of people and for freight;

(E) protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns;

(F) enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;

(G) promote efficient system management and operation;

(H) emphasize the preservation of the existing transportation system;

*(I) improve the resiliency and reliability of the transportation system and reduce or mitigate storm water impacts of surface transportation; and

*(J) enhance travel and tourism.

*Planning Factors I and J were not included in the 2040 Long Range Transportation Plan when it was adopted on November 3, 2015 because they were not yet required. These two Planning Factors will be included in the 2045 Long Range Transportation Plan which will be adopted by November 3, 2020.

Project Priority Statement:

The Florida-Alabama TPO Adopted Project Priorities for Fiscal Years 2021-2025 is in Appendix E.

Consistency with Other Plans:

In accordance with these federal and state laws such as 23 Code of Federal Regulations 450.322(b), this TIP covers five fiscal years and is consistent with the Florida Transportation Plan, the Florida-Alabama Long Range Transportation Plan (LRTP), the Congestion Management Process Plan (CMPP), Pensacola International Airport Master Plan, Port of Pensacola Master Plan, and the local government comprehensive plans. The TIP contains project information for the construction and maintenance of the transportation facilities of the TPO Study Area. Facility types vary from roads, highways and bridges to seaports, airports, and bicycle and pedestrian accommodations. The TIP also includes project

information for the various public transportation systems such as local bus and trolley systems and the Transportation Disadvantaged Program.

Implemented Projects:

Annually, FDOT, ALDOT, and Escambia County Area Transit produce lists of projects that have had federal funds obligated to them in the preceding year. These lists of projects for Fiscal Year 2019 are in Appendix D.

Public Involvement:

The public participation process for the FY2021-2025 TIP began during May, June, and July of 2019 with the development of the TPO's Project Priorities. In June 2019, the draft Project Priorities were presented to the TPO and its advisory committees, the Citizens' Advisory Committee and the Technical Coordinating Committee. This review of the Project Priorities was advertised within TPO's agenda in the local newspapers and it was sent by news release to local media. Public workshops and public outreach events to review and comment on the Project Priorities were held in May and June 2019. Notifications were sent to various community groups, inviting them to attend the workshop, outreach events, or the TPO meetings. In July 2019, the proposed final Project Priorities were presented to the advisory committees for final review and to the TPO for adoption. The adoption of the Priorities in July 2019 was part of TPO agenda, so it was advertised in local newspapers and issued as a news release. A public forum was part of that meeting to allow an additional opportunity for public involvement. The adopted Project Priorities are in Appendix E.

In October, FDOT held a public workshop to gather public comments on its Tentative Five-Year Work Program, which includes selected TPO Project Priorities. The Tentative Five-Year Work Program was also placed on-line for a week to obtain additional public comment. In December, FDOT presented the Tentative Five-Year Work Program to the TPO for endorsement; that TPO meeting was also advertised with the local media. Public comments gathered throughout the creation of the Project Priorities and in the review of the Tentative Work Program have been considered through each step of the planning process. As such, this TIP reflects a combination of the public's interests as well as the interests of the various government agencies that are participants in the TPO planning process.

In cases where public comment is significant, 23 Code of Federal Regulations (CFR) Part 450 requires the following: "When significant written and oral comments are received on the draft transportation plan or TIP (including the financial plan) as a result of the public participation process or the interagency consultation process required by EPA's conformity regulations [for air quality], a summary, analysis, and report on the disposition of comments shall be made part of the final plan and TIP." The public comments received in the review of the Project Priorities are listed in Appendix E. In addition, the public comments received during the development of the TIP are listed in Appendix K.

Certification:

The last Joint FDOT/TPO Certification was held on March 23, 2020. The Joint FDOT/TPO Certification is an annual process in FDOT District 3. The ALDOT/TPO Self Certification Statement is included in Appendix I. Lastly, the last Federal Highway Administration's certification of the TPO occurred in August 2018 and the next certification will occur in 2022.

Air Quality:

The Clean Air Act (CAA) requires the Environmental Protection Agency (EPA) to develop and enforce air quality standards. Under the CAA, the EPA is mandated to review standards for criteria pollutants every five years. Criteria pollutants are listed as carbon monoxide (CO), nitrogen dioxide (NO₂), ozone (O₃), sulfur dioxide (SO₂), and particulate matter 2.5 or 10. The National Ambient Air Quality Standard (NAAQS) for ozone was last reviewed in 2008 at which time the EPA lowered the standard from 85 ppb to the current standard of 75 ppb. On January 19, 2010, the EPA published a Notice of Proposed Rulemaking in the Federal Register, with the intention of strengthening the NAAQS for ground level ozone. On October 1, 2015, the EPA finalized revisions to the National Ambient Air Quality Standards (NAAQS) for ground-level ozone. The rule sets more stringent standards, lowering both the primary (health-based) and secondary (welfare-based) standards from 75 parts per billion (ppb) to 70 ppb.

The TPO staff for the Florida– Alabama Transportation Planning Organization (TPO) monitors air quality and ozone readings for the TPO on a quarterly basis. The FL-AL TPO is currently in attainment for ground level ozone. In anticipation of the lowered standard, the TPO staff is interacting with government agencies and the public to ensure that air quality affected by ground-level ozone can be readily addressed and mitigated to maintain air quality compliance. TPO staff will establish regional air quality reporting guidelines and increase interaction with the public and local governments, repositioning as an information resource for air quality in Northwest Florida. There are five air quality monitoring sites located within Northwest Florida. Three of which are in Escambia and Santa Rosa counties. Data collected from these monitors and updates on the NAAQS will be reported to the FL – AL TPO and Advisory Committees quarterly.

Climate Change:

The Federal Highway Administration has identified Climate Change as an emerging issue for TPOs. FHWA has suggested that TPOs may wish to consider climate change and strategies which minimize impacts from the transportation system. FHWA supports and recognizes the importance of exploring the effects of climate change on transportation, as well as the limited environmental resources and fuel alternatives. TPOs are encouraged to include discussions and strategies aimed at addressing this issue. Infrastructure on the TPO's coastal areas impacted by global warming and alternative fuels is an area for the TPO to consider on this topic in the future.

Environmental Mitigation:

The TPO is committed to minimizing and mitigating the negative impacts of transportation projects on the natural and built environment in order to preserve and enhance the quality of life. The TPO has worked with both the FDOT and ALDOT to establish state and federal contacts that are now included in an e-mail distribution list. The TIP has been sent to these agencies to keep them abreast of the funded transportation projects in the next five years and to offer them a chance to mitigate any potential conflicts with the funding agencies.

Congestion Management Process:

The TPO is responsible for implementing the Congestion Management Process, and projects identified in the Plan are included in the TIP. The TPO updates its Congestion Management Process in conjunction with the Long Range Transportation Plan. Projects identified through the Congestion Management Process can be a priority for Transportation Systems Management as they are submitted as a “candidate” project by FDOT. Corridor Management Plans identified in the Congestion Management Process will be listed as capacity projects for studies and/or implementation if they are included in the TIP.

Transportation Disadvantaged (TD):

The Florida Commission for the Transportation Disadvantaged requires each county to submit Annual Performance Reports to review the services provided and costs for those services. The Annual Performance Reports for Escambia and Santa Rosa County are in Appendix F.

Federal and state agencies are using performance measures as a way of ensuring greater accountability for expenditure of public funds. ALDOT has adopted the Livability Principles and Indicators as a sustainability measurement against future actions.

Level of Effort (LVOE) - Alabama Projects Only (See Appendix I):

Projects in the STIP/TIP, referred to as Level of Effort (LVOE) projects, represent grouped projects not considered of appropriate scale to be identified individually. Projects may be grouped by function, work type, and/or geographical area, using the applicable classifications under 23 CFR 771.117(c) and (d), and/or 40 CFR part 93. In nonattainment and maintenance areas, project classifications must be consistent with the *exempt* project classifications contained in the EPA transportation conformity regulations (40 CFR part 93).

LVOE projects are placed in the STIP/TIP according to selected funding programs, with the planned funding amounts for each year. ALDOT, and the affected TPOs, will be required to make a formal amendment to the STIP/TIPs for any adjustment of funding of an LVOE group that exceeds 20 percent of its originally planned funding to a particular Region. The selected statewide funding programs include:

- Interstate Resurfacing Program (Includes lighting, sign & pavement rehabilitation)
- Non-Interstate Resurfacing Program (FM)
- Transportation Alternative Program (TAP)
- Safety Projects (Hazard elimination, roadway and rail, high speed passenger rail, seatbelt, blood alcohol content, and others)
- Recreational Trails (Funds transferred to ADECA)
- County Allocation Funds (Off-system bridges and STP Non-urban). Only prior year carry over is full obligated).
- Federal Transit Programs: (Sub Recipient) 5307 (urbanized), 5311 (non-urban), 5310 (Elderly and Disabilities), and 5339 (Buses and Bus Facilities).

Addition or deletion of individual LVOE projects are considered an administrative modification, and do not require any further TPO action prior to authorization, subject to the dollar thresholds established in the sections above. ALDOT will maintain a matrix listing, on the STIP website, of LVOE projects for each of the five ALDOT Regions. The TPOs will be notified as soon as any specific projects within their urban areas, are identified and selected, and will have ten (10) days to decline the project. Additionally, the TPOs will be notified as soon as any safety projects are modified or deleted within their urban areas and will have ten (10) days to decline the project deletion or change.

Level of Effort (LVOE) holds funds that are not dedicated to specific projects, and may be used to cover cost increases, or add new projects or project phases. LVOE shall not exceed the thresholds, or the requirements, of any other items that require an amendment.

Level of Effort resurfacing shall be programmed annually. Projects or project lists will be added as soon as available, and TPOs will be notified of all changes that occur in the list.

Following approval of the FY2020-2024 TIP, edits to the TIP will occur by amendment or by administrative modification. Amendments and modifications occur as a result of: (1) additional or unknown project requirements; (2) increasing the Planning Area during the 2045 LRTP update; and (3) increasing the Urbanized Area or Planning Area as a result of the 2020 Decennial Census. Both amendments and modifications can be tracked through automatically generated emails until October of 2019, at which time the MPO can track changes through E-STIP (e-mails will continue to run for an additional year).

An Amendment is a major TIP planned project revision that:

- Adds a new project, or deletes a project, that utilizes federal funds from a statewide line item, exceeds the thresholds listed below, and excludes those federally-funded statewide program projects.

- Adds a new project phase(s), or increase a current project phase, or deletes a project phase(s), or decreases a current project phase that utilizes federal funds, where the revision exceeds the following thresholds:
 - \$5 million for ALDOT federally-funded projects and Transportation Management Area (TMA) attributable projects.
 - \$1 million for ALDOT federally-funded projects and for non-TMA TPO's attributable projects.
 - \$750,000 for the county highway and bridge program.
- Involves a change in the Scope of Work to a project(s) that would:
 - Result in a revised total project estimate that exceeds the thresholds established between ALDOT and the Planning Partner (not to exceed any federally-funded threshold contained in the MOU).
 - Results in a change in the Scope of Work on any federally-funded project that is significant enough to essentially constitute a New Project.
 - Level of Effort (LVOE) planned budget changes, exceeding 20% of the original budgeted amount.

Approval by the TPO is required for the amendments. Amendments require public review and comment, and redemonstrations of fiscal constraint.

An Administrative Modification is a minor TIP revision that:

- Adds a project from a level of effort category or line item, utilizing 100 percent state or non-federal funding, or a TPO TIP placement of the federally funded, Statewide Program, or federal funds from a statewide line item that do not exceed the thresholds established by the Planning Partner.
- Adds a project for emergency repairs to roadways, bridges, except those involving substantive or functional adjustments, location or capacity changes.
- Draws down, or returns funding, from the existing STIP/TIP Reserve Line Item, and does not exceed the threshold established between ALDOT and Planning Partners.
- Adds federal or state capital funds from low-bid savings, de-obligations, release of encumbrances, from savings on programmed phases, and any other project-cost modification sent to and approved by FHWA or FTA, to another programmed project phase or line item.

Administrative Modifications do not require federal approval nor public review and comment, and nor re-demonstration of fiscal constraint.

Amendment Process -- Florida Projects Only:

For Administrative Modifications to the TIP, TPO action is not required. The Transportation Planning Manager approves this type of amendment by signature, then copies are placed in the next TPO agenda as an information item and the TIP is updated with the amended information and the amended date in the cover is updated.

TIP Amendments and Modifications are governed by the FDOT MPO Handbook:

An administrative modification is a minor revision that includes minor changes to the project/project phase costs, minor changes to funding sources of previously included projects, and minor changes to project/project phase initiation dates. An administrative modification is a revision that does not require public review and comment, and a redemonstrations of fiscal constraint.

An amendment means a revision that involves a major change to a project including the deletion of a project or a major change in project cost, project/project phase initiation dates, or a major change in design concept or design scope. An amendment is a revision the requires public review and comment and a redemonstrations of fiscal constraint.

1. The complete Transportation Improvement Program shall be adopted only upon a vote of TPO, assembled in a properly noticed public meeting;
2. In order to expedite amendments to the TIP, the TPO authorizes the Transportation Planning Manager to administratively approve airport, public transportation, and seaport project amendments which do not materially affect surface transportation traffic volumes or traffic distribution in the vicinity of the subject airport, public transportation facility, or seaport;
3. The TPO authorizes the Transportation Planning Manager to administratively approve roll-forward amendments, to ensure that approved projects that did not get authorized by June 30 remain eligible for authorization after July 1;
4. If the TPO is requested to amend its TIP on an emergency basis, such as during a period when the TPO is not scheduled to meet, the TPO authorizes its Chairman or the Transportation Planning Manager to approve projects less than \$2.0 million;
5. The TPO also authorizes the Transportation Planning Manager to administratively approve amendments to the TIP which do not meet any one of the five criteria which require a formal TIP amendment: (a) addition of new individual projects; (b) change adversely impacts financial constraint of the TIP; (c) change results in major scope changes; (d) deletion of a project from the TIP; or (e) change in project cost greater than 20% AND \$2.0 million;
6. The TPO requires the Transportation Planning Manager to inform the TPO of all TIP amendments approved under these authorizations at least once per quarter; and

Project Priorities amendments must be approved by the TPO by formal action. They must be placed on the TPO agenda and listed in the legal ad placed for the meeting. Approval of an amendment to the Project Priorities must be by roll-call vote. Once approved, the Project Priorities are updated with the amended information and copies of the amendment are provided to FDOT

Federal Planning Emphasis Areas

On April 23, 2014, FHWA distributed a memorandum to state DOTs to encourage MPOs to identify tasks associated with Planning Emphasis Areas (PEAs). The following lists the three PEAs as defined by FHWA:

- MAP 21 Implementation – Transition to Performance Based Planning and Programming.
- Models of Regional Planning Cooperation – Promote cooperation across MPO boundaries and across state boundaries where appropriate to ensure a regional approach to transportation planning.
- Ladders of Opportunity – Access to essential services – as part of the transportation planning process, identify transportation connectivity gaps in access to essential services.

State Planning Emphasis Areas - 2020

Safety. Safety has been a federal planning priority over numerous iterations of the transportation legislation. As stated within the FAST Act planning factors, metropolitan areas should “increase safety for motorized and non-motorized users.” The state of Florida has expanded on this concept further by becoming a Vision Zero area, with a stated goal within the Florida Transportation Plan of zero fatalities across the state’s transportation system. FDOT adopted their Strategic Highway Safety Plan in 2016, which provides more information about how the state intends to address transportation safety in the coming years.

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

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

- Increase opportunities for access to transit and other modes
- Provide a more efficient and mobile transportation system
- Meet the needs of a growing and changing population

A connected system is often more cost-effective and better able to address natural and manmade constraints.

For MPOs, system connectivity should be considered within several contexts. First, MPOs should emphasize connectivity within their boundaries to serve the unique needs of their urban and non-urban jurisdictions. This requires coordination with member jurisdictions to identify their connectivity needs while also understanding how current and future land uses impact or can help augment connectivity. Second, MPOs should consider connectivity beyond their boundaries and emphasize continuity on those facilities that link their MPO to other metropolitan and non-urban or rural areas. Third, connectivity for MPOs should include multimodal linkages that are supportive of both passengers and freight. A connected network supports users traveling by a variety of modes, including first and last mile linkages.

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

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

ACES (Automated/Connected/Electric/Shared-use) Vehicles. According to the Federal Highway Administration, “Transportation is in the midst of disruptive change from new technologies (automated and connected vehicles); new institutions (shared mobility firms); and changing attitudes (reduced car ownership). Across the nation, transportation planners are under pressure to develop performance-oriented policies, plans, and investment decisions that consider an increasingly complex transportation landscape. In the process, planners need to consider, but cannot yet reliably predict, the potential impact of

disruptive and transformational Connected Vehicle (CV) and Automated Vehicle (AV) technologies on safety, vehicle ownership, road capacity, VMT, land-use, roadway design, future investment demands, and economic development, among others. While some forms of CV and AV are already being deployed across the United States, significant unknowns exist regarding the rate of technology adoption, which types of technologies will prevail in the marketplace, the interaction between CV/AV vehicles and various forms of shared mobility services, and the impacts of interim and widespread levels of CV/AV usage.”

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

Performance Measures

Performance Management is a strategic approach to connect investment and policy decisions to help achieve performance goals. Performance measures are quantitative criteria used to evaluate progress. Performance measure targets are the benchmarks against which collected data is gauged. The Moving Ahead for Progress in the 21st Century Act (MAP-21) requires State DOTs and TPOs to conduct performance-based planning by tracking performance measures and setting data-driven targets to improve those measures. Performance-based planning ensures the most efficient investment of federal transportation funds by increasing accountability, transparency, and providing for better investment decisions that focus on key outcomes related to seven national goals:

- Improving Safety;
- Maintaining Infrastructure Condition;
- Reducing Traffic Congestion;
- Improving System Reliability;
- Improving the Efficiency of the System and Freight Movement;
- Protecting the Environment; and,
- Reducing Delays in Project Delivery.

The Fixing America’s Surface Transportation (FAST) Act supplements the MAP-21 legislation by establishing timelines for State DOTs and TPOs to comply with the requirements of MAP-21. State DOTs are required to establish statewide targets and TPOs have the option to support the statewide targets or adopt their own.

Safety. Safety was the first national goal identified in the FAST Act. In March of 2016, the Highway Safety Improvement Program (HSIP) and Safety Performance Management Measures Rule (Safety PM Rule) was finalized and published in the *Federal Register*. The rule requires TPOs to set targets for the following safety-related performance measures and report progress to the State DOT:

- Number of Fatalities;
- Number of Serious Injuries;
- Number of Nonmotorized Fatalities and Serious Injuries;
- Rate of Fatalities per 100 Million Vehicle Miles Traveled (VMT); and
- Rate of Serious Injuries per 100 Million VMT.

The Florida and Alabama Departments of Transportation Highway Safety Improvement Plans (HSIP) focused on how to accomplish the vision of eliminating fatalities and reducing serious injuries on all public roads. The HSIP development process included review of safety-related goals, objectives, and strategies in TPO plans. The HSIP guides FDOT, ALDOT, TPOs, and other safety partners in addressing safety and defines a framework for implementation activities to be carried out throughout each State.

The HSIP highlights the commitment to a vision and initiative of zero deaths. The HSIP annual report documents the statewide performance measures toward that zero deaths vision and initiative. As such, the TPO supported the adoption of the HSIP safety performance measures, FDOT's 2018, 2019, and 2020 safety targets, which set the target at "0" for each performance measure to reflect FDOT's goal of zero deaths, ALDOT's 2018 safety targets, which set the targets at 1,010 for Number of Fatalities; 1.490 for Rate of Fatalities per Hundred Million Vehicle Miles Traveled; 8,369 for Number of Serious Injuries; 12.420 for Rate of Serious Injuries per Hundred Million Vehicle Miles Traveled, and 390 for Number of Non-Motorized Fatalities and Non-Motorized Serious Injuries to reflect ALDOT's Towards Zero Death Initiative; ALDOT's 2019 safety targets, which set the targets at 932 for Number of Fatalities; 1.330 for Rate of Fatalities per Hundred Million Vehicle Miles Traveled; 8,469 for Number of Serious Injuries; 12.080 for Rate of Serious Injuries per Hundred Million Vehicle Miles Traveled, and 394 for Number of Non-Motorized Fatalities and Non-Motorized Serious Injuries; and ALDOT's 2020 safety targets, which set the targets at 964 for Number of Fatalities; 1.350 for Rate of Fatalities per Hundred Million Vehicle Miles Traveled; 8,143 for Number of Serious Injuries; 11.080 for Rate of Serious Injuries per Hundred Million Vehicle Miles Traveled, and 384 for Number of Non-Motorized Fatalities and Non-Motorized Serious Injuries to reflect ALDOT's Towards Zero Death Initiative. The TPO supported the FDOT and ALDOT targets by approving 18-01 on February 14, 2018 and Resolution 19-01 on

February 13, 2019, and Resolution 20-01 on February 12, 2020 (see Florida-Alabama TPO Safety Performance Table).

Florida-Alabama TPO Safety Performance Targets

| 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 |
| ALDOT (2018) | 1,010 | 1.490 | 8,369 | 12.420 | 390 |
| ALDOT (2019) | 932 | 1.330 | 8,469 | 12.080 | 394 |
| ALDOT (2020) | 964 | 1.350 | 8,143 | 11.080 | 384 |

Bridge, Pavement and System Performance. Bridge and Pavement (PM2) was the second national goal identified in the FAST Act and was finalized in May 2017 and published in the *Federal Register*. The rule requires TPOs to set targets for the following bridge and pavement related performance measures and report progress to the State DOT.

- Percent of Interstate Pavements in Good Condition;
- Percent of Interstate Pavements in Poor Condition;
- Percent of Non-Interstate National Highway System Pavements in Good Condition;
- Percent of Non-Interstate National Highway System Pavements in Poor Condition;

- Percent of National Highway System Bridges classified as in Good Condition by Deck Area; and
- Percent of National Highway System Bridges classified as in Poor Condition by Deck Area.

System Performance (PM3) was the third national goal identified in the Fast Act was also finalized in May 2017 and published in the *Federal Register*. The rule requires TPOs to set targets for the following system performance related performance measures and report progress to the State DOT.

- Percent of Person Miles Traveled on Interstate System that is reliable;
- Percent of Person Miles Traveled on Non-Interstate National Highway System that is reliable; and
- Truck Travel Time Reliability Index.

Whereas, Safety Targets are established annually by the TPO by February 27th, Targets for Pavement, Bridge, and System Performance were adopted on September 12, 2018 by Resolution 18-24 for targets in 2021 which supported the DOT targets and will need to be adopted again by April 1, 2023 since they are four year targets. FDOT targets for 2021 for Pavement are: >60 for Percent of Interstate Pavements in Good Condition, <5 for Percent of Interstate Pavements in Poor Condition; ≥ 40 for Percent of Non-Interstate National Highway System Pavements in Good Condition; and ≤ 5 for Percent on Non-Interstate National Highway System Pavements in Poor Condition. FDOT targets for 2021 for Bridges are: ≥ 50 for Percent of National Highway System Bridges Classified as in Good Condition by Deck Area and ≤ 10 for Percent of National Highway System Bridges Classified as in Poor Condition by Deck Area. FDOT's 2021 targets for System Performance are: 70 for Percent of Person Miles Traveled on Interstate System that is Reliable; 50 for Percent of Person Miles Traveled on Non-Interstate National Highway System that is Reliable; and 2 for Truck Travel Time Reliability Index. ALDOT targets for 2021 for Pavement are: "Not Applicable" for Percent of Interstate Pavements in Good Condition since there is no Interstate System in the Alabama Portion of the Florida-Alabama TPO, "Not Applicable" for Percent of Interstate Pavements in Poor Condition since there is no Interstate System in the Alabama Portion of the Florida-Alabama TPO; >40 for Percent of Non-Interstate National Highway System Pavements in Good Condition; and <5 for Percent on Non-Interstate National Highway System Pavements in Poor Condition. ALDOT targets for 2021 for Bridges are: >27 for Percent of National Highway System Bridges Classified as in Good Condition by Deck Area and <3 for Percent of National Highway System Bridges Classified as in Poor Condition by Deck Area. ALDOT's 2021 targets for System Performance are: "Not Applicable" for Percent of Person Miles Traveled on Interstate System that is Reliable since there is no Interstate System in the Alabama Portion of the Florida-Alabama TPO; 93.6 for Percent of

Person Miles Traveled on Non-Interstate National Highway System that is Reliable; and “Not Applicable” for Truck Travel Time Reliability Index since there is no Interstate System in the Alabama Portion of the Florida-Alabama TPO (see Florida-Alabama TPO Bridge, Pavement, and System Performance Tables).

Florida-Alabama TPO Bridge Targets

| Entity | Percent of NHS Bridges classified as in Good Condition by Desk Area | | Percent of NHS Bridges classified as in Poor Condition by Desk Area | |
|--------|---|---------------|---|---------------|
| | 2 Year (2019) | 4 Year (2021) | 2 Year (2019) | 4 Year (2021) |
| FDOT | ≥50 | ≥50* | ≤10 | ≤10* |
| ALDOT | >27 | >27* | <3 | <3* |

*TPO only required to adopt 4-year targets. Adopted by Resolution 18-24 on September 12, 2018.

Florida-Alabama TPO Pavement Targets

| Entity | Percent of Interstate Pavements in Good Condition | | Percent of Interstate Pavements in Poor Condition | | Percent of Non-Interstate NHS Pavements in Good Condition | | Percent of Non-Interstate NHS Pavements in Poor Condition | |
|--------|---|-----------------------------|---|------------------------------|---|---------------|---|---------------|
| | 2 Year (2019) | 4 Year (2021) | 2 Year (2019) | 4 Year (2021) | 2 Year (2019) | 4 Year (2021) | 2 Year (2019) | 4 Year (2021) |
| FDOT | Not Required | ≥60* | Not Required | ≤5* | ≥40 | ≥40* | ≤5 | ≤5* |
| ALDOT | Not Required | I-10 not in TPO Study Area* | Not Required | I-10 not in TPO Study Area * | >40 | >40* | <5 | <5* |

*TPO only required to adopt 4-year targets. Adopted by Resolution 18-24 on September 12, 2018.

Florida-Alabama TPO System Performance Targets

| Entity | Percent of Person Miles Traveled on Interstate System that is Reliable | | Percent of Percent of Person Miles Traveled on Non-Interstate System that is Reliable | | Truck Travel Time Reliability Index | |
|--------|--|------------------------------|---|---------------|-------------------------------------|------------------------------|
| | 2 Year (2019) | 4 Year (2021) | 2 Year (2019) | 4 Year (2021) | 2 Year (2019) | 4 Year (2021) |
| FDOT | 75 | 70* | Not Required | 50* | 1.75 | 2.0* |
| ALDOT | 96.4 | I-10 not in TPO Study Area * | 93.7 | 93.6* | 1.20 | I-10 not in TPO Study Area * |

*TPO only required to adopt 4-year targets. Adopted by Resolution 18-24 on September 12, 2018.

Transit Asset Management (TAM). The TPO is also required to adopt State of Good Repair Performance Measures for Transit Asset Management (TAM). The TAM rule from the Federal Transit Administration became effective on October 1, 2016. The rule requires TPOs to set targets for the following transit related performance measures and report progress to the State DOT.

- Rolling Stock (Percentage of revenue vehicles that have met or exceeded their Useful Life Benchmark);
- Equipment (Percentage of service vehicles that have met or exceeded their Use Life Benchmark);
- Facilities (Percentage of facilities within an asset class rated below condition 3 on the Transit Economics Requirements Model Scale); and
- Infrastructure. (Percentage of track segments with performance restrictions).

Similarly, TAM targets were adopted by the TPO on September 12, 2018 by Resolution 18-30 which supported the DOT targets and will need to be adopted again by October 1, 2022. The Infrastructure category does not apply to the TPO since there is no rail fixed guideway track in the TPO area. For Florida, the Rolling Stock category consists of Vans, Cutaway Buses, Body on Chassis, and Full Size Buses. The targets for these categories are Vans (reduce by 0 Percent of current inventory), Cutaway Buses (reduce by 0 Percent of current inventory), Body on Chassis (reduce by 0 Percent of current inventory), and Full Size Buses (reduce by 10 Percent of current inventory). The Equipment category is to reduce Service Vehicles by 10 Percent that have met or exceeded their Useful Life Benchmark. Facilities Category is to fund no more than 20% of FTA facilities with a condition rating below 3 (Good) on the Transit Economics Requirements Model Scale. For Alabama, the Rolling Stock category consists of Vans, Cutaway Buses, Body on Chassis, and Full Size Buses. The targets for these categories are Vans (reduce by 10 Percent of current inventory), Cutaway Buses (reduce by 10 Percent of current inventory), Body on Chassis (reduce by 10 Percent of current inventory), and Full Size Buses (reduce by 10 Percent of current inventory). The Equipment category is to reduce Service Vehicles by 10 Percent that have met or exceeded their Useful Life Benchmark. Facilities Category is to fund no more than 20% of FTA facilities with a condition rating below 3 (Good) on the Transit Economics Requirements Model Scale (see Florida-Alabama TPO Transit Asset Management (TAM) Table).

Florida-Alabama TPO Transit Asset Management (TAM) Targets

| Entity | Percent of Revenue Vehicles that have met or exceed their Useful Life Benchmark | | | | Percent of Service Vehicles that have met or exceed their Useful Life Benchmark | Percent of FTA-funded facilities with a condition rating below 3.0 (Good) on the FTA Transit Economic Modal Scale |
|-----------------|---|--|---|--|---|---|
| | Vans | Cutaway Buses | Body on Chassis | Full Size Buses | | |
| Escambia County | reduce by "0%". | reduce by "0%" | reduce by "0%" | reduce by "3%" | reduce by "10%" | no more than "20%" |
| ALDOT | reduce by "10%" (of current inventory) | reduce by "10%" (of current inventory) | reduce by "10%" (of current inventory) | reduce by "10%" (of current inventory) | reduce by "10% (of current inventory) | no more than "20%" |

*TPO only required to adopt 4-year targets. Adopted by Resolution 18-30 on September 12, 2018.

Investment Priorities in the TIP. The TIP considers potential projects that fall into specific investment priorities. **Safety.** For the Florida-Alabama TPO, this includes the Safe Routes to School and the Escambia-Santa Rosa Community Traffic Safety Team Programs; and Bridge, Capacity, Bicycle/Pedestrian, Transportation Alternative, Transportation System Management, Public Transportation, Resurfacing, Aviation, Port, and other Miscellaneous categories in the TIP. The expectation of the TIP projects in each of these categories is to improve safety and to reduce fatalities once these projects are constructed. **Bridge and Pavement.** The Bridge Projects identified in the TIP will maintain the bridges classified in Good Condition and assist in improving the bridges classified in Poor Condition. Resurfacing Projects in the TIP will assist in improving the Interstate and Non-Interstate National Highway System pavements that are classified in Poor Condition as well as improving reliability of freight movement for interstate and Non-Interstate National Highway System roadways. **Transit Asset Management (TAM).** The Transit Projects identified in the TIP will assist in keeping the transit vehicles and facilities in State of Good Repair.

The TIP includes specific investment priorities that support the TPO's goals including safety, efficiency, connectivity, economic vitality, security, quality of life, and the planning process which guide the Evaluation Criteria. The Evaluation Criteria in the LRTP filters down to Project Priorities, and the TIP.

As identified in CFR 450.326(d), a description of the anticipated effect of the TIP toward achieving the performance targets in the metropolitan transportation plan

will be included in the next Long Range Transportation Plan which will be adopted by November 3, 2020. The next Long Range Transportation Plan will also include a Systems Performance Report for Performance Measures. In the interim, the TPO will work with both Florida and Alabama Departments of Transportation to comply with the requirements for TIP amendments for the Performance Measures since the May 27, 2018 date has passed.

Livability Indicators:

Federal and State agencies are using performance measures as a way of ensuring greater accountability for expenditure of public funds. ALDOT has adopted the Livability Principles and Indicators as a sustainability measurement against future actions.

All planning tasks will be measured against these Livability Principles:

1. Provide more transportation choices
2. Promote equitable, affordable housing
3. Enhance economic competitiveness
4. Support existing communities
5. Coordinate policies and leverage investment
6. Value communities and neighborhoods

The TPO will use these six Livability Principles with the Federal Performance Measures data, the FDOT Source Book, data available for University of Florida Bureau of Economic and Business Research and University of Alabama's Center for Business and Economic Research, and possibly additional data sources to develop Livability Indicators for a tool to consider in developing future transportation plans. The Livability Indicators will be identified in the 2045 Long Range Transportation Plan.

How do I get to full project costs and other project details?

Transportation projects for Baldwin, Escambia, and Santa Rosa counties are either within the Florida-Alabama TPO planning area boundary or in the non TPO area.

The normal project production sequence is to have a Project Development and Environment (PD&E) phase, a Design (PE) phase, a Right of Way (ROW) phase and a Construction (CST) phase. Some projects may not have a ROW phase, if land is not needed to complete the project. Costs on the TIP pages for projects on the SIS will have historical costs, five years of the current TIP and five years beyond the current TIP, which may or may not be the total project cost. If there is no CST phase on the TIP page, then the entry will probably not be reflective of the total project cost. For some projects, such as resurfacing, safety or operational

projects, there may not be a total cost provided but rather additional details on that program.

For costs beyond the ten year window, access to the Long Range Transportation Plan (LRTP) is provided. The link to the LRTP is: https://www.ecrc.org/programs/transportation_planning/plans_and_documents/long_range_transportation_plan/index.php. The LRTP reference on the TIP page provides the information necessary to locate the full project costs and/or additional details, regarding the project in the LRTP. When the LRTP reference in the TIP states modification and \ or amendment report, the most recent report is used. Appendix C is a status report for on-going projects.

Full Project Costs in TPO Planning Area Boundary

Projects on the Strategic Intermodal System (SIS) - The normal project production sequence is to have a Project Development and Environment (PD&E) phase, a Design (PE) phase, a Right of Way (ROW) phase and a Construction (CST) phase. Some projects may not have a ROW phase, if land is not needed to complete the project. Costs on the TIP pages for projects on the SIS will have historical costs, five years of the current TIP, and five years beyond the current TIP, which may or may not be the total project cost. If there is no CST phase, then the entry will probably not be reflective of the total project cost. For some projects, such as resurfacing, safety or operational project, there may not be a total cost provided but rather additional details on that program.

The SIS is a network of high priority transportation facilities which includes the state's largest and most significant commercial service airports, spaceport, deep water seaports, freight rail terminals, passenger rail and intercity bus terminals, rail corridors, waterways and highways. All projects on the SIS will have a SIS identifier on the TIP page.

For costs beyond the ten year window, access to the Long Range Transportation Plan (LRTP) is provided. The link to the LRTP is https://www.ecrc.org/programs/transportation_planning/plans_and_documents/long_range_transportation_plan/index.php. The LRTP reference on the TIP page provides the information necessary to locate the full project costs and/or additional details regarding the project in the LRTP (See example TIP page below). If there is no LRTP reference in the TIP, full project cost for that project is provided in the TIP.

Non SIS projects - The normal project production sequence is to have a Project Development and Environment (PD&E) phase, a Design (PE) phase, a Right of

Way (ROW) phase and a Construction (CST) phase. Some projects may not have a ROW phase, if land is not needed to complete the project. Costs on the TIP pages for projects not on the SIS will have historical costs and five years of the current TIP, which may or may not be the total project cost. If there is no CST phase, then the entry will probably not be reflective of the total project cost. For some projects, such as resurfacing, safety or operational projects, there may not be a total cost provided but rather additional details on that program.

Total project costs and other project details will be accessible in the TIP for all non SIS projects in the TIP. All non SIS projects will have a Non-SIS identifier on the TIP page.

For costs beyond the five year window, access to the Long Range Transportation Plan (LRTP) is provided. The link to LRTP https://www.ecrc.org/programs/transportation_planning/plans_and_documents/long_range_transportation_plan/index.php. The LRTP reference on the TIP page provides the information necessary to locate the full project costs and/or additional details regarding the project in the LRTP. If there is no LRTP reference in the TIP, full project cost for that project is provided in the TIP. When the LRTP reference in the TIP states modification and \ or amendment report, the most recent report is used.

Full Projects Costs in the Non TPO area

Projects on the Strategic Intermodal System (SIS) - The SIS is a network of high priority transportation facilities which includes the state's largest and most significant commercial service airports, spaceport, deep water seaports, freight rail terminals, passenger rail and intercity bus terminals, rail corridors, waterways and highways. Total project costs and other project details will be accessible through the Statewide Transportation Improvement Program (STIP) for highways on the SIS. The STIP page will have a SIS and a County identifier to aid you in finding the total project cost (See example below) The STIP is accessible at <https://fdotewp1.dot.state.fl.us/fmsupportapps/stipamendments/stip.aspx>.

The normal project production sequence is to have a Project Development and Environment (PD&E) phase, a Design (PE) phase, a Right of Way (ROW) phase and a Construction (CST) phase. Some projects may not have a ROW phase, if land is not needed to complete the project. Costs on the STIP pages for projects on the SIS will have historical costs and ten years worth of project costs, which may or may not be the total project cost. If there is no CST phase, then the entry will probably not be reflective of the total project cost. The total project cost will be

reflected in the SIS Strategic Intermodal System Plan available at: <https://www.fdot.gov/planning/systems/programs/mspi/plans/default.shtm>. For some projects, such as resurfacing, safety or operational project, and other short term projects, the STIP page will reflect the total project cost available for projects on the SIS.

Non SIS projects in non TPO areas - All costs for non SIS projects in the non TPO areas will have a non SIS identifier. These costs will be provided by the Florida Department of Transportation (FDOT) District Office. Please contact the FDOT District Office at 1-888-638-0250 (Chipley) for additional information on these projects.

DISCLAIMER: The “Total Project Cost” amount displayed for each of the federal and state funded projects in the TIP represents 10 years of programming in the Florida Department of Transportation’s (FDOT’s) Work Program database for projects on the Strategic Intermodal System (SIS) (FYs 2021 through 2030), and 5 years of programming in the FDOT Work Program for non-SIS projects (FYs 2021 through 2025), plus historical cost information for all projects having expenditures paid by FDOT prior to FY 2021.

For a more comprehensive view of a particular project's anticipated total project cost for all phases of the project, please refer to the Long Range Transportation Plan (LRTP). It should be noted, however, that some projects in the FDOT Work Program such as resurfacing, safety, or operational products may not be specifically referenced within the LRTP due to their short term nature. LRTP references to such projects in the TIP are referenced by LRTP Final Report Page Number. These LRTP references are intended to increase transparency and demonstrate consistency between the LRTP and TIP. The link to the LRTP is https://www.ecrc.org/programs/transportation_planning/plans_and_documents/long_range_transportation_plan/index.php.

The Alabama Department of Transportation has directed that accident, incident, crash, injury, or fatality locations are not be shown or presented in association with descriptions of transportation projects, facilities, or locations within the State of Alabama. This prohibition extends to all formal planning documents (UPWP, Long Range Plan, TIP, Congestion Management Plan, and Air Quality Conformity documentation) that include narrative or tabular project listings or descriptions. In addition, Alabama project costs are estimated using a 1% inflation factor, instead of the previous 4% for projecting out-year costs.

RESOLUTION FL-AL 20-12

A RESOLUTION OF THE FLORIDA-ALABAMA TRANSPORTATION PLANNING ORGANIZATION ADOPTING THE FY 2021-2025 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 Governors of the State of Florida and State of Alabama, to the Federal Transit Administration, and through the States of Florida and Alabama to the Federal Highway Administration; and

WHEREAS, the Transportation Improvement Program (TIP) is developed in accordance with 23 Code of Federal Regulations 450 Section 134(j) and Section 339.175(8) Florida Statutes; and

WHEREAS, the TIP is periodically amended to maintain consistency with the Florida and Alabama Department of Transportation's 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 TIP 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 adopts the FY2021-2025 Transportation Improvement Program, with any changes that may have been presented.

Passed and duly adopted by the Florida- Alabama Transportation Planning Organization on this 8th day of July 2020.

**FLORIDA- ALABAMA TRANSPORTATION
PLANNING ORGANIZATION**

BY: _____

Steven Barry, Chairman

ATTEST: _____

5-Year Summary of Projects by Funding Category

| Project # | Project Name | 2020/21 | 2021/22 | 2022/23 | 2023/24 | 2024/25 | Total |
|---|--|------------------|------------------|------------------|------------------|-------------------|-------------------|
| ACBR - ADVANCE CONSTRUCTION (BRT) | | | | | | | |
| 4358161 | SR 10 (US 90) | 4,844,514 | 0 | 0 | 0 | 0 | 4,844,514 |
| 4371781 | SR 289 9TH AVENUE | 3,785,066 | 0 | 0 | 0 | 0 | 3,785,066 |
| 4376991 | CR 4 W HWY 4 | 604,376 | 0 | 3,527,952 | 0 | 0 | 4,132,328 |
| 4427491 | SR 8 (I-10) | 0 | 400,000 | 0 | 9,143,160 | 0 | 9,543,160 |
| Total | | 9,233,956 | 400,000 | 3,527,952 | 9,143,160 | 0 | 22,305,068 |
| ACBZ - ADVANCE CONSTRUCTION (BRTZ) | | | | | | | |
| 4304681 | O C PHILLIPS ROAD | 0 | 1,049,102 | 0 | 0 | 0 | 1,049,102 |
| 4322871 | DAWSON ROAD | 0 | 1,161,703 | 0 | 0 | 0 | 1,161,703 |
| 4429201 | INTERSTATE CIRCLE | 595,000 | 76,250 | 0 | 1,904,151 | 0 | 2,575,401 |
| Total | | 595,000 | 2,287,055 | 0 | 1,904,151 | 0 | 4,786,206 |
| ACER - ADVANCE CONSTRUCTION (ER) | | | | | | | |
| 4488052 | CR 292A (GULF BEACH HWY) | 28,658 | 0 | 0 | 0 | 0 | 28,658 |
| Total | | 28,658 | 0 | 0 | 0 | 0 | 28,658 |
| ACFP - ADVANCE CONSTRUCTION FREIGHT PROG (NFP) | | | | | | | |
| 4379052 | SR 8 (I-10) | 0 | 0 | 0 | 0 | 14,300,000 | 14,300,000 |
| Total | | 0 | 0 | 0 | 0 | 14,300,000 | 14,300,000 |
| ACNP - ADVANCE CONSTRUCTION NHPP | | | | | | | |
| 2185942 | SR 95 (US 29) | 3,260,000 | 200,000 | 2,638,380 | 0 | 0 | 6,098,380 |
| 2204401 | SR 30 (US 98) | 0 | 502,376 | 0 | 0 | 0 | 502,376 |
| 2224761 | SR 8 (I-10) | 4,969,000 | 0 | 303,946 | 1,948,601 | 0 | 7,221,547 |
| 4210121 | SR173 (BLUE ANGEL PARKWAY) | 0 | 5,063,000 | 0 | 0 | 0 | 5,063,000 |
| 4331131 | SR 8 (I-10) | 0 | 0 | 0 | 0 | 2,950,000 | 2,950,000 |
| 4415881 | SR 8 (I-10) | 23,154,227 | 0 | 0 | 0 | 0 | 23,154,227 |
| 4415931 | SR 8 (I-10) ESCAMBIA COUNTY WELCOME CENTER | 332,631 | 0 | 0 | 0 | 0 | 332,631 |

5-Year Summary of Projects by Funding Category

| Project # | Project Name | 2020/21 | 2021/22 | 2022/23 | 2023/24 | 2024/25 | Total |
|---|------------------------------------|-------------------|-------------------|------------------|------------------|------------------|-------------------|
| ACNP - ADVANCE CONSTRUCTION NHPP | | | | | | | |
| Total | | 31,715,858 | 5,765,376 | 2,942,326 | 1,948,601 | 2,950,000 | 45,322,161 |
| ACSS - ADVANCE CONSTRUCTION (SS) | | | | | | | |
| 4437691 | SR 10A (US 90) W. CERVANTES STREET | 3,546,033 | 0 | 0 | 0 | 0 | 3,546,033 |
| 4440161 | CR 184A BERRYHILL RD | 0 | 252,356 | 0 | 890,894 | 0 | 1,143,250 |
| 4440181 | SR298 LILLIAN HWY | 0 | 227,489 | 0 | 996,743 | 0 | 1,224,232 |
| 4440182 | SR 298 LILLIAN HWY | 0 | 0 | 0 | 132,000 | 0 | 132,000 |
| 4440191 | SR 30 (US 98) NAVARRE PKWY | 0 | 128,804 | 0 | 677,505 | 0 | 806,309 |
| 4440261 | SR 10 (US 90) | 0 | 193,637 | 0 | 877,862 | 0 | 1,071,499 |
| 4440262 | SR 10 (US 90) | 0 | 0 | 0 | 132,000 | 0 | 132,000 |
| 4440271 | SR 10 (US 90) | 0 | 148,870 | 0 | 585,222 | 0 | 734,092 |
| 4440391 | SR 10 (US 90A) E 9 MILE RD | 0 | 6,336,579 | 0 | 0 | 0 | 6,336,579 |
| 4440411 | SR 30 (US 98) GULF BREEZE PKWY | 95,809 | 0 | 373,319 | 0 | 0 | 469,128 |
| 4440451 | SR 8 (I-10) | 0 | 0 | 4,139,624 | 0 | 0 | 4,139,624 |
| 4440461 | SR 8 (I-10) | 0 | 3,722,180 | 0 | 0 | 0 | 3,722,180 |
| 4440472 | SR 10 (US 90) | 0 | 1,962,140 | 0 | 0 | 0 | 1,962,140 |
| 4455991 | SR 292 N PACE BLVD | 285,172 | 0 | 0 | 0 | 0 | 285,172 |
| 4455992 | SR 292 N PACE BLVD | 0 | 0 | 337,000 | 0 | 0 | 337,000 |
| 4456001 | SR 296 MICHIGAN AVE | 108,166 | 0 | 0 | 0 | 0 | 108,166 |
| 4456002 | SR 296 MICHIGAN AVE | 0 | 0 | 210,000 | 0 | 0 | 210,000 |
| Total | | 4,035,180 | 12,972,055 | 5,059,943 | 4,292,226 | 0 | 26,359,404 |
| ACSU - ADVANCE CONSTRUCTION (SU) | | | | | | | |
| 4389083 | PERDIDO KEY DR | 1,786,201 | 0 | 0 | 0 | 0 | 1,786,201 |
| 4437691 | SR 10A (US 90) W. CERVANTES STREET | 2,412,620 | 0 | 0 | 0 | 0 | 2,412,620 |
| Total | | 4,198,821 | 0 | 0 | 0 | 0 | 4,198,821 |

5-Year Summary of Projects by Funding Category

| Project # | Project Name | 2020/21 | 2021/22 | 2022/23 | 2023/24 | 2024/25 | Total |
|---|---------------------------|-------------------|------------------|------------------|-------------------|----------|-------------------|
| ACTA - ADVANCE CONSTRUCTION TALT | | | | | | | |
| 4424381 | SHORELINE DR/FAIRPOINT DR | 86,606 | 0 | 0 | 0 | 0 | 86,606 |
| Total | | 86,606 | 0 | 0 | 0 | 0 | 86,606 |
| BNBR - AMENDMENT 4 BONDS (BRIDGES) | | | | | | | |
| 4358161 | SR 10 (US 90) | 15,587,544 | 0 | 0 | 0 | 0 | 15,587,544 |
| Total | | 15,587,544 | 0 | 0 | 0 | 0 | 15,587,544 |
| BNIR - INTRASTATE R/W & BRIDGE BONDS | | | | | | | |
| 2185942 | SR 95 (US 29) | 0 | 540,000 | 0 | 0 | 0 | 540,000 |
| 2224761 | SR 8 (I-10) | 0 | 9,400,000 | 2,059,000 | 0 | 0 | 11,459,000 |
| Total | | 0 | 9,940,000 | 2,059,000 | 0 | 0 | 11,999,000 |
| BPF - British Petroleum | | | | | | | |
| 100040568 | SR 180 (CANAL ROAD) | 0 | 0 | 0 | 10,303,010 | 0 | 10,303,010 |
| Total | | 0 | 0 | 0 | 10,303,010 | 0 | 10,303,010 |
| BPS - British Petroleum | | | | | | | |
| 100040568 | SR 180 (CANAL ROAD) | 0 | 0 | 0 | 3,044,485 | 0 | 3,044,485 |
| Total | | 0 | 0 | 0 | 3,044,485 | 0 | 3,044,485 |
| BRP - STATE BRIDGE REPLACEMENT | | | | | | | |
| 4358161 | SR 10 (US 90) | 10,546,575 | 0 | 0 | 0 | 0 | 10,546,575 |
| Total | | 10,546,575 | 0 | 0 | 0 | 0 | 10,546,575 |
| BRRP - STATE BRIDGE REPAIR & REHAB | | | | | | | |
| 4429151 | SR 8 (I-10) | 5,658,799 | 0 | 0 | 0 | 0 | 5,658,799 |
| Total | | 5,658,799 | 0 | 0 | 0 | 0 | 5,658,799 |
| D - UNRESTRICTED STATE PRIMARY | | | | | | | |
| 0001542 | CR 399 BOB SIKES BRIDGE | 40,000 | 40,000 | 40,000 | 40,000 | 40,000 | 200,000 |
| 4467531 | MILTON OPERATIONS CENTER | 1,800 | 0 | 0 | 0 | 0 | 1,800 |

5-Year Summary of Projects by Funding Category

| Project # | Project Name | 2020/21 | 2021/22 | 2022/23 | 2023/24 | 2024/25 | Total |
|---|---------------------------------|---------------|---------------|---------------|---------------|---------------|----------------|
| D - UNRESTRICTED STATE PRIMARY | | | | | | | |
| 4467532 | MILTON OPERATIONS CENTER | 12,000 | 0 | 0 | 0 | 0 | 12,000 |
| Total | | 53,800 | 40,000 | 40,000 | 40,000 | 40,000 | 213,800 |
| DDR - DISTRICT DEDICATED REVENUE | | | | | | | |
| 2204263 | SR 30 (US 98) GULF BREEZE PKWY | 0 | 0 | 2,907,267 | 0 | 0 | 2,907,267 |
| 2204265 | SR 30 (US 98) GULF BREEZE PKWY | 0 | 85,310 | 0 | 0 | 0 | 85,310 |
| 4125452 | ESCAMBIA/SANTA ROSA | 300,000 | 300,000 | 400,000 | 400,000 | 400,000 | 1,800,000 |
| 4156062 | WEST FL REGIONAL PLN | 217,039 | 222,500 | 230,000 | 237,703 | 0 | 907,242 |
| 4159313 | PETER PRINCE FIELD | 0 | 0 | 120,000 | 0 | 0 | 120,000 |
| 4159314 | PETER PRINCE FIELD | 0 | 0 | 160,000 | 0 | 0 | 160,000 |
| 4222571 | ESCAMBIA COUNTY | 1,058,453 | 1,111,375 | 1,166,944 | 0 | 0 | 3,336,772 |
| 4222601 | ESCAMBIA COUNTY | 0 | 445,290 | 458,649 | 449,813 | 0 | 1,353,752 |
| 4222943 | PETER PRINCE FIELD | 0 | 91,855 | 0 | 0 | 0 | 91,855 |
| 4256338 | PETER PRINCE FIELD | 0 | 0 | 0 | 600,000 | 0 | 600,000 |
| 4325631 | SR 295 NAVY BLVD | 119,000 | 318,742 | 0 | 0 | 0 | 437,742 |
| 4325681 | SR 95 (US 29) N PALAFOX ST | 1,258,000 | 322,800 | 2,076,884 | 0 | 0 | 3,657,684 |
| 4331131 | SR 8 (I-10) | 0 | 0 | 0 | 0 | 1,920,000 | 1,920,000 |
| 4346771 | SR 95 (US 29 PENSACOLA BLVD) | 0 | 875,561 | 0 | 0 | 0 | 875,561 |
| 4357177 | PENSACOLA INTERNATIONAL AIRPORT | 0 | 650,000 | 0 | 0 | 0 | 650,000 |
| 4360882 | SR 10 (US 90A) NINE MILE ROAD | 0 | 0 | 1,814,264 | 0 | 0 | 1,814,264 |
| 4367391 | ESCAMBIA COUNTY | 386,222 | 397,808 | 868,786 | 890,586 | 917,304 | 3,460,706 |
| 4367501 | SANTA ROSA COUNTY | 255,522 | 263,188 | 138,490 | 141,966 | 146,225 | 945,391 |
| 4377641 | SR 10A (US 90) | 45,000 | 7,545,671 | 0 | 0 | 0 | 7,590,671 |
| 4397351 | SR 292 N PACE BLVD | 0 | 560,821 | 0 | 0 | 0 | 560,821 |
| 4399641 | SR 292 SORRENTO | 1,898,546 | 0 | 0 | 0 | 0 | 1,898,546 |

5-Year Summary of Projects by Funding Category

| Project # | Project Name | 2020/21 | 2021/22 | 2022/23 | 2023/24 | 2024/25 | Total |
|---|------------------------------------|------------------|-------------------|-------------------|--------------------|------------------|--------------------|
| DDR - DISTRICT DEDICATED REVENUE | | | | | | | |
| 4410561 | SR 297 PINE FOREST RD | 1,200,000 | 0 | 0 | 0 | 0 | 1,200,000 |
| 4418821 | SR 292 SORRENTO RD | 96,400 | 1,293,969 | 0 | 0 | 0 | 1,390,369 |
| 4436481 | SR 292 BARRANCAS AVE | 0 | 397,914 | 0 | 0 | 0 | 397,914 |
| 4436511 | SR 298 | 0 | 808,022 | 0 | 0 | 0 | 808,022 |
| 4436561 | SR 292 SORRENTO RD | 0 | 377,151 | 0 | 0 | 0 | 377,151 |
| 4436581 | SR 750 AIRPORT BLVD | 0 | 364,065 | 0 | 0 | 0 | 364,065 |
| 4437691 | SR 10A (US 90) W. CERVANTES STREET | 769,500 | 0 | 0 | 0 | 0 | 769,500 |
| 4440991 | SR 10 (US 90) MOBILE HWY | 38,750 | 1,866,636 | 0 | 0 | 0 | 1,905,386 |
| 4459061 | SR 87 | 861,840 | 0 | 0 | 0 | 0 | 861,840 |
| 4460301 | SR 30 (US 98) GULF BREEZE PKWY | 0 | 0 | 0 | 1,257,650 | 0 | 1,257,650 |
| 4466451 | PENSACOLA INTERNATIONAL AIRPORT | 0 | 0 | 0 | 0 | 1,325,000 | 1,325,000 |
| Total | | 8,504,272 | 18,298,678 | 10,341,284 | 3,977,718 | 4,708,529 | 45,830,481 |
| DI - ST. - S/W INTER/INTRASTATE HWY | | | | | | | |
| 2185942 | SR 95 (US 29) | 0 | 0 | 3,243,000 | 0 | 0 | 3,243,000 |
| 2224761 | SR 8 (I-10) | 0 | 400,000 | 0 | 110,415,064 | 0 | 110,815,064 |
| Total | | 0 | 400,000 | 3,243,000 | 110,415,064 | 0 | 114,058,064 |
| DIH - STATE IN-HOUSE PRODUCT SUPPORT | | | | | | | |
| 2186055 | SR 10 (US 90A) NINE MILE ROAD | 10,000 | 0 | 0 | 0 | 0 | 10,000 |
| 2204263 | SR 30 (US 98) GULF BREEZE PKWY | 0 | 0 | 235,172 | 0 | 0 | 235,172 |
| 2204265 | SR 30 (US 98) GULF BREEZE PKWY | 0 | 350,000 | 0 | 0 | 0 | 350,000 |
| 2224761 | SR 8 (I-10) | 125,000 | 120,000 | 50,000 | 0 | 0 | 295,000 |
| 4318837 | SR 727 FAIRFIELD DR | 0 | 150,000 | 0 | 0 | 0 | 150,000 |
| 4325631 | SR 295 NAVY BLVD | 10,000 | 31,874 | 0 | 0 | 0 | 41,874 |
| 4325681 | SR 95 (US 29) N PALAFOX ST | 125,800 | 80,000 | 89,849 | 0 | 0 | 295,649 |

5-Year Summary of Projects by Funding Category

| Project # | Project Name | 2020/21 | 2021/22 | 2022/23 | 2023/24 | 2024/25 | Total |
|---|--|----------------|------------------|----------------|--------------|----------|------------------|
| DIH - STATE IN-HOUSE PRODUCT SUPPORT | | | | | | | |
| 4346771 | SR 95 (US 29 PENSACOLA BLVD) | 0 | 87,738 | 0 | 0 | 0 | 87,738 |
| 4360882 | SR 10 (US 90A) NINE MILE ROAD | 0 | 0 | 19,432 | 0 | 0 | 19,432 |
| 4377641 | SR 10A (US 90) | 5,000 | 87,100 | 0 | 0 | 0 | 92,100 |
| 4397351 | SR 292 N PACE BLVD | 0 | 102,079 | 0 | 0 | 0 | 102,079 |
| 4399641 | SR 292 SORRENTO | 16,864 | 0 | 0 | 0 | 0 | 16,864 |
| 4410561 | SR 297 PINE FOREST RD | 100,000 | 0 | 0 | 0 | 0 | 100,000 |
| 4415931 | SR 8 (I-10) ESCAMBIA COUNTY WELCOME CENTER | 51,439 | 0 | 0 | 0 | 0 | 51,439 |
| 4418821 | SR 292 SORRENTO RD | 15,000 | 17,848 | 0 | 0 | 0 | 32,848 |
| 4429151 | SR 8 (I-10) | 69,494 | 0 | 0 | 0 | 0 | 69,494 |
| 4436481 | SR 292 BARRANCAS AVE | 0 | 39,792 | 0 | 0 | 0 | 39,792 |
| 4436511 | SR 298 | 0 | 80,802 | 0 | 0 | 0 | 80,802 |
| 4436561 | SR 292 SORRENTO RD | 0 | 37,715 | 0 | 0 | 0 | 37,715 |
| 4436581 | SR 750 AIRPORT BLVD | 0 | 36,406 | 0 | 0 | 0 | 36,406 |
| 4440991 | SR 10 (US 90) MOBILE HWY | 3,750 | 35,393 | 0 | 0 | 0 | 39,143 |
| 4455901 | SR 89 | 131,100 | 0 | 116,515 | 0 | 0 | 247,615 |
| 4455911 | SR 10 (US 90) | 83,500 | 0 | 73,958 | 0 | 0 | 157,458 |
| 4456291 | SR 10A (US 90) SCENIC | 73,000 | 0 | 37,924 | 0 | 0 | 110,924 |
| 4459061 | SR 87 | 9,234 | 0 | 0 | 0 | 0 | 9,234 |
| 4460301 | SR 30 (US 98) GULF BREEZE PKWY | 43,000 | 0 | 0 | 8,228 | 0 | 51,228 |
| Total | | 872,181 | 1,256,747 | 622,850 | 8,228 | 0 | 2,760,006 |
| DIS - STRATEGIC INTERMODAL SYSTEM | | | | | | | |
| 4414943 | PENSACOLA INTERNATIONAL AIRPORT | 370,000 | 0 | 0 | 0 | 0 | 370,000 |
| 4414944 | PENSACOLA INTERNATIONAL AIRPORT | 130,000 | 0 | 0 | 0 | 0 | 130,000 |
| Total | | 500,000 | 0 | 0 | 0 | 0 | 500,000 |

5-Year Summary of Projects by Funding Category

| Project # | Project Name | 2020/21 | 2021/22 | 2022/23 | 2023/24 | 2024/25 | Total |
|--|--|-------------------|------------------|------------------|------------------|------------------|-------------------|
| DITS - STATEWIDE ITS - STATE 100%. | | | | | | | |
| 4367391 | ESCAMBIA COUNTY | 822,422 | 847,095 | 413,465 | 423,063 | 435,755 | 2,941,800 |
| 4367501 | SANTA ROSA COUNTY | 0 | 0 | 132,594 | 136,017 | 140,098 | 408,709 |
| Total | | 822,422 | 847,095 | 546,059 | 559,080 | 575,853 | 3,350,509 |
| DPTO - STATE - PTO | | | | | | | |
| 4156062 | WEST FL REGIONAL PLN | 0 | 0 | 0 | 0 | 244,917 | 244,917 |
| 4203004 | PENSACOLA INTERNATIONAL AIRPORT | 0 | 0 | 150,000 | 0 | 0 | 150,000 |
| 4203005 | PENSACOLA INTERNATIONAL AIRPORT | 0 | 0 | 500,000 | 0 | 0 | 500,000 |
| 4203006 | PENSACOLA INTERNATIONAL AIRPORT | 0 | 0 | 25,000 | 0 | 0 | 25,000 |
| 4217172 | FLORIDA-ALABAMA TPO | 15,114 | 15,568 | 16,034 | 16,515 | 17,011 | 80,242 |
| 4222571 | ESCAMBIA COUNTY | 0 | 0 | 0 | 1,225,291 | 1,551,836 | 2,777,127 |
| 4222601 | ESCAMBIA COUNTY | 450,000 | 0 | 0 | 0 | 468,308 | 918,308 |
| 4256337 | PETER PRINCE FIELD | 55,000 | 0 | 0 | 0 | 0 | 55,000 |
| 4357175 | PENSACOLA INTERNATIONAL AIRPORT | 84,600 | 0 | 0 | 0 | 0 | 84,600 |
| 4357178 | PENSACOLA INTERNATIONAL AIRPORT | 0 | 0 | 0 | 500,000 | 0 | 500,000 |
| 4357179 | PENSACOLA INTERNATIONAL AIRPORT | 0 | 0 | 0 | 150,000 | 0 | 150,000 |
| 4414942 | PENSACOLA INTERNATIONAL AIRPORT | 14,000,000 | 1,000,000 | 2,000,000 | 0 | 0 | 17,000,000 |
| 4466501 | PENSACOLA INTERNATIONAL AIRPORT | 0 | 0 | 0 | 0 | 1,325,000 | 1,325,000 |
| Total | | 14,604,714 | 1,015,568 | 2,691,034 | 1,891,806 | 3,607,072 | 23,810,194 |
| DRA - REST AREAS - STATE 100% | | | | | | | |
| 4415931 | SR 8 (I-10) ESCAMBIA COUNTY WELCOME CENTER | 4,800,964 | 0 | 0 | 0 | 0 | 4,800,964 |
| Total | | 4,800,964 | 0 | 0 | 0 | 0 | 4,800,964 |
| DS - STATE PRIMARY HIGHWAYS & PTO | | | | | | | |
| 4325681 | SR 95 (US 29) N PALAFOX ST | 0 | 0 | 6,309,093 | 0 | 0 | 6,309,093 |
| 4377641 | SR 10A (US 90) | 0 | 583,628 | 0 | 0 | 0 | 583,628 |

5-Year Summary of Projects by Funding Category

| Project # | Project Name | 2020/21 | 2021/22 | 2022/23 | 2023/24 | 2024/25 | Total |
|--|--|------------------|-------------------|-------------------|----------------|----------------|-------------------|
| DS - STATE PRIMARY HIGHWAYS & PTO | | | | | | | |
| 4436481 | SR 292 BARRANCAS AVE | 0 | 3,315,952 | 0 | 0 | 0 | 3,315,952 |
| 4436511 | SR 298 | 0 | 6,733,516 | 0 | 0 | 0 | 6,733,516 |
| 4436581 | SR 750 AIRPORT BLVD | 0 | 3,233,880 | 0 | 0 | 0 | 3,233,880 |
| 4455901 | SR 89 | 1,311,000 | 0 | 10,874,700 | 0 | 0 | 12,185,700 |
| 4455911 | SR 10 (US 90) | 835,000 | 0 | 6,902,713 | 0 | 0 | 7,737,713 |
| 4456291 | SR 10A (US 90) SCENIC | 0 | 0 | 3,559,511 | 0 | 0 | 3,559,511 |
| Total | | 2,146,000 | 13,866,976 | 27,646,017 | 0 | 0 | 43,658,993 |
| DSBC - GARCON POINT BRIDGE | | | | | | | |
| 4153657 | SR 281 | 40,000 | 40,000 | 40,000 | 40,000 | 40,000 | 200,000 |
| Total | | 40,000 | 40,000 | 40,000 | 40,000 | 40,000 | 200,000 |
| DU - STATE PRIMARY/FEDERAL REIMB | | | | | | | |
| 4213683 | ESCAMBIA COUNTY | 250,000 | 0 | 0 | 0 | 0 | 250,000 |
| 4213714 | SANTA ROSA COUNTY | 173,000 | 0 | 0 | 0 | 0 | 173,000 |
| 4217172 | FLORIDA-ALABAMA TPO | 120,911 | 124,539 | 128,275 | 132,123 | 136,087 | 641,935 |
| Total | | 543,911 | 124,539 | 128,275 | 132,123 | 136,087 | 1,064,935 |
| DWS - WEIGH STATIONS - STATE 100% | | | | | | | |
| 4419941 | SR 8 (I-10) PENSACOLA WEIGH STATION | 0 | 667,400 | 0 | 0 | 0 | 667,400 |
| 4419942 | SR 8 (I-10) PENSACOLA WEIGH STATION | 0 | 880,400 | 0 | 0 | 0 | 880,400 |
| 4419943 | SR 8 (I-10) PENSACOLA MAINLINE WEIGH IN | 0 | 0 | 0 | 2,275,168 | 0 | 2,275,168 |
| 4453131 | SR 8 (I-10) PENSACOLA WEIGH STATION | 0 | 254,194 | 0 | 0 | 0 | 254,194 |
| 4453132 | SR 8 (I-10) PENSACOLA WEIGH STATION | 0 | 1,659,739 | 0 | 0 | 0 | 1,659,739 |
| 4462761 | SR 95 (US 29) PENSACOLA WEIGH STATION | 0 | 0 | 0 | 666,600 | 0 | 666,600 |
| 4462841 | SR 10 (US 90) MOBILE HIGHWAY - PENSACOLA | 0 | 0 | 0 | 0 | 276,162 | 276,162 |
| 4462842 | SR 10 (US 90) MOBILE HIGHWAY - PENSACOLA | 0 | 0 | 0 | 0 | 800,800 | 800,800 |

5-Year Summary of Projects by Funding Category

| Project # | Project Name | 2020/21 | 2021/22 | 2022/23 | 2023/24 | 2024/25 | Total |
|--|---------------------------------|------------------|-------------------|-------------------|-------------------|------------------|-------------------|
| DWS - WEIGH STATIONS - STATE 100% | | | | | | | |
| Total | | 0 | 3,461,733 | 0 | 2,941,768 | 1,076,962 | 7,480,463 |
| FAA - FEDERAL AVIATION ADMIN | | | | | | | |
| 4203004 | PENSACOLA INTERNATIONAL AIRPORT | 0 | 0 | 2,700,000 | 0 | 0 | 2,700,000 |
| 4203005 | PENSACOLA INTERNATIONAL AIRPORT | 0 | 0 | 9,000,000 | 0 | 0 | 9,000,000 |
| 4222943 | PETER PRINCE FIELD | 0 | 1,653,390 | 0 | 0 | 0 | 1,653,390 |
| 4256337 | PETER PRINCE FIELD | 990,000 | 0 | 0 | 0 | 0 | 990,000 |
| 4357175 | PENSACOLA INTERNATIONAL AIRPORT | 1,530,000 | 0 | 0 | 0 | 0 | 1,530,000 |
| 4357177 | PENSACOLA INTERNATIONAL AIRPORT | 0 | 11,700,000 | 0 | 0 | 0 | 11,700,000 |
| 4357178 | PENSACOLA INTERNATIONAL AIRPORT | 0 | 0 | 0 | 9,000,000 | 0 | 9,000,000 |
| 4357179 | PENSACOLA INTERNATIONAL AIRPORT | 0 | 0 | 0 | 2,700,000 | 0 | 2,700,000 |
| Total | | 2,520,000 | 13,353,390 | 11,700,000 | 11,700,000 | 0 | 39,273,390 |
| FCO - PRIMARY/FIXED CAPITAL OUTLAY | | | | | | | |
| 4467533 | MILTON OPERATIONS CENTER | 31,400 | 0 | 0 | 0 | 0 | 31,400 |
| Total | | 31,400 | 0 | 0 | 0 | 0 | 31,400 |
| FTA - FEDERAL TRANSIT ADMINISTRATION | | | | | | | |
| 4213713 | SANTA ROSA COUNTY | 150,000 | 150,000 | 150,000 | 150,000 | 0 | 600,000 |
| 4292621 | ESCAMBIA COUNTY | 2,200,000 | 2,200,000 | 2,200,000 | 2,200,000 | 0 | 8,800,000 |
| 4309952 | ESCAMBIA COUNTY | 350,000 | 350,000 | 350,000 | 350,000 | 0 | 1,400,000 |
| 4309953 | ESCAMBIA COUNTY | 1,000,000 | 1,000,000 | 1,000,000 | 1,000,000 | 0 | 4,000,000 |
| 4309954 | ESCAMBIA COUNTY | 300,084 | 300,084 | 300,084 | 300,084 | 0 | 1,200,336 |
| Total | | 4,000,084 | 4,000,084 | 4,000,084 | 4,000,084 | 0 | 16,000,336 |
| FTAT - FHWA TRANSFER TO FTA (NON-BUD) | | | | | | | |
| 4217331 | ESCAMBIA COUNTY | 300,000 | 300,000 | 300,000 | 300,000 | 300,000 | 1,500,000 |
| Total | | 300,000 | 300,000 | 300,000 | 300,000 | 300,000 | 1,500,000 |

5-Year Summary of Projects by Funding Category

| Project # | Project Name | 2020/21 | 2021/22 | 2022/23 | 2023/24 | 2024/25 | Total |
|---|------------------------------------|-------------------|----------|----------|-------------------|----------|-------------------|
| GFSU - GENERAL FUND SURFACE TRANSPORTATION | | | | | | | |
| 4437691 | SR 10A (US 90) W. CERVANTES STREET | 103,280 | 0 | 0 | 0 | 0 | 103,280 |
| 4456291 | SR 10A (US 90) SCENIC | 730,000 | 0 | 0 | 0 | 0 | 730,000 |
| 4460301 | SR 30 (US 98) GULF BREEZE PKWY | 430,000 | 0 | 0 | 0 | 0 | 430,000 |
| Total | | 1,263,280 | 0 | 0 | 0 | 0 | 1,263,280 |
| GMR - GROWTH MANAGEMENT FOR SIS | | | | | | | |
| 2224761 | SR 8 (I-10) | 0 | 0 | 0 | 10,416,006 | 0 | 10,416,006 |
| 4414942 | PENSACOLA INTERNATIONAL AIRPORT | 20,000,000 | 0 | 0 | 0 | 0 | 20,000,000 |
| Total | | 20,000,000 | 0 | 0 | 10,416,006 | 0 | 30,416,006 |
| LF - LOCAL FUNDS | | | | | | | |
| 100060027 | US 98 / SR 42 | 0 | 0 | 5,000 | 0 | 0 | 5,000 |
| 100060029 | US 98 / SR 42 | 0 | 0 | 0 | 69,483 | 0 | 69,483 |
| 100063404 | CR 99 | 101,993 | 0 | 0 | 0 | 0 | 101,993 |
| 100063634 | CR 99 | 18,750 | 0 | 0 | 0 | 0 | 18,750 |
| 100063635 | US 98 / SR 42 | 0 | 0 | 0 | 0 | 5,000 | 5,000 |
| 100063640 | CR 99 | 0 | 0 | 115,818 | 0 | 0 | 115,818 |
| 4159313 | PETER PRINCE FIELD | 0 | 0 | 30,000 | 0 | 0 | 30,000 |
| 4159314 | PETER PRINCE FIELD | 0 | 0 | 40,000 | 0 | 0 | 40,000 |
| 4203004 | PENSACOLA INTERNATIONAL AIRPORT | 0 | 0 | 150,000 | 0 | 0 | 150,000 |
| 4203005 | PENSACOLA INTERNATIONAL AIRPORT | 0 | 0 | 500,000 | 0 | 0 | 500,000 |
| 4203006 | PENSACOLA INTERNATIONAL AIRPORT | 0 | 0 | 25,000 | 0 | 0 | 25,000 |
| 4210121 | SR173 (BLUE ANGEL PARKWAY) | 5,000,000 | 0 | 0 | 0 | 0 | 5,000,000 |
| 4213683 | ESCAMBIA COUNTY | 250,000 | 0 | 0 | 0 | 0 | 250,000 |
| 4213713 | SANTA ROSA COUNTY | 37,500 | 37,500 | 37,500 | 37,500 | 0 | 150,000 |
| 4213714 | SANTA ROSA COUNTY | 173,000 | 0 | 0 | 0 | 0 | 173,000 |

5-Year Summary of Projects by Funding Category

| Project # | Project Name | 2020/21 | 2021/22 | 2022/23 | 2023/24 | 2024/25 | Total |
|-------------------------|------------------------------------|------------|-----------|-----------|-----------|-----------|-------------------|
| LF - LOCAL FUNDS | | | | | | | |
| 4217172 | FLORIDA-ALABAMA TPO | 15,114 | 15,568 | 16,034 | 16,515 | 17,011 | 80,242 |
| 4222571 | ESCAMBIA COUNTY | 1,058,453 | 1,111,375 | 1,166,944 | 1,225,291 | 1,551,836 | 6,113,899 |
| 4222943 | PETER PRINCE FIELD | 0 | 91,855 | 0 | 0 | 0 | 91,855 |
| 4256337 | PETER PRINCE FIELD | 55,000 | 0 | 0 | 0 | 0 | 55,000 |
| 4256338 | PETER PRINCE FIELD | 0 | 0 | 0 | 150,000 | 0 | 150,000 |
| 4292621 | ESCAMBIA COUNTY | 550,000 | 550,000 | 550,000 | 550,000 | 0 | 2,200,000 |
| 4304681 | O C PHILLIPS ROAD | 0 | 345,468 | 0 | 0 | 0 | 345,468 |
| 4309952 | ESCAMBIA COUNTY | 87,500 | 87,500 | 87,500 | 87,500 | 0 | 350,000 |
| 4309953 | ESCAMBIA COUNTY | 1,000,000 | 1,000,000 | 1,000,000 | 1,000,000 | 0 | 4,000,000 |
| 4309954 | ESCAMBIA COUNTY | 75,021 | 75,021 | 75,021 | 75,021 | 0 | 300,084 |
| 4322871 | DAWSON ROAD | 0 | 382,434 | 0 | 0 | 0 | 382,434 |
| 4357175 | PENSACOLA INTERNATIONAL AIRPORT | 84,600 | 0 | 0 | 0 | 0 | 84,600 |
| 4357177 | PENSACOLA INTERNATIONAL AIRPORT | 0 | 650,000 | 0 | 0 | 0 | 650,000 |
| 4357178 | PENSACOLA INTERNATIONAL AIRPORT | 0 | 0 | 0 | 500,000 | 0 | 500,000 |
| 4357179 | PENSACOLA INTERNATIONAL AIRPORT | 0 | 0 | 0 | 150,000 | 0 | 150,000 |
| 4371781 | SR 289 9TH AVENUE | 16,737 | 0 | 0 | 0 | 0 | 16,737 |
| 4376991 | CR 4 W HWY 4 | 177,758 | 0 | 1,155,882 | 0 | 0 | 1,333,640 |
| 4399641 | SR 292 SORRENTO | 482,983 | 0 | 0 | 0 | 0 | 482,983 |
| 4407411 | CR 399 (EAST BAYOU BOULEVARD) | 500,000 | 0 | 0 | 0 | 0 | 500,000 |
| 4414942 | PENSACOLA INTERNATIONAL AIRPORT | 34,000,000 | 1,000,000 | 2,000,000 | 0 | 0 | 37,000,000 |
| 4414943 | PENSACOLA INTERNATIONAL AIRPORT | 370,000 | 0 | 0 | 0 | 0 | 370,000 |
| 4414944 | PENSACOLA INTERNATIONAL AIRPORT | 130,000 | 0 | 0 | 0 | 0 | 130,000 |
| 4429201 | INTERSTATE CIRCLE | 175,000 | 18,750 | 0 | 623,868 | 0 | 817,618 |
| 4437691 | SR 10A (US 90) W. CERVANTES STREET | 2,052,000 | 0 | 0 | 0 | 0 | 2,052,000 |

5-Year Summary of Projects by Funding Category

| Project # | Project Name | 2020/21 | 2021/22 | 2022/23 | 2023/24 | 2024/25 | Total |
|--|----------------------------------|--------------------|-------------------|------------------|------------------|------------------|--------------------|
| LF - LOCAL FUNDS | | | | | | | |
| 4466451 | PENSACOLA INTERNATIONAL AIRPORT | 0 | 0 | 0 | 0 | 1,325,000 | 1,325,000 |
| 4466501 | PENSACOLA INTERNATIONAL AIRPORT | 0 | 0 | 0 | 0 | 1,325,000 | 1,325,000 |
| 4488052 | CR 292A (GULF BEACH HWY) | 6,100 | 0 | 0 | 0 | 0 | 6,100 |
| Local 1 | WOLF BAY BRIDGE | 64,800,000 | 0 | 0 | 0 | 0 | 64,800,000 |
| Local 2 | PEA RIDGE CONNECTOR | 14,500,000 | 0 | 0 | 0 | 0 | 14,500,000 |
| Local 3 | LONGLEAF DRIVE | 500,000 | 5,000,000 | 0 | 0 | 0 | 5,500,000 |
| Total | | 126,217,509 | 10,365,471 | 6,954,699 | 4,485,178 | 4,223,847 | 152,246,704 |
| LFF - LOCAL FUND - FOR MATCHING F/A | | | | | | | |
| 4217331 | ESCAMBIA COUNTY | 75,000 | 75,000 | 75,000 | 75,000 | 75,000 | 375,000 |
| Total | | 75,000 | 75,000 | 75,000 | 75,000 | 75,000 | 375,000 |
| NH - PRINCIPAL ARTERIALS | | | | | | | |
| 100070124 | SR 182 (PERDIDO BEACH BOULEVARD) | 1,636,130 | 0 | 0 | 0 | 0 | 1,636,130 |
| Total | | 1,636,130 | 0 | 0 | 0 | 0 | 1,636,130 |
| PL - METRO PLAN (85% FA; 15% OTHER) | | | | | | | |
| 4393213 | FLORIDA-ALABAMA TPO | 636,146 | 636,146 | 0 | 0 | 0 | 1,272,292 |
| 4393214 | FLORIDA-ALABAMA TPO | 0 | 0 | 636,146 | 636,146 | 0 | 1,272,292 |
| 4393215 | FLORIDA-ALABAMA TPO | 0 | 0 | 0 | 0 | 636,146 | 636,146 |
| Total | | 636,146 | 636,146 | 636,146 | 636,146 | 636,146 | 3,180,730 |
| RED - REDISTR. OF FA (SEC 1102F) | | | | | | | |
| 4460342 | SR 95 (US 29) | 497,000 | 0 | 0 | 0 | 0 | 497,000 |
| Total | | 497,000 | 0 | 0 | 0 | 0 | 497,000 |
| RHH - RAIL HIGHWAY X-INGS - HAZARD | | | | | | | |
| 4467601 | CR 184 E QUINETTE RD | 280,537 | 0 | 0 | 0 | 0 | 280,537 |
| 4467611 | CHEMSTRAND RD | 374,969 | 0 | 0 | 0 | 0 | 374,969 |

5-Year Summary of Projects by Funding Category

| Project # | Project Name | 2020/21 | 2021/22 | 2022/23 | 2023/24 | 2024/25 | Total |
|--|----------------------------------|----------------|-------------------|----------------|-------------------|----------|-------------------|
| RHH - RAIL HIGHWAY X-INGS - HAZARD | | | | | | | |
| Total | | 655,506 | 0 | 0 | 0 | 0 | 655,506 |
| RHP - RAIL HIGHWAY X-INGS - PROT DEV | | | | | | | |
| 4485921 | INDUSTRIAL BLVD | 0 | 47,280 | 0 | 0 | 0 | 47,280 |
| Total | | 0 | 47,280 | 0 | 0 | 0 | 47,280 |
| SA - STP, ANY AREA | | | | | | | |
| 4325631 | SR 295 NAVY BLVD | 0 | 2,656,180 | 0 | 0 | 0 | 2,656,180 |
| 4346771 | SR 95 (US 29 PENSACOLA BLVD) | 0 | 7,311,491 | 0 | 0 | 0 | 7,311,491 |
| 4397351 | SR 292 N PACE BLVD | 0 | 9,166,543 | 0 | 0 | 0 | 9,166,543 |
| 4436561 | SR 292 SORRENTO RD | 0 | 3,142,923 | 0 | 0 | 0 | 3,142,923 |
| Total | | 0 | 22,277,137 | 0 | 0 | 0 | 22,277,137 |
| SR2T - SAFE ROUTES - TRANSFER | | | | | | | |
| 4442221 | LANIER DR | 0 | 0 | 44,431 | 0 | 0 | 44,431 |
| 4442222 | LANIER DR | 0 | 0 | 0 | 156,855 | 0 | 156,855 |
| Total | | 0 | 0 | 44,431 | 156,855 | 0 | 201,286 |
| ST - State | | | | | | | |
| 100040566 | SR 180 (CANAL ROAD) | 0 | 0 | 847,838 | 0 | 0 | 847,838 |
| 100040567 | SR 180 (CANAL ROAD) | 0 | 0 | 0 | 279,429 | 0 | 279,429 |
| 100070124 | SR 182 (PERDIDO BEACH BOULEVARD) | 409,032 | 0 | 0 | 0 | 0 | 409,032 |
| Total | | 409,032 | 0 | 847,838 | 279,429 | 0 | 1,536,299 |
| STED - 2012 SB1998-STRATEGIC ECON COR | | | | | | | |
| 2224761 | SR 8 (I-10) | 303,000 | 0 | 0 | 12,451,686 | 0 | 12,754,686 |
| Total | | 303,000 | 0 | 0 | 12,451,686 | 0 | 12,754,686 |
| STPAA - Surface Transportation Program Any Area (ALDOT) | | | | | | | |
| 100040566 | SR 180 (CANAL ROAD) | 0 | 0 | 3,391,355 | 0 | 0 | 3,391,355 |

5-Year Summary of Projects by Funding Category

| Project # | Project Name | 2020/21 | 2021/22 | 2022/23 | 2023/24 | 2024/25 | Total |
|--|--------------------------------|----------------|-----------|------------------|------------------|---------------|------------------|
| STPAA - Surface Transportation Program Any Area (ALDOT) | | | | | | | |
| 100040567 | SR 180 (CANAL ROAD) | 0 | 0 | 0 | 1,117,719 | 0 | 1,117,719 |
| Total | | 0 | 0 | 3,391,355 | 1,117,719 | 0 | 4,509,074 |
| STPLL - Surface Transportation Program Lillian (ALDOT) | | | | | | | |
| 100060027 | US 98 / SR 42 | 0 | 0 | 20,000 | 0 | 0 | 20,000 |
| 100060029 | US 98 / SR 42 | 0 | 0 | 0 | 277,930 | 0 | 277,930 |
| 100063404 | CR 99 | 407,970 | 0 | 0 | 0 | 0 | 407,970 |
| 100063634 | CR 99 | 75,000 | 0 | 0 | 0 | 0 | 75,000 |
| 100063635 | US 98 / SR 42 | 0 | 0 | 0 | 0 | 20,000 | 20,000 |
| 100063640 | CR 99 | 0 | 0 | 463,273 | 0 | 0 | 463,273 |
| Total | | 482,970 | 0 | 483,273 | 277,930 | 20,000 | 1,264,173 |
| SU - STP, URBAN AREAS > 200K | | | | | | | |
| 2186055 | SR 10 (US 90A) NINE MILE ROAD | 400,000 | 0 | 0 | 0 | 0 | 400,000 |
| 2186931 | ESCAMBIA/SANTA ROSA | 0 | 3,842 | 4,031 | 4,075 | 4,641 | 16,589 |
| 2204263 | SR 30 (US 98) GULF BREEZE PKWY | 0 | 0 | 1,807,561 | 0 | 0 | 1,807,561 |
| 2204265 | SR 30 (US 98) GULF BREEZE PKWY | 0 | 3,414,690 | 0 | 0 | 0 | 3,414,690 |
| 4217331 | ESCAMBIA COUNTY | 300,000 | 300,000 | 300,000 | 300,000 | 300,000 | 1,500,000 |
| 4318836 | SR 30 (US 98) | 0 | 0 | 0 | 1,123,370 | 0 | 1,123,370 |
| 4318837 | SR 727 FAIRFIELD DR | 0 | 813,969 | 0 | 0 | 0 | 813,969 |
| 4335771 | SR 296 MICHIGAN AVE | 0 | 129,011 | 0 | 0 | 0 | 129,011 |
| 4346771 | SR 95 (US 29 PENSACOLA BLVD) | 0 | 1,817 | 0 | 0 | 0 | 1,817 |
| 4393213 | FLORIDA-ALABAMA TPO | 396,052 | 150,000 | 0 | 0 | 0 | 546,052 |
| 4393214 | FLORIDA-ALABAMA TPO | 0 | 0 | 0 | 150,000 | 0 | 150,000 |
| 4409041 | W MAIN STREET | 0 | 250,000 | 0 | 0 | 0 | 250,000 |
| 4409152 | SR 10 (US 90) CAROLINE ST | 0 | 0 | 2,750,000 | 0 | 0 | 2,750,000 |

5-Year Summary of Projects by Funding Category

| Project # | Project Name | 2020/21 | 2021/22 | 2022/23 | 2023/24 | 2024/25 | Total |
|---|------------------------------------|------------------|------------------|------------------|------------------|------------------|-------------------|
| SU - STP, URBAN AREAS > 200K | | | | | | | |
| 4410563 | CR 297 (PINE FOREST RD) | 110,000 | 0 | 0 | 0 | 0 | 110,000 |
| 4437691 | SR 10A (US 90) W. CERVANTES STREET | 2,353,446 | 0 | 0 | 0 | 0 | 2,353,446 |
| 4450392 | ESCAMBIA COUNTY PLANNING STUDIES | 0 | 0 | 0 | 0 | 150,000 | 150,000 |
| 4466631 | E JOHNSON AVE | 0 | 0 | 200,000 | 0 | 1,403,000 | 1,603,000 |
| Total | | 3,559,498 | 5,063,329 | 5,061,592 | 1,577,445 | 1,857,641 | 17,119,505 |
| TALT - TRANSPORTATION ALTS- ANY AREA | | | | | | | |
| 4335772 | CR 296 SAUFLEY FIELD | 0 | 1,146,058 | 0 | 0 | 0 | 1,146,058 |
| 4407411 | CR 399 (EAST BAYOU BOULEVARD) | 171,298 | 0 | 0 | 0 | 0 | 171,298 |
| 4424381 | SHORELINE DR/FAIRPOINT DR | 88,294 | 0 | 0 | 0 | 0 | 88,294 |
| Total | | 259,592 | 1,146,058 | 0 | 0 | 0 | 1,405,650 |
| TALU - TRANSPORTATION ALTS- >200K | | | | | | | |
| 4335772 | CR 296 SAUFLEY FIELD | 0 | 123,235 | 0 | 0 | 0 | 123,235 |
| 4381142 | CR 191A OLD BAGDAD HWY | 0 | 282,127 | 0 | 0 | 0 | 282,127 |
| 4407411 | CR 399 (EAST BAYOU BOULEVARD) | 411,157 | 0 | 0 | 0 | 0 | 411,157 |
| 4422591 | CR 191 HENRY ST | 0 | 0 | 272,184 | 0 | 0 | 272,184 |
| Total | | 411,157 | 405,362 | 272,184 | 0 | 0 | 1,088,703 |
| TMBC - GARCON POINT BRIDGE | | | | | | | |
| 4168131 | SR 281 GARCON POINT TOLL | 43,143 | 43,143 | 43,143 | 43,143 | 43,143 | 215,715 |
| Total | | 43,143 | 43,143 | 43,143 | 43,143 | 43,143 | 215,715 |
| TOBC - GARCON POINT BRIDGE | | | | | | | |
| 4050151 | TOLL OPERATIONS | 1,522,000 | 1,522,000 | 1,522,000 | 1,522,000 | 1,522,000 | 7,610,000 |
| Total | | 1,522,000 | 1,522,000 | 1,522,000 | 1,522,000 | 1,522,000 | 7,610,000 |

3-Year Summary of Projects by Funding Category

| Project # | Project Name | 2020/21 | 2021/22 | 2022/23 | Total |
|---|--|-------------------|------------------|------------------|-------------------|
| ACBR - ADVANCE CONSTRUCTION (BRT) | | | | | |
| 4358161 | SR 10 (US 90) | 4,844,514 | 0 | 0 | 4,844,514 |
| 4371781 | SR 289 9TH AVENUE | 3,785,066 | 0 | 0 | 3,785,066 |
| 4376991 | CR 4 W HWY 4 | 604,376 | 0 | 3,527,952 | 4,132,328 |
| 4427491 | SR 8 (I-10) | 0 | 400,000 | 0 | 400,000 |
| Total | | 9,233,956 | 400,000 | 3,527,952 | 13,161,908 |
| ACBZ - ADVANCE CONSTRUCTION (BRTZ) | | | | | |
| 4304681 | O C PHILLIPS ROAD | 0 | 1,049,102 | 0 | 1,049,102 |
| 4322871 | DAWSON ROAD | 0 | 1,161,703 | 0 | 1,161,703 |
| 4429201 | INTERSTATE CIRCLE | 595,000 | 76,250 | 0 | 671,250 |
| Total | | 595,000 | 2,287,055 | 0 | 2,882,055 |
| ACER - ADVANCE CONSTRUCTION (ER) | | | | | |
| 4488052 | CR 292A (GULF BEACH HWY) | 28,658 | 0 | 0 | 28,658 |
| Total | | 28,658 | 0 | 0 | 28,658 |
| ACNP - ADVANCE CONSTRUCTION NHPP | | | | | |
| 2185942 | SR 95 (US 29) | 3,260,000 | 200,000 | 2,638,380 | 6,098,380 |
| 2204401 | SR 30 (US 98) | 0 | 502,376 | 0 | 502,376 |
| 2224761 | SR 8 (I-10) | 4,969,000 | 0 | 303,946 | 5,272,946 |
| 4210121 | SR173 (BLUE ANGEL PARKWAY) | 0 | 5,063,000 | 0 | 5,063,000 |
| 4415881 | SR 8 (I-10) | 23,154,227 | 0 | 0 | 23,154,227 |
| 4415931 | SR 8 (I-10) ESCAMBIA COUNTY WELCOME CENTER | 332,631 | 0 | 0 | 332,631 |
| Total | | 31,715,858 | 5,765,376 | 2,942,326 | 40,423,560 |
| ACSS - ADVANCE CONSTRUCTION (SS) | | | | | |
| 4437691 | SR 10A (US 90) W. CERVANTES STREET | 3,546,033 | 0 | 0 | 3,546,033 |
| 4440161 | CR 184A BERRYHILL RD | 0 | 252,356 | 0 | 252,356 |

3-Year Summary of Projects by Funding Category

| Project # | Project Name | 2020/21 | 2021/22 | 2022/23 | Total |
|---|------------------------------------|-------------------|-------------------|------------------|-------------------|
| 4440181 | SR298 LILLIAN HWY | 0 | 227,489 | 0 | 227,489 |
| 4440191 | SR 30 (US 98) NAVARRE PKWY | 0 | 128,804 | 0 | 128,804 |
| 4440261 | SR 10 (US 90) | 0 | 193,637 | 0 | 193,637 |
| 4440271 | SR 10 (US 90) | 0 | 148,870 | 0 | 148,870 |
| 4440391 | SR 10 (US 90A) E 9 MILE RD | 0 | 6,336,579 | 0 | 6,336,579 |
| 4440411 | SR 30 (US 98) GULF BREEZE PKWY | 95,809 | 0 | 373,319 | 469,128 |
| 4440451 | SR 8 (I-10) | 0 | 0 | 4,139,624 | 4,139,624 |
| 4440461 | SR 8 (I-10) | 0 | 3,722,180 | 0 | 3,722,180 |
| 4440472 | SR 10 (US 90) | 0 | 1,962,140 | 0 | 1,962,140 |
| 4455991 | SR 292 N PACE BLVD | 285,172 | 0 | 0 | 285,172 |
| 4455992 | SR 292 N PACE BLVD | 0 | 0 | 337,000 | 337,000 |
| 4456001 | SR 296 MICHIGAN AVE | 108,166 | 0 | 0 | 108,166 |
| 4456002 | SR 296 MICHIGAN AVE | 0 | 0 | 210,000 | 210,000 |
| Total | | 4,035,180 | 12,972,055 | 5,059,943 | 22,067,178 |
| ACSU - ADVANCE CONSTRUCTION (SU) | | | | | |
| 4389083 | PERDIDO KEY DR | 1,786,201 | 0 | 0 | 1,786,201 |
| 4437691 | SR 10A (US 90) W. CERVANTES STREET | 2,412,620 | 0 | 0 | 2,412,620 |
| Total | | 4,198,821 | 0 | 0 | 4,198,821 |
| ACTA - ADVANCE CONSTRUCTION TALT | | | | | |
| 4424381 | SHORELINE DR/FAIRPOINT DR | 86,606 | 0 | 0 | 86,606 |
| Total | | 86,606 | 0 | 0 | 86,606 |
| BNBR - AMENDMENT 4 BONDS (BRIDGES) | | | | | |
| 4358161 | SR 10 (US 90) | 15,587,544 | 0 | 0 | 15,587,544 |
| Total | | 15,587,544 | 0 | 0 | 15,587,544 |
| BNIR - INTRASTATE R/W & BRIDGE BONDS | | | | | |

3-Year Summary of Projects by Funding Category

| Project # | Project Name | 2020/21 | 2021/22 | 2022/23 | Total |
|---|--------------------------------|-------------------|------------------|------------------|-------------------|
| 2185942 | SR 95 (US 29) | 0 | 540,000 | 0 | 540,000 |
| 2224761 | SR 8 (I-10) | 0 | 9,400,000 | 2,059,000 | 11,459,000 |
| Total | | 0 | 9,940,000 | 2,059,000 | 11,999,000 |
| BRP - STATE BRIDGE REPLACEMENT | | | | | |
| 4358161 | SR 10 (US 90) | 10,546,575 | 0 | 0 | 10,546,575 |
| Total | | 10,546,575 | 0 | 0 | 10,546,575 |
| BRRP - STATE BRIDGE REPAIR & REHAB | | | | | |
| 4429151 | SR 8 (I-10) | 5,658,799 | 0 | 0 | 5,658,799 |
| Total | | 5,658,799 | 0 | 0 | 5,658,799 |
| D - UNRESTRICTED STATE PRIMARY | | | | | |
| 0001542 | CR 399 BOB SIKES BRIDGE | 40,000 | 40,000 | 40,000 | 120,000 |
| 4467531 | MILTON OPERATIONS CENTER | 1,800 | 0 | 0 | 1,800 |
| 4467532 | MILTON OPERATIONS CENTER | 12,000 | 0 | 0 | 12,000 |
| Total | | 53,800 | 40,000 | 40,000 | 133,800 |
| DDR - DISTRICT DEDICATED REVENUE | | | | | |
| 2204263 | SR 30 (US 98) GULF BREEZE PKWY | 0 | 0 | 2,907,267 | 2,907,267 |
| 2204265 | SR 30 (US 98) GULF BREEZE PKWY | 0 | 85,310 | 0 | 85,310 |
| 4125452 | ESCAMBIA/SANTA ROSA | 300,000 | 300,000 | 400,000 | 1,000,000 |
| 4156062 | WEST FL REGIONAL PLN | 217,039 | 222,500 | 230,000 | 669,539 |
| 4159313 | PETER PRINCE FIELD | 0 | 0 | 120,000 | 120,000 |
| 4159314 | PETER PRINCE FIELD | 0 | 0 | 160,000 | 160,000 |
| 4222571 | ESCAMBIA COUNTY | 1,058,453 | 1,111,375 | 1,166,944 | 3,336,772 |
| 4222601 | ESCAMBIA COUNTY | 0 | 445,290 | 458,649 | 903,939 |
| 4222943 | PETER PRINCE FIELD | 0 | 91,855 | 0 | 91,855 |
| 4325631 | SR 295 NAVY BLVD | 119,000 | 318,742 | 0 | 437,742 |

3-Year Summary of Projects by Funding Category

| Project # | Project Name | 2020/21 | 2021/22 | 2022/23 | Total |
|---|------------------------------------|------------------|-------------------|-------------------|-------------------|
| 4325681 | SR 95 (US 29) N PALAFOX ST | 1,258,000 | 322,800 | 2,076,884 | 3,657,684 |
| 4346771 | SR 95 (US 29) PENSACOLA BLVD) | 0 | 875,561 | 0 | 875,561 |
| 4357177 | PENSACOLA INTERNATIONAL AIRPORT | 0 | 650,000 | 0 | 650,000 |
| 4360882 | SR 10 (US 90A) NINE MILE ROAD | 0 | 0 | 1,814,264 | 1,814,264 |
| 4367391 | ESCAMBIA COUNTY | 386,222 | 397,808 | 868,786 | 1,652,816 |
| 4367501 | SANTA ROSA COUNTY | 255,522 | 263,188 | 138,490 | 657,200 |
| 4377641 | SR 10A (US 90) | 45,000 | 7,545,671 | 0 | 7,590,671 |
| 4397351 | SR 292 N PACE BLVD | 0 | 560,821 | 0 | 560,821 |
| 4399641 | SR 292 SORRENTO | 1,898,546 | 0 | 0 | 1,898,546 |
| 4410561 | SR 297 PINE FOREST RD | 1,200,000 | 0 | 0 | 1,200,000 |
| 4418821 | SR 292 SORRENTO RD | 96,400 | 1,293,969 | 0 | 1,390,369 |
| 4436481 | SR 292 BARRANCAS AVE | 0 | 397,914 | 0 | 397,914 |
| 4436511 | SR 298 | 0 | 808,022 | 0 | 808,022 |
| 4436561 | SR 292 SORRENTO RD | 0 | 377,151 | 0 | 377,151 |
| 4436581 | SR 750 AIRPORT BLVD | 0 | 364,065 | 0 | 364,065 |
| 4437691 | SR 10A (US 90) W. CERVANTES STREET | 769,500 | 0 | 0 | 769,500 |
| 4440991 | SR 10 (US 90) MOBILE HWY | 38,750 | 1,866,636 | 0 | 1,905,386 |
| 4459061 | SR 87 | 861,840 | 0 | 0 | 861,840 |
| Total | | 8,504,272 | 18,298,678 | 10,341,284 | 37,144,234 |
| DI - ST. - S/W INTER/INTRASTATE HWY | | | | | |
| 2185942 | SR 95 (US 29) | 0 | 0 | 3,243,000 | 3,243,000 |
| 2224761 | SR 8 (I-10) | 0 | 400,000 | 0 | 400,000 |
| Total | | 0 | 400,000 | 3,243,000 | 3,643,000 |
| DIH - STATE IN-HOUSE PRODUCT SUPPORT | | | | | |
| 2186055 | SR 10 (US 90A) NINE MILE ROAD | 10,000 | 0 | 0 | 10,000 |

3-Year Summary of Projects by Funding Category

| Project # | Project Name | 2020/21 | 2021/22 | 2022/23 | Total |
|-----------|--|---------|---------|---------|---------|
| 2204263 | SR 30 (US 98) GULF BREEZE PKWY | 0 | 0 | 235,172 | 235,172 |
| 2204265 | SR 30 (US 98) GULF BREEZE PKWY | 0 | 350,000 | 0 | 350,000 |
| 2224761 | SR 8 (I-10) | 125,000 | 120,000 | 50,000 | 295,000 |
| 4318837 | SR 727 FAIRFIELD DR | 0 | 150,000 | 0 | 150,000 |
| 4325631 | SR 295 NAVY BLVD | 10,000 | 31,874 | 0 | 41,874 |
| 4325681 | SR 95 (US 29) N PALAFOX ST | 125,800 | 80,000 | 89,849 | 295,649 |
| 4346771 | SR 95 (US 29 PENSACOLA BLVD) | 0 | 87,738 | 0 | 87,738 |
| 4360882 | SR 10 (US 90A) NINE MILE ROAD | 0 | 0 | 19,432 | 19,432 |
| 4377641 | SR 10A (US 90) | 5,000 | 87,100 | 0 | 92,100 |
| 4397351 | SR 292 N PACE BLVD | 0 | 102,079 | 0 | 102,079 |
| 4399641 | SR 292 SORRENTO | 16,864 | 0 | 0 | 16,864 |
| 4410561 | SR 297 PINE FOREST RD | 100,000 | 0 | 0 | 100,000 |
| 4415931 | SR 8 (I-10) ESCAMBIA COUNTY WELCOME CENTER | 51,439 | 0 | 0 | 51,439 |
| 4418821 | SR 292 SORRENTO RD | 15,000 | 17,848 | 0 | 32,848 |
| 4429151 | SR 8 (I-10) | 69,494 | 0 | 0 | 69,494 |
| 4436481 | SR 292 BARRANCAS AVE | 0 | 39,792 | 0 | 39,792 |
| 4436511 | SR 298 | 0 | 80,802 | 0 | 80,802 |
| 4436561 | SR 292 SORRENTO RD | 0 | 37,715 | 0 | 37,715 |
| 4436581 | SR 750 AIRPORT BLVD | 0 | 36,406 | 0 | 36,406 |
| 4440991 | SR 10 (US 90) MOBILE HWY | 3,750 | 35,393 | 0 | 39,143 |
| 4455901 | SR 89 | 131,100 | 0 | 116,515 | 247,615 |
| 4455911 | SR 10 (US 90) | 83,500 | 0 | 73,958 | 157,458 |
| 4456291 | SR 10A (US 90) SCENIC | 73,000 | 0 | 37,924 | 110,924 |
| 4459061 | SR 87 | 9,234 | 0 | 0 | 9,234 |
| 4460301 | SR 30 (US 98) GULF BREEZE PKWY | 43,000 | 0 | 0 | 43,000 |

3-Year Summary of Projects by Funding Category

| Project # | Project Name | 2020/21 | 2021/22 | 2022/23 | Total |
|--|--|-------------------|------------------|------------------|-------------------|
| Total | | 872,181 | 1,256,747 | 622,850 | 2,751,778 |
| DIS - STRATEGIC INTERMODAL SYSTEM | | | | | |
| 4414943 | PENSACOLA INTERNATIONAL AIRPORT | 370,000 | 0 | 0 | 370,000 |
| 4414944 | PENSACOLA INTERNATIONAL AIRPORT | 130,000 | 0 | 0 | 130,000 |
| Total | | 500,000 | 0 | 0 | 500,000 |
| DITS - STATEWIDE ITS - STATE 100%. | | | | | |
| 4367391 | ESCAMBIA COUNTY | 822,422 | 847,095 | 413,465 | 2,082,982 |
| 4367501 | SANTA ROSA COUNTY | 0 | 0 | 132,594 | 132,594 |
| Total | | 822,422 | 847,095 | 546,059 | 2,215,576 |
| DPTO - STATE - PTO | | | | | |
| 4203004 | PENSACOLA INTERNATIONAL AIRPORT | 0 | 0 | 150,000 | 150,000 |
| 4203005 | PENSACOLA INTERNATIONAL AIRPORT | 0 | 0 | 500,000 | 500,000 |
| 4203006 | PENSACOLA INTERNATIONAL AIRPORT | 0 | 0 | 25,000 | 25,000 |
| 4217172 | FLORIDA-ALABAMA TPO | 15,114 | 15,568 | 16,034 | 46,716 |
| 4222601 | ESCAMBIA COUNTY | 450,000 | 0 | 0 | 450,000 |
| 4256337 | PETER PRINCE FIELD | 55,000 | 0 | 0 | 55,000 |
| 4357175 | PENSACOLA INTERNATIONAL AIRPORT | 84,600 | 0 | 0 | 84,600 |
| 4414942 | PENSACOLA INTERNATIONAL AIRPORT | 14,000,000 | 1,000,000 | 2,000,000 | 17,000,000 |
| Total | | 14,604,714 | 1,015,568 | 2,691,034 | 18,311,316 |
| DRA - REST AREAS - STATE 100% | | | | | |
| 4415931 | SR 8 (I-10) ESCAMBIA COUNTY WELCOME CENTER | 4,800,964 | 0 | 0 | 4,800,964 |
| Total | | 4,800,964 | 0 | 0 | 4,800,964 |
| DS - STATE PRIMARY HIGHWAYS & PTO | | | | | |
| 4325681 | SR 95 (US 29) N PALAFOX ST | 0 | 0 | 6,309,093 | 6,309,093 |
| 4377641 | SR 10A (US 90) | 0 | 583,628 | 0 | 583,628 |

3-Year Summary of Projects by Funding Category

| Project # | Project Name | 2020/21 | 2021/22 | 2022/23 | Total |
|--|-------------------------------------|------------------|-------------------|-------------------|-------------------|
| 4436481 | SR 292 BARRANCAS AVE | 0 | 3,315,952 | 0 | 3,315,952 |
| 4436511 | SR 298 | 0 | 6,733,516 | 0 | 6,733,516 |
| 4436581 | SR 750 AIRPORT BLVD | 0 | 3,233,880 | 0 | 3,233,880 |
| 4455901 | SR 89 | 1,311,000 | 0 | 10,874,700 | 12,185,700 |
| 4455911 | SR 10 (US 90) | 835,000 | 0 | 6,902,713 | 7,737,713 |
| 4456291 | SR 10A (US 90) SCENIC | 0 | 0 | 3,559,511 | 3,559,511 |
| Total | | 2,146,000 | 13,866,976 | 27,646,017 | 43,658,993 |
| DSBC - GARCON POINT BRIDGE | | | | | |
| 4153657 | SR 281 | 40,000 | 40,000 | 40,000 | 120,000 |
| Total | | 40,000 | 40,000 | 40,000 | 120,000 |
| DU - STATE PRIMARY/FEDERAL REIMB | | | | | |
| 4213683 | ESCAMBIA COUNTY | 250,000 | 0 | 0 | 250,000 |
| 4213714 | SANTA ROSA COUNTY | 173,000 | 0 | 0 | 173,000 |
| 4217172 | FLORIDA-ALABAMA TPO | 120,911 | 124,539 | 128,275 | 373,725 |
| Total | | 543,911 | 124,539 | 128,275 | 796,725 |
| DWS - WEIGH STATIONS - STATE 100% | | | | | |
| 4419941 | SR 8 (I-10) PENSACOLA WEIGH STATION | 0 | 667,400 | 0 | 667,400 |
| 4419942 | SR 8 (I-10) PENSACOLA WEIGH STATION | 0 | 880,400 | 0 | 880,400 |
| 4453131 | SR 8 (I-10) PENSACOLA WEIGH STATION | 0 | 254,194 | 0 | 254,194 |
| 4453132 | SR 8 (I-10) PENSACOLA WEIGH STATION | 0 | 1,659,739 | 0 | 1,659,739 |
| Total | | 0 | 3,461,733 | 0 | 3,461,733 |
| FAA - FEDERAL AVIATION ADMIN | | | | | |
| 4203004 | PENSACOLA INTERNATIONAL AIRPORT | 0 | 0 | 2,700,000 | 2,700,000 |
| 4203005 | PENSACOLA INTERNATIONAL AIRPORT | 0 | 0 | 9,000,000 | 9,000,000 |
| 4222943 | PETER PRINCE FIELD | 0 | 1,653,390 | 0 | 1,653,390 |

3-Year Summary of Projects by Funding Category

| Project # | Project Name | 2020/21 | 2021/22 | 2022/23 | Total |
|---|------------------------------------|-------------------|-------------------|-------------------|-------------------|
| 4256337 | PETER PRINCE FIELD | 990,000 | 0 | 0 | 990,000 |
| 4357175 | PENSACOLA INTERNATIONAL AIRPORT | 1,530,000 | 0 | 0 | 1,530,000 |
| 4357177 | PENSACOLA INTERNATIONAL AIRPORT | 0 | 11,700,000 | 0 | 11,700,000 |
| Total | | 2,520,000 | 13,353,390 | 11,700,000 | 27,573,390 |
| FCO - PRIMARY/FIXED CAPITAL OUTLAY | | | | | |
| 4467533 | MILTON OPERATIONS CENTER | 31,400 | 0 | 0 | 31,400 |
| Total | | 31,400 | 0 | 0 | 31,400 |
| FTA - FEDERAL TRANSIT ADMINISTRATION | | | | | |
| 4213713 | SANTA ROSA COUNTY | 150,000 | 150,000 | 150,000 | 450,000 |
| 4292621 | ESCAMBIA COUNTY | 2,200,000 | 2,200,000 | 2,200,000 | 6,600,000 |
| 4309952 | ESCAMBIA COUNTY | 350,000 | 350,000 | 350,000 | 1,050,000 |
| 4309953 | ESCAMBIA COUNTY | 1,000,000 | 1,000,000 | 1,000,000 | 3,000,000 |
| 4309954 | ESCAMBIA COUNTY | 300,084 | 300,084 | 300,084 | 900,252 |
| Total | | 4,000,084 | 4,000,084 | 4,000,084 | 12,000,252 |
| FTAT - FHWA TRANSFER TO FTA (NON-BUD) | | | | | |
| 4217331 | ESCAMBIA COUNTY | 300,000 | 300,000 | 300,000 | 900,000 |
| Total | | 300,000 | 300,000 | 300,000 | 900,000 |
| GFSU - GENERAL FUND SURFACE TRANSPORTATION | | | | | |
| 4437691 | SR 10A (US 90) W. CERVANTES STREET | 103,280 | 0 | 0 | 103,280 |
| 4456291 | SR 10A (US 90) SCENIC | 730,000 | 0 | 0 | 730,000 |
| 4460301 | SR 30 (US 98) GULF BREEZE PKWY | 430,000 | 0 | 0 | 430,000 |
| Total | | 1,263,280 | 0 | 0 | 1,263,280 |
| GMR - GROWTH MANAGEMENT FOR SIS | | | | | |
| 4414942 | PENSACOLA INTERNATIONAL AIRPORT | 20,000,000 | 0 | 0 | 20,000,000 |
| Total | | 20,000,000 | 0 | 0 | 20,000,000 |

3-Year Summary of Projects by Funding Category

| Project # | Project Name | 2020/21 | 2021/22 | 2022/23 | Total |
|-------------------------|---------------------------------|-----------|-----------|-----------|-----------|
| LF - LOCAL FUNDS | | | | | |
| 100060027 | US 98 / SR 42 | 0 | 0 | 5,000 | 5,000 |
| 100063404 | CR 99 | 101,993 | 0 | 0 | 101,993 |
| 100063634 | CR 99 | 18,750 | 0 | 0 | 18,750 |
| 100063640 | CR 99 | 0 | 0 | 115,818 | 115,818 |
| 4159313 | PETER PRINCE FIELD | 0 | 0 | 30,000 | 30,000 |
| 4159314 | PETER PRINCE FIELD | 0 | 0 | 40,000 | 40,000 |
| 4203004 | PENSACOLA INTERNATIONAL AIRPORT | 0 | 0 | 150,000 | 150,000 |
| 4203005 | PENSACOLA INTERNATIONAL AIRPORT | 0 | 0 | 500,000 | 500,000 |
| 4203006 | PENSACOLA INTERNATIONAL AIRPORT | 0 | 0 | 25,000 | 25,000 |
| 4210121 | SR173 (BLUE ANGEL PARKWAY) | 5,000,000 | 0 | 0 | 5,000,000 |
| 4213683 | ESCAMBIA COUNTY | 250,000 | 0 | 0 | 250,000 |
| 4213713 | SANTA ROSA COUNTY | 37,500 | 37,500 | 37,500 | 112,500 |
| 4213714 | SANTA ROSA COUNTY | 173,000 | 0 | 0 | 173,000 |
| 4217172 | FLORIDA-ALABAMA TPO | 15,114 | 15,568 | 16,034 | 46,716 |
| 4222571 | ESCAMBIA COUNTY | 1,058,453 | 1,111,375 | 1,166,944 | 3,336,772 |
| 4222943 | PETER PRINCE FIELD | 0 | 91,855 | 0 | 91,855 |
| 4256337 | PETER PRINCE FIELD | 55,000 | 0 | 0 | 55,000 |
| 4292621 | ESCAMBIA COUNTY | 550,000 | 550,000 | 550,000 | 1,650,000 |
| 4304681 | O C PHILLIPS ROAD | 0 | 345,468 | 0 | 345,468 |
| 4309952 | ESCAMBIA COUNTY | 87,500 | 87,500 | 87,500 | 262,500 |
| 4309953 | ESCAMBIA COUNTY | 1,000,000 | 1,000,000 | 1,000,000 | 3,000,000 |
| 4309954 | ESCAMBIA COUNTY | 75,021 | 75,021 | 75,021 | 225,063 |
| 4322871 | DAWSON ROAD | 0 | 382,434 | 0 | 382,434 |
| 4357175 | PENSACOLA INTERNATIONAL AIRPORT | 84,600 | 0 | 0 | 84,600 |

3-Year Summary of Projects by Funding Category

| Project # | Project Name | 2020/21 | 2021/22 | 2022/23 | Total |
|--|------------------------------------|--------------------|-------------------|------------------|--------------------|
| 4357177 | PENSACOLA INTERNATIONAL AIRPORT | 0 | 650,000 | 0 | 650,000 |
| 4371781 | SR 289 9TH AVENUE | 16,737 | 0 | 0 | 16,737 |
| 4376991 | CR 4 W HWY 4 | 177,758 | 0 | 1,155,882 | 1,333,640 |
| 4399641 | SR 292 SORRENTO | 482,983 | 0 | 0 | 482,983 |
| 4407411 | CR 399 (EAST BAYOU BOULEVARD) | 500,000 | 0 | 0 | 500,000 |
| 4414942 | PENSACOLA INTERNATIONAL AIRPORT | 34,000,000 | 1,000,000 | 2,000,000 | 37,000,000 |
| 4414943 | PENSACOLA INTERNATIONAL AIRPORT | 370,000 | 0 | 0 | 370,000 |
| 4414944 | PENSACOLA INTERNATIONAL AIRPORT | 130,000 | 0 | 0 | 130,000 |
| 4429201 | INTERSTATE CIRCLE | 175,000 | 18,750 | 0 | 193,750 |
| 4437691 | SR 10A (US 90) W. CERVANTES STREET | 2,052,000 | 0 | 0 | 2,052,000 |
| 4488052 | CR 292A (GULF BEACH HWY) | 6,100 | 0 | 0 | 6,100 |
| Local 1 | WOLF BAY BRIDGE | 64,800,000 | 0 | 0 | 64,800,000 |
| Local 2 | PEA RIDGE CONNECTOR | 14,500,000 | 0 | 0 | 14,500,000 |
| Local 3 | LONGLEAF DRIVE | 500,000 | 5,000,000 | 0 | 5,500,000 |
| Total | | 126,217,509 | 10,365,471 | 6,954,699 | 143,537,679 |
| LFF - LOCAL FUND - FOR MATCHING F/A | | | | | |
| 4217331 | ESCAMBIA COUNTY | 75,000 | 75,000 | 75,000 | 225,000 |
| Total | | 75,000 | 75,000 | 75,000 | 225,000 |
| NH - PRINCIPAL ARTERIALS | | | | | |
| 100070124 | SR 182 (PERDIDO BEACH BOULEVARD) | 1,636,130 | 0 | 0 | 1,636,130 |
| Total | | 1,636,130 | 0 | 0 | 1,636,130 |
| PL - METRO PLAN (85% FA; 15% OTHER) | | | | | |
| 4393213 | FLORIDA-ALABAMA TPO | 636,146 | 636,146 | 0 | 1,272,292 |
| 4393214 | FLORIDA-ALABAMA TPO | 0 | 0 | 636,146 | 636,146 |
| Total | | 636,146 | 636,146 | 636,146 | 1,908,438 |

3-Year Summary of Projects by Funding Category

| Project # | Project Name | 2020/21 | 2021/22 | 2022/23 | Total |
|--|----------------------------------|----------------|-------------------|----------------|-------------------|
| RED - REDISTR. OF FA (SEC 1102F) | | | | | |
| 4460342 | SR 95 (US 29) | 497,000 | 0 | 0 | 497,000 |
| Total | | 497,000 | 0 | 0 | 497,000 |
| RHH - RAIL HIGHWAY X-INGS - HAZARD | | | | | |
| 4467601 | CR 184 E QUINETTE RD | 280,537 | 0 | 0 | 280,537 |
| 4467611 | CHEMSTRAND RD | 374,969 | 0 | 0 | 374,969 |
| Total | | 655,506 | 0 | 0 | 655,506 |
| RHP - RAIL HIGHWAY X-INGS - PROT DEV | | | | | |
| 4485921 | INDUSTRIAL BLVD | 0 | 47,280 | 0 | 47,280 |
| Total | | 0 | 47,280 | 0 | 47,280 |
| SA - STP, ANY AREA | | | | | |
| 4325631 | SR 295 NAVY BLVD | 0 | 2,656,180 | 0 | 2,656,180 |
| 4346771 | SR 95 (US 29 PENSACOLA BLVD) | 0 | 7,311,491 | 0 | 7,311,491 |
| 4397351 | SR 292 N PACE BLVD | 0 | 9,166,543 | 0 | 9,166,543 |
| 4436561 | SR 292 SORRENTO RD | 0 | 3,142,923 | 0 | 3,142,923 |
| Total | | 0 | 22,277,137 | 0 | 22,277,137 |
| SR2T - SAFE ROUTES - TRANSFER | | | | | |
| 4442221 | LANIER DR | 0 | 0 | 44,431 | 44,431 |
| Total | | 0 | 0 | 44,431 | 44,431 |
| ST - State | | | | | |
| 100040566 | SR 180 (CANAL ROAD) | 0 | 0 | 847,838 | 847,838 |
| 100070124 | SR 182 (PERDIDO BEACH BOULEVARD) | 409,032 | 0 | 0 | 409,032 |
| Total | | 409,032 | 0 | 847,838 | 1,256,870 |
| STED - 2012 SB1998-STRATEGIC ECON COR | | | | | |
| 2224761 | SR 8 (I-10) | 303,000 | 0 | 0 | 303,000 |

3-Year Summary of Projects by Funding Category

| Project # | Project Name | 2020/21 | 2021/22 | 2022/23 | Total |
|--|------------------------------------|----------------|-----------|------------------|------------------|
| Total | | 303,000 | 0 | 0 | 303,000 |
| STPAA - Surface Transportation Program Any Area (ALDOT) | | | | | |
| 100040566 | SR 180 (CANAL ROAD) | 0 | 0 | 3,391,355 | 3,391,355 |
| Total | | 0 | 0 | 3,391,355 | 3,391,355 |
| STPLL - Surface Transportation Program Lillian (ALDOT) | | | | | |
| 100060027 | US 98 / SR 42 | 0 | 0 | 20,000 | 20,000 |
| 100063404 | CR 99 | 407,970 | 0 | 0 | 407,970 |
| 100063634 | CR 99 | 75,000 | 0 | 0 | 75,000 |
| 100063640 | CR 99 | 0 | 0 | 463,273 | 463,273 |
| Total | | 482,970 | 0 | 483,273 | 966,243 |
| SU - STP, URBAN AREAS > 200K | | | | | |
| 2186055 | SR 10 (US 90A) NINE MILE ROAD | 400,000 | 0 | 0 | 400,000 |
| 2186931 | ESCAMBIA/SANTA ROSA | 0 | 3,842 | 4,031 | 7,873 |
| 2204263 | SR 30 (US 98) GULF BREEZE PKWY | 0 | 0 | 1,807,561 | 1,807,561 |
| 2204265 | SR 30 (US 98) GULF BREEZE PKWY | 0 | 3,414,690 | 0 | 3,414,690 |
| 4217331 | ESCAMBIA COUNTY | 300,000 | 300,000 | 300,000 | 900,000 |
| 4318837 | SR 727 FAIRFIELD DR | 0 | 813,969 | 0 | 813,969 |
| 4335771 | SR 296 MICHIGAN AVE | 0 | 129,011 | 0 | 129,011 |
| 4346771 | SR 95 (US 29 PENSACOLA BLVD) | 0 | 1,817 | 0 | 1,817 |
| 4393213 | FLORIDA-ALABAMA TPO | 396,052 | 150,000 | 0 | 546,052 |
| 4409041 | W MAIN STREET | 0 | 250,000 | 0 | 250,000 |
| 4409152 | SR 10 (US 90) CAROLINE ST | 0 | 0 | 2,750,000 | 2,750,000 |
| 4410563 | CR 297 (PINE FOREST RD) | 110,000 | 0 | 0 | 110,000 |
| 4437691 | SR 10A (US 90) W. CERVANTES STREET | 2,353,446 | 0 | 0 | 2,353,446 |
| 4466631 | E JOHNSON AVE | 0 | 0 | 200,000 | 200,000 |

3-Year Summary of Projects by Funding Category

| Project # | Project Name | 2020/21 | 2021/22 | 2022/23 | Total |
|---|-------------------------------|------------------|------------------|------------------|-------------------|
| Total | | 3,559,498 | 5,063,329 | 5,061,592 | 13,684,419 |
| TALT - TRANSPORTATION ALTS- ANY AREA | | | | | |
| 4335772 | CR 296 SAUFLEY FIELD | 0 | 1,146,058 | 0 | 1,146,058 |
| 4407411 | CR 399 (EAST BAYOU BOULEVARD) | 171,298 | 0 | 0 | 171,298 |
| 4424381 | SHORELINE DR/FAIRPOINT DR | 88,294 | 0 | 0 | 88,294 |
| Total | | 259,592 | 1,146,058 | 0 | 1,405,650 |
| TALU - TRANSPORTATION ALTS- >200K | | | | | |
| 4335772 | CR 296 SAUFLEY FIELD | 0 | 123,235 | 0 | 123,235 |
| 4381142 | CR 191A OLD BAGDAD HWY | 0 | 282,127 | 0 | 282,127 |
| 4407411 | CR 399 (EAST BAYOU BOULEVARD) | 411,157 | 0 | 0 | 411,157 |
| 4422591 | CR 191 HENRY ST | 0 | 0 | 272,184 | 272,184 |
| Total | | 411,157 | 405,362 | 272,184 | 1,088,703 |
| TMBC - GARCON POINT BRIDGE | | | | | |
| 4168131 | SR 281 GARCON POINT TOLL | 43,143 | 43,143 | 43,143 | 129,429 |
| Total | | 43,143 | 43,143 | 43,143 | 129,429 |
| TOBC - GARCON POINT BRIDGE | | | | | |
| 4050151 | TOLL OPERATIONS | 1,522,000 | 1,522,000 | 1,522,000 | 4,566,000 |
| Total | | 1,522,000 | 1,522,000 | 1,522,000 | 4,566,000 |

5-Year Summary of Funding Source

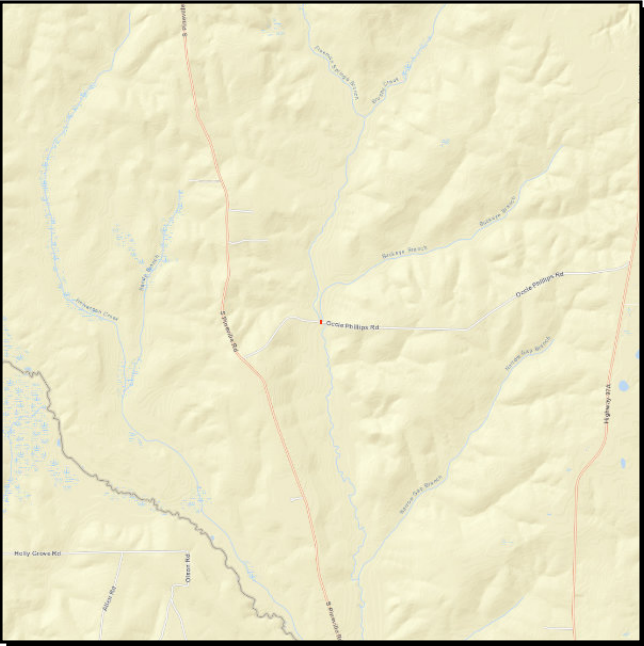
| Funding Source | 2020/21 | 2021/22 | 2022/23 | 2023/24 | 2024/25 | Total |
|-----------------------|--------------------|--------------------|-------------------|--------------------|-------------------|--------------------|
| Federal | 66,630,695 | 68,777,811 | 37,547,561 | 50,973,202 | 9,098,193 | 233,027,462 |
| Local | 126,292,509 | 10,440,471 | 7,029,699 | 4,560,178 | 4,298,847 | 152,621,704 |
| State | 86,474,504 | 50,731,940 | 49,642,225 | 147,630,413 | 25,913,559 | 360,392,641 |
| Total | 279,397,708 | 129,950,222 | 94,219,485 | 203,163,793 | 39,310,599 | 746,041,807 |

Section 1 - Bridge

4304681

O C PHILLIPS ROAD

Non-SIS



Work Summary: BRIDGE REPLACEMENT

From: OVER BRUSHY CREEK

To: BRIDGE NO. 484029

Lead Agency: FDOT

Length: .015 MI

LRTP #: Final Report p. 7-6

| Phase | Fund Source | 2020/21 | 2021/22 | 2022/23 | 2023/24 | 2024/25 | Total |
|-------|-------------|---------|-----------|---------|---------|---------|-----------|
| CST | LF | 0 | 345,468 | 0 | 0 | 0 | 345,468 |
| CST | ACBZ | 0 | 1,049,102 | 0 | 0 | 0 | 1,049,102 |
| Total | | 0 | 1,394,570 | 0 | 0 | 0 | 1,394,570 |

Prior Cost < 2020/21: 781,793

Future Cost > 2024/25: 0

Total Project Cost: 2,176,363

Project Description: This project is NOT within the TPO planning area. Project is included for Rural Work Program reference. OC Phillips Road bridge replacement over Brushy Creek in Escambia County.

4322871

DAWSON ROAD

Non-SIS



Work Summary: BRIDGE REPLACEMENT

From: OVER PRITCHETT MILL

To: BRIDGE NO. 484046

Lead Agency: FDOT

Length: .012 MI

LRTP #: Final Report p. 7-6

| Phase | Fund Source | 2020/21 | 2021/22 | 2022/23 | 2023/24 | 2024/25 | Total |
|-------|-------------|---------|-----------|---------|---------|---------|-----------|
| CST | LF | 0 | 382,434 | 0 | 0 | 0 | 382,434 |
| CST | ACBZ | 0 | 1,161,703 | 0 | 0 | 0 | 1,161,703 |
| Total | | 0 | 1,544,137 | 0 | 0 | 0 | 1,544,137 |

Prior Cost < 2020/21: 754,000

Future Cost > 2024/25: 0

Total Project Cost: 2,298,137

Project Description: This project is NOT within the TPO planning area. Project is included for Rural Work Program reference. Dawson Road Road bridge replacement over Pritchett Mill in Escambia County.

4358161

SR 10 (US 90)

Non-SIS



Work Summary: BRIDGE REPLACEMENT

From: OVER SIMPSON RIVER

To: BRIDGE NO. 580056 & 580108

Lead Agency: FDOT

Length: .553 MI

LRTP #: Final Report p. 7-6

| Phase | Fund Source | 2020/21 | 2021/22 | 2022/23 | 2023/24 | 2024/25 | Total |
|-------|-------------|------------|---------|---------|---------|---------|------------|
| CST | BRP | 10,546,575 | 0 | 0 | 0 | 0 | 10,546,575 |
| CST | ACBR | 4,844,514 | 0 | 0 | 0 | 0 | 4,844,514 |
| CST | BNBR | 15,587,544 | 0 | 0 | 0 | 0 | 15,587,544 |
| Total | | 30,978,633 | 0 | 0 | 0 | 0 | 30,978,633 |

Prior Cost < 2020/21: 1,874,701

Future Cost > 2024/25: 0

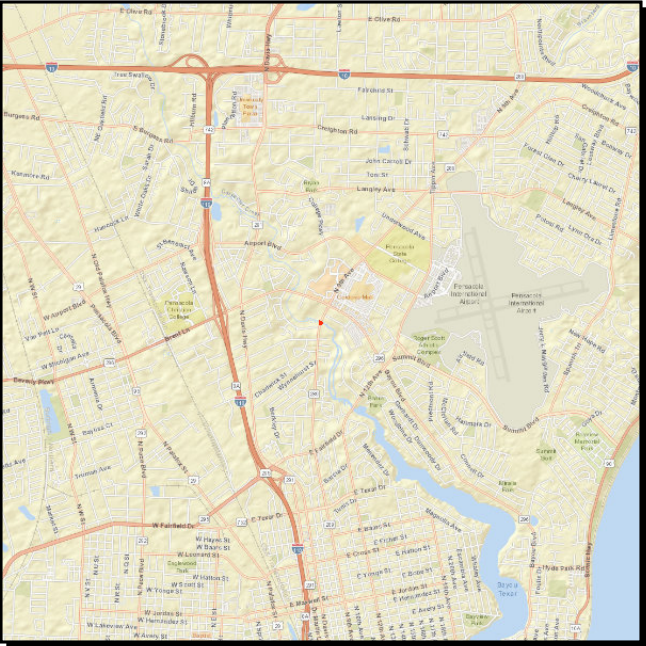
Total Project Cost: 32,853,334

Project Description: SR 10 (US 90) Bridge Replacement over Simpson River in Santa Rosa County.

4371781

SR 289 9TH AVENUE

Non-SIS



Work Summary: BRIDGE REPLACEMENT

From: OVER CARPENTERS CREEK

To: BRIDGE NO. 480092

Lead Agency: FDOT

Length: .009 MI

LRTP #: Final Report p. 7-6

| Phase | Fund Source | 2020/21 | 2021/22 | 2022/23 | 2023/24 | 2024/25 | Total |
|-------|-------------|-----------|---------|---------|---------|---------|-----------|
| CST | LF | 16,737 | 0 | 0 | 0 | 0 | 16,737 |
| CST | ACBR | 3,785,066 | 0 | 0 | 0 | 0 | 3,785,066 |
| Total | | 3,801,803 | 0 | 0 | 0 | 0 | 3,801,803 |

Prior Cost < 2020/21: 1,901,506

Future Cost > 2024/25: 0

Total Project Cost: 5,703,309

Project Description: SR 289 (9th Avenue) Bridge Replacement over Carpenters Creek in Escambia County.

4376991

CR 4 W HWY 4

Non-SIS



Work Summary: BRIDGE REPLACEMENT

From: OVER CANOE CREEK

To: BRIDGE NO. 480039

Lead Agency: FDOT

Length: .043 MI

LRTP #: Final Report P. 7-6

| Phase | Fund Source | 2020/21 | 2021/22 | 2022/23 | 2023/24 | 2024/25 | Total |
|-------|-------------|---------|---------|-----------|---------|---------|-----------|
| PE | LF | 177,758 | 0 | 0 | 0 | 0 | 177,758 |
| PE | ACBR | 604,376 | 0 | 0 | 0 | 0 | 604,376 |
| CST | LF | 0 | 0 | 1,155,882 | 0 | 0 | 1,155,882 |
| CST | ACBR | 0 | 0 | 3,527,952 | 0 | 0 | 3,527,952 |
| Total | | 782,134 | 0 | 4,683,834 | 0 | 0 | 5,465,968 |

Prior Cost < 2020/21: 0

Future Cost > 2024/25: 0

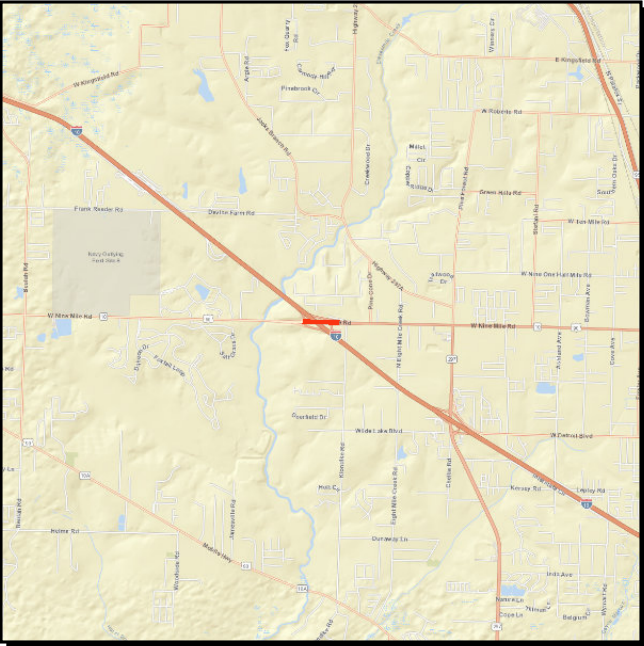
Total Project Cost: 5,465,968

Project Description: This project is NOT within the TPO planning area. Project is included for Rural Work Program reference.
CR 4 (West Highway 4) bridge replacement over Canoe Creek in Escambia County.

4427491

SR 8 (I-10)

SIS



Work Summary: BRIDGE REPLACEMENT

From: OVER SR 10 (US 90A) NINE MILE RD

To: BRIDGE NO. 480061

Lead Agency: FDOT

Length: .053 MI

LRTP #: Final Report p. 7-6

| Phase | Fund Source | 2020/21 | 2021/22 | 2022/23 | 2023/24 | 2024/25 | Total |
|-------|-------------|---------|---------|---------|-----------|---------|-----------|
| ROW | ACBR | 0 | 400,000 | 0 | 0 | 0 | 400,000 |
| CST | ACBR | 0 | 0 | 0 | 9,143,160 | 0 | 9,143,160 |
| Total | | 0 | 400,000 | 0 | 9,143,160 | 0 | 9,543,160 |

Prior Cost < 2020/21: 1,760,000

Future Cost > 2024/25: 0

Total Project Cost: 11,303,160

Project Description: SR 8 (I-10) Bridge Replacement over SR 10 (US 90A) Nine Mile Road in Escambia County.

4429151

SR 8 (I-10)

SIS



Work Summary: BRIDGE REPAIR/REHABILITATION

From: OVER CR 191 GARCON POINT ROAD

To: BRIDGES 580060 & 580075

Lead Agency: FDOT

Length: .038 MI

LRTP #: Final Report p. 7-6

| Phase | Fund Source | 2020/21 | 2021/22 | 2022/23 | 2023/24 | 2024/25 | Total |
|-------|-------------|-----------|---------|---------|---------|---------|-----------|
| CST | DIH | 69,494 | 0 | 0 | 0 | 0 | 69,494 |
| CST | BRRP | 5,658,799 | 0 | 0 | 0 | 0 | 5,658,799 |
| Total | | 5,728,293 | 0 | 0 | 0 | 0 | 5,728,293 |

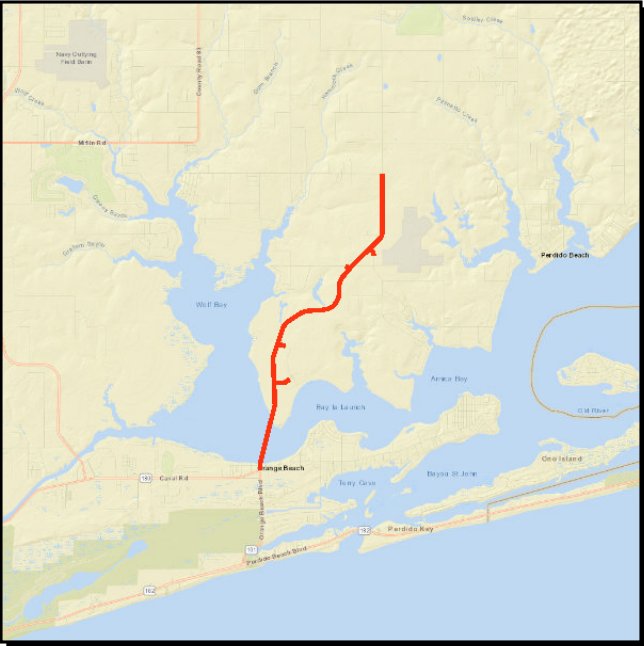
Prior Cost < 2020/21: 265,911

Future Cost > 2024/25: 0

Total Project Cost: 5,994,204

Project Description: SR 8 (I-10) Bridge Repair/Rehabilitation over CR 191 (Garcon Point Road) in Santa Rosa County.

Local 1



WOLF BAY BRIDGE

Work Summary: BRIDGE CONST. OVER WATER

From: SR 180 (CANAL ROAD)

To: CR 20

Lead Agency: City of Orange Beach

Length: 6.45 MI

LRTP #: #1 in Amend. Report p. D-14

| Phase | Fund Source | 2020/21 | 2021/22 | 2022/23 | 2023/24 | 2024/25 | Total |
|-------|-------------|------------|---------|---------|---------|---------|------------|
| CST | LF | 64,800,000 | 0 | 0 | 0 | 0 | 64,800,000 |
| Total | | 64,800,000 | 0 | 0 | 0 | 0 | 64,800,000 |

Non-SIS

Prior Cost < 2020/21: 5,250,000

Future Cost > 2024/25: 0

Total Project Cost: 70,050,000

Project Description: Contract 2-lane Wolf Bay Bridge and Connector Roads from SR 180 (Canal Road) to CR 20 in Baldwin County. Please note not all of this project is included in the TPO Planning Area, but the entire project is shown because of logical termini and the entire project is funded by the City of Orange Beach.

Section 2 - Capacity

100040566

SR 180 (CANAL ROAD)

Non-SIS



Work Summary: RIGHT OF WAY - FUTURE CAPACITY

From: SR 59

To: FOLEY BEACH EXPRESS

Lead Agency: ALDOT

Length: 4.74 MI

LRTP #: #1 in Amend. Report p. D-13

| Phase | Fund Source | 2020/21 | 2021/22 | 2022/23 | 2023/24 | 2024/25 | Total |
|-------|-------------|---------|---------|-----------|---------|---------|-----------|
| ROW | STPAA | 0 | 0 | 3,391,355 | 0 | 0 | 3,391,355 |
| ROW | ST | 0 | 0 | 847,838 | 0 | 0 | 847,838 |
| Total | | 0 | 0 | 4,239,193 | 0 | 0 | 4,239,193 |

Prior Cost < 2020/21: 0

Future Cost > 2024/25: 0

Total Project Cost: 4,239,193

Project Description: Please note the segment from SR 59 to Gulf State Park is NOT within the TPO planning area. This segment is included for the logical termini of the project. Right-of-Way acquisition for 5-laning of SR 180 (Canal Road) from SR 59 to Foley Beach Express.

100040567

SR 180 (CANAL ROAD)

Non-SIS



Work Summary: RELOCATE UTILITY SYSTEMS

From: SR 59

To: FOLEY BEACH EXPRESS

Lead Agency: ALDOT

Length: 4.74 MI

LRTP #: #1 in Amend. Report p. D-13

| Phase | Fund Source | 2020/21 | 2021/22 | 2022/23 | 2023/24 | 2024/25 | Total |
|-------|-------------|---------|---------|---------|-----------|---------|-----------|
| UT | ST | 0 | 0 | 0 | 279,429 | 0 | 279,429 |
| UT | STPAA | 0 | 0 | 0 | 1,117,719 | 0 | 1,117,719 |
| Total | | 0 | 0 | 0 | 1,397,148 | 0 | 1,397,148 |

Prior Cost < 2020/21: 0

Future Cost > 2024/25: 0

Total Project Cost: 1,397,148

Project Description: Please note the segment from SR 59 to Gulf State Park is NOT within the TPO planning area. This segment is included for the logical termini of the project. Relocation of utilities for the 5-laning of SR 180 (Canal Road) from SR 59 to Foley Beach Express.

100040568

SR 180 (CANAL ROAD)

Non-SIS



Work Summary: ADD LANES & RECONSTRUCT

From: SR 59

To: FOLEY BEACH EXPRESS

Lead Agency: ALDOT

Length: 4.74 MI

LRTP #: #1 in Amend. Report p. D-13

| Phase | Fund Source | 2020/21 | 2021/22 | 2022/23 | 2023/24 | 2024/25 | Total |
|-------|-------------|---------|---------|---------|------------|---------|------------|
| CST | BPS | 0 | 0 | 0 | 3,044,485 | 0 | 3,044,485 |
| CST | BPF | 0 | 0 | 0 | 10,303,010 | 0 | 10,303,010 |
| Total | | 0 | 0 | 0 | 13,347,495 | 0 | 13,347,495 |

Prior Cost < 2020/21:

0

Future Cost > 2024/25:

0

Total Project Cost:

13,347,495

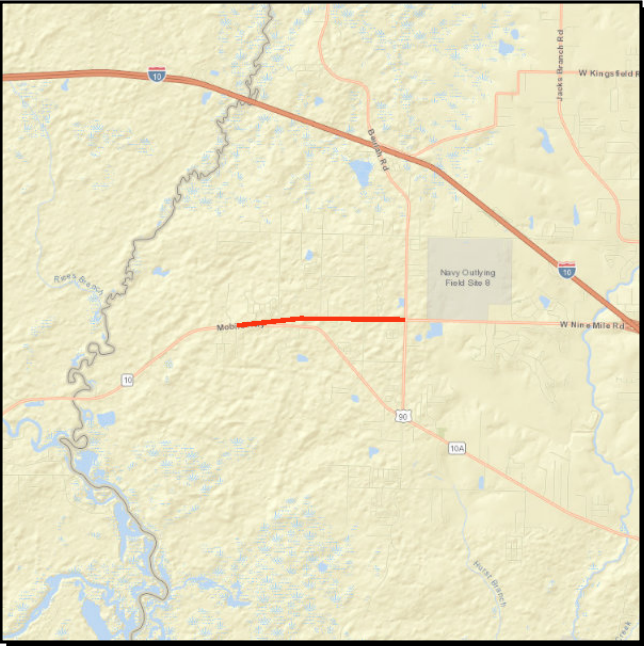
Project Description:

Please note the segment from SR 59 to Gulf State Park is NOT within the TPO planning area. This segment is included for the logical termini of the project. Widening for the 5-laning of SR 180 (Canal Road) from SR 59 to Foley Beach Express.

2186055

SR 10 (US 90A) NINE MILE ROAD

Non-SIS



Work Summary: ADD LANES &
RECONSTRUCT

From: SR 10A (US 90)

To: CR 99 BEULAH ROAD

Lead Agency: FDOT

Length: 1.785 MI

LRTP #: #6 in Amend. Report p.
D-9

| Phase | Fund Source | 2020/21 | 2021/22 | 2022/23 | 2023/24 | 2024/25 | Total |
|-------|-------------|---------|---------|---------|---------|---------|---------|
| ROW | SU | 400,000 | 0 | 0 | 0 | 0 | 400,000 |
| ROW | DIH | 10,000 | 0 | 0 | 0 | 0 | 10,000 |
| Total | | 410,000 | 0 | 0 | 0 | 0 | 410,000 |

Prior Cost < 2020/21: 2,996,471

Future Cost > 2024/25: 0

Total Project Cost: 3,406,471

Project Description: TPO Non-SIS Project Priority #9.
Widening of SR 10 (US 90A) Nine Mile Road from SR 10A (US 90) to CR 99 (Beulah Road) to 4 lanes.

2204263

SR 30 (US 98) GULF BREEZE PKWY

SIS



Work Summary: ADD LANES & RECONSTRUCT

From: PORTSIDE DRIVE

To: BERGREN ROAD

Lead Agency: FDOT

Length: 5.473 MI

LRTP #: #19 in Amend. Report p. D-8

| Phase | Fund Source | 2020/21 | 2021/22 | 2022/23 | 2023/24 | 2024/25 | Total |
|-------|-------------|---------|---------|-----------|---------|---------|-----------|
| PE | DIH | 0 | 0 | 235,172 | 0 | 0 | 235,172 |
| PE | DDR | 0 | 0 | 2,907,267 | 0 | 0 | 2,907,267 |
| PE | SU | 0 | 0 | 1,807,561 | 0 | 0 | 1,807,561 |
| Total | | 0 | 0 | 4,950,000 | 0 | 0 | 4,950,000 |

Prior Cost < 2020/21:

0

Future Cost > 2024/25:

0

Total Project Cost:

4,950,000

Project Description:

TPO SIS Project Priority #14.
Widening of SR 30 (US 98) Gulf Breeze Parkway from Portside Drive to Bergren Road to 6 lanes.

2204265

SR 30 (US 98) GULF BREEZE PKWY

SIS



Work Summary: ADD LANES &
RECONSTRUCT

From: E OF ORTEGA STREET

To: OKALOOSA CO LINE

Lead Agency: FDOT

Length: 3.435 MI

LRTP #: #19 in Amend. Report p.
D-8

| Phase | Fund Source | 2020/21 | 2021/22 | 2022/23 | 2023/24 | 2024/25 | Total |
|-------|-------------|---------|-----------|---------|---------|---------|-----------|
| PE | DIH | 0 | 350,000 | 0 | 0 | 0 | 350,000 |
| PE | DDR | 0 | 85,310 | 0 | 0 | 0 | 85,310 |
| PE | SU | 0 | 3,414,690 | 0 | 0 | 0 | 3,414,690 |
| Total | | 0 | 3,850,000 | 0 | 0 | 0 | 3,850,000 |

Prior Cost < 2020/21:

0

Future Cost > 2024/25:

0

Total Project Cost:

3,850,000

Project Description:

TPO SIS Project Priority #10.
Widening of SR 30 (US 98) Gulf Breeze Parkway from E. of Ortega Street to the Okaloosa County Line to 6 lanes.

2204401

SR 30 (US 98)

SIS



Work Summary: ADD LANES &
RECONSTRUCT

From: BAYSHORE ROAD

To: PORTSIDE DRIVE

Lead Agency: FDOT

Length: 5.140 MI

LRTP #: #8 in Amend. Report p.
D-9

| Phase | Fund Source | 2020/21 | 2021/22 | 2022/23 | 2023/24 | 2024/25 | Total |
|-------|-------------|---------|---------|---------|---------|---------|---------|
| ENV | ACNP | 0 | 502,376 | 0 | 0 | 0 | 502,376 |
| Total | | 0 | 502,376 | 0 | 0 | 0 | 502,376 |

Prior Cost < 2020/21:

100,826,537

Future Cost > 2024/25:

0

Total Project Cost:

101,328,913

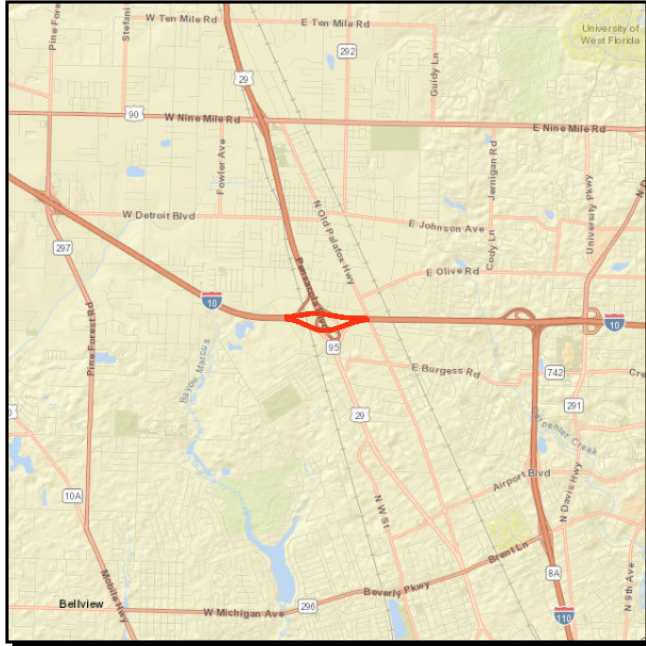
Project Description:

TPO SIS Fully Funded Project Priority.
Widening of SR 30 (US 98) from Bayshore Road to Portside Drive to 6 lanes.

2224761

SR 8 (I-10)

SIS



Work Summary: INTERCHANGE - ADD LANES **From:** @ SR 95 (US 29) INTERCHANGE

To:

Lead Agency: FDOT

Length: 5.816 MI

LRTP #: #1 in Amend. Report p. D-11

| Phase | Fund Source | 2020/21 | 2021/22 | 2022/23 | 2023/24 | 2024/25 | Total |
|--------------|-------------|------------------|------------------|------------------|--------------------|----------|--------------------|
| ROW | ACNP | 4,969,000 | 0 | 0 | 0 | 0 | 4,969,000 |
| ROW | DIH | 125,000 | 120,000 | 50,000 | 0 | 0 | 295,000 |
| ROW | STED | 303,000 | 0 | 0 | 0 | 0 | 303,000 |
| ROW | BNIR | 0 | 9,400,000 | 2,059,000 | 0 | 0 | 11,459,000 |
| ROW | DI | 0 | 400,000 | 0 | 0 | 0 | 400,000 |
| ENV | ACNP | 0 | 0 | 303,946 | 0 | 0 | 303,946 |
| CST | STED | 0 | 0 | 0 | 12,451,686 | 0 | 12,451,686 |
| CST | GMR | 0 | 0 | 0 | 10,416,006 | 0 | 10,416,006 |
| CST | DI | 0 | 0 | 0 | 109,850,564 | 0 | 109,850,564 |
| RRU | DI | 0 | 0 | 0 | 564,500 | 0 | 564,500 |
| CST | ACNP | 0 | 0 | 0 | 1,948,601 | 0 | 1,948,601 |
| Total | | 5,397,000 | 9,920,000 | 2,412,946 | 135,231,357 | 0 | 152,961,303 |

Prior Cost < 2020/21: 11,200,255

Future Cost > 2024/25: 0

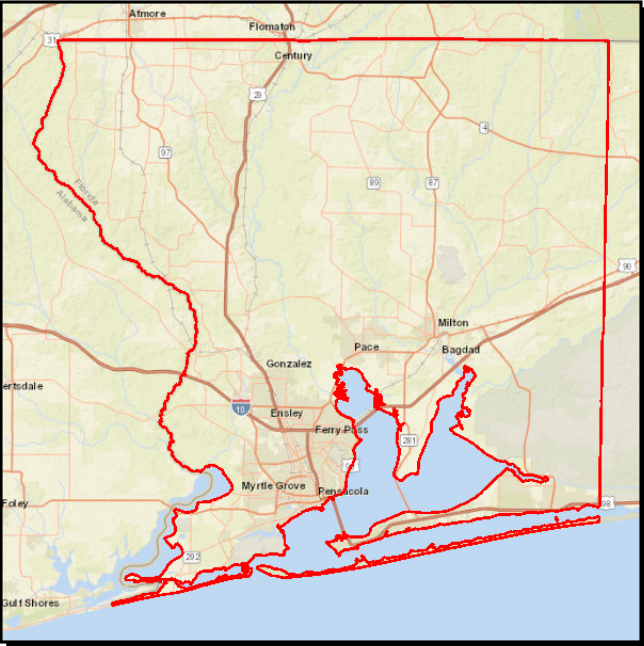
Total Project Cost: 164,161,558

Project Description: TPO SIS Project Priority #1.
I-10/US 29 Interchange Major Improvement Phase II.

4125452

ESCAMBIA/SANTA ROSA

Non-SIS



Work Summary: TRAFFIC SIGNALS

From: COORD. TRAFFIC SIGNAL

To: OPERATIONS

Lead Agency: City of Pensacola

LRTP #: #1 in Amend. Report p. D-9

| Phase | Fund Source | 2020/21 | 2021/22 | 2022/23 | 2023/24 | 2024/25 | Total |
|-------|-------------|---------|---------|---------|---------|---------|-----------|
| OPS | DDR | 300,000 | 300,000 | 400,000 | 400,000 | 400,000 | 1,800,000 |
| Total | | 300,000 | 300,000 | 400,000 | 400,000 | 400,000 | 1,800,000 |

Prior Cost < 2020/21:

2,099,950

Future Cost > 2024/25:

0

Total Project Cost:

3,899,950

Project Description:

TPO Non-SIS Project Priority #1B.
Upgrading of signal timings in Escambia and Santa Rosa counties.

4210121

SR173 (BLUE ANGEL PARKWAY)

SIS



Work Summary: ADD LANES & RECONSTRUCT

From: SR292 (SORRENTO ROAD)

To: SR30 (US98)

Lead Agency: Escambia

Length: 3.239 MI

LRTP #: #8 in Amend. Report p. D-7

| Phase | Fund Source | 2020/21 | 2021/22 | 2022/23 | 2023/24 | 2024/25 | Total |
|-------|-------------|-----------|-----------|---------|---------|---------|------------|
| ROW | LF | 5,000,000 | 0 | 0 | 0 | 0 | 5,000,000 |
| ROW | ACNP | 0 | 5,063,000 | 0 | 0 | 0 | 5,063,000 |
| Total | | 5,000,000 | 5,063,000 | 0 | 0 | 0 | 10,063,000 |

Prior Cost < 2020/21: 4,480,214

Future Cost > 2024/25: 0

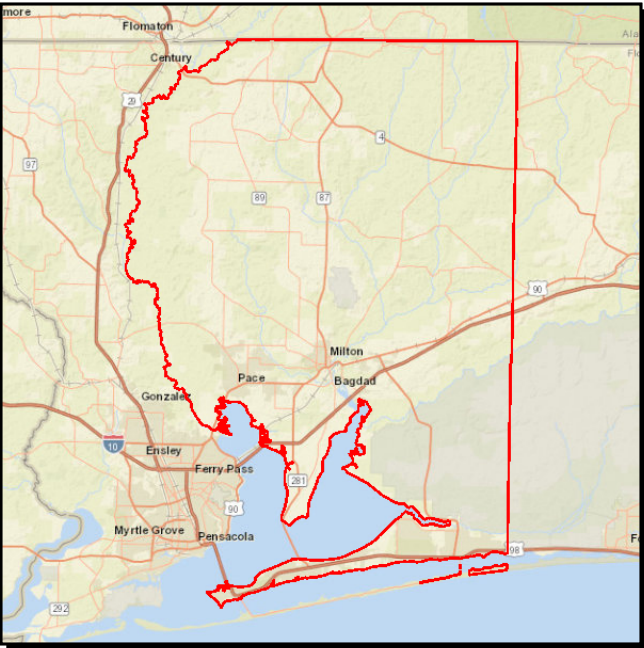
Total Project Cost: 14,543,214

Project Description: TPO SIS Project Priority #6.
Widening of SR 173 (Blue Angel Parkway) from SR 292 (Sorrento Road) to SR 30 (US 98) to 4 lanes.

4318836

SR 30 (US 98)

SIS



Work Summary:

MISCELLANEOUS CONSTRUCTION

From:

CORRIDOR MANAGEMENT

To:

IMPROVEMENT PROJECTS

Lead Agency:

Santa Rosa

Length:

12.253 MI

LRTP #:

#3 in Amend. Report p. D-9

| Phase | Fund Source | 2020/21 | 2021/22 | 2022/23 | 2023/24 | 2024/25 | Total |
|-------|-------------|---------|---------|---------|-----------|---------|-----------|
| CST | SU | 0 | 0 | 0 | 1,123,370 | 0 | 1,123,370 |
| Total | | 0 | 0 | 0 | 1,123,370 | 0 | 1,123,370 |

Prior Cost < 2020/21:

376,048

Future Cost > 2024/25:

0

Total Project Cost:

1,499,418

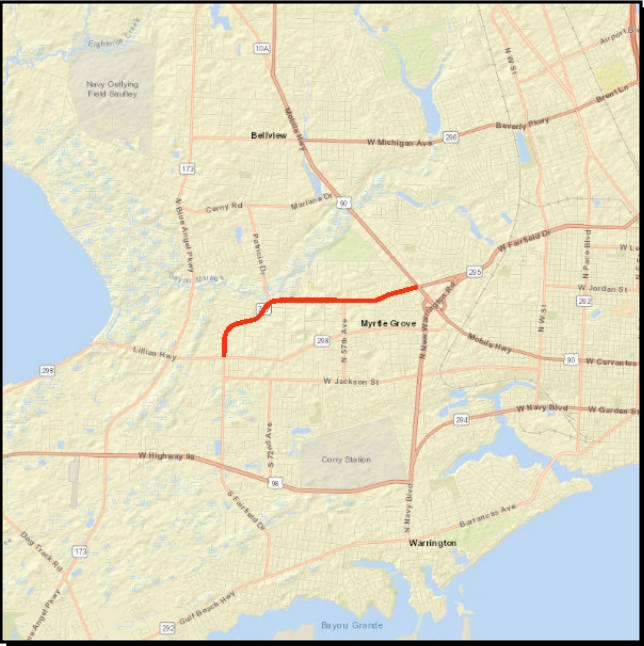
Project Description:

TPO Non-SIS Project Priority #3.
Box funds for the Implementation of mobility management projects on US 98 in Santa Rosa County.

4318837

SR 727 FAIRFIELD DR

Non-SIS



Work Summary:

CORRIDOR/SUBAREA PLANNING

From:

SR10A (US90) MOBILE HWY

To:

SR 298 LILLIAN HWY

Lead Agency:

Escambia

Length:

2.941 MI

LRTP #:

#3 in Amend. Report p. D-9

| Phase | Fund Source | 2020/21 | 2021/22 | 2022/23 | 2023/24 | 2024/25 | Total |
|-------|-------------|---------|---------|---------|---------|---------|---------|
| PE | DIH | 0 | 150,000 | 0 | 0 | 0 | 150,000 |
| PE | SU | 0 | 813,969 | 0 | 0 | 0 | 813,969 |
| Total | | 0 | 963,969 | 0 | 0 | 0 | 963,969 |

Prior Cost < 2020/21:

106

Future Cost > 2024/25:

0

Total Project Cost:

964,075

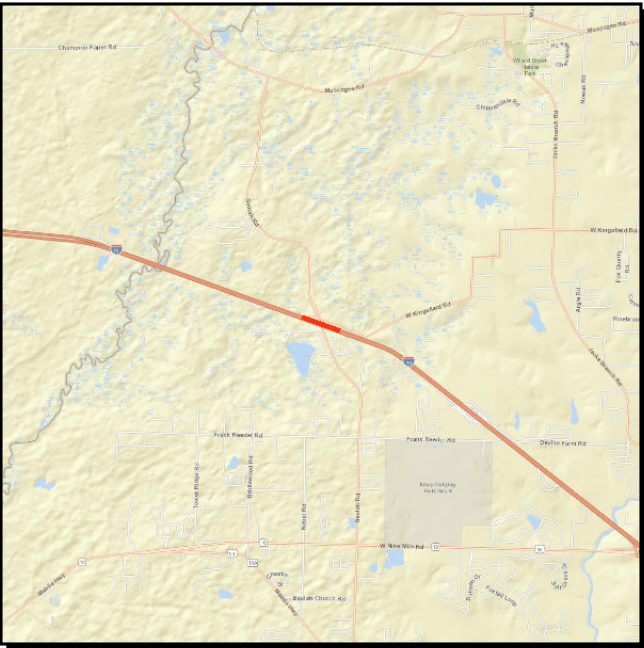
Project Description:

TPO Non-SIS Project Priority #3.
Box funds for the implementation of mobility management projects on SR 727 (Fairfield Drive) from SR 10A (US 90) Mobile Highway to SR 298 (Lillian Highway).

4331131

SR 8 (I-10)

SIS



| Work Summary: INTERCHANGE JUSTIFICA/MODIFICA | | From: | @CR 99 (BEULAH ROAD) | | | | |
|---|-------------|----------------|-----------------------------|----------|----------|------------------|------------------|
| | | To: | | | | | |
| Lead Agency: FDOT | | Length: | 3.087 MI | | | | |
| | | LRTP #: | #2 in Amend. Report p. D-11 | | | | |
| Phase | Fund Source | 2020/21 | 2021/22 | 2022/23 | 2023/24 | 2024/25 | Total |
| ROW | ACNP | 0 | 0 | 0 | 0 | 2,950,000 | 2,950,000 |
| ENV | DDR | 0 | 0 | 0 | 0 | 1,920,000 | 1,920,000 |
| Total | | 0 | 0 | 0 | 0 | 4,870,000 | 4,870,000 |

Prior Cost < 2020/21:

Future Cost > 2024/25:

Total Project Cost:

Project Description:

5,013,636

6,550,000

16,433,636

TPO SIS Project Priority #2.
Construction of a new interchange at I-10/Beulah Road.

4379052

SR 8 (I-10)

SIS



Work Summary: INTERCHANGE (MODIFY)

From: E OF EB WEIGH STATION

To: E OF SR 10 (US 90A) 9MI ROAD

Lead Agency: FDOT

Length: 3.386 MI

LRTP #: #41 in Amend. Report p. D-10

| Phase | Fund Source | 2020/21 | 2021/22 | 2022/23 | 2023/24 | 2024/25 | Total |
|-------|-------------|---------|---------|---------|---------|------------|------------|
| PE | ACFP | 0 | 0 | 0 | 0 | 14,300,000 | 14,300,000 |
| Total | | 0 | 0 | 0 | 0 | 14,300,000 | 14,300,000 |

Prior Cost < 2020/21:

0

Future Cost > 2024/25:

0

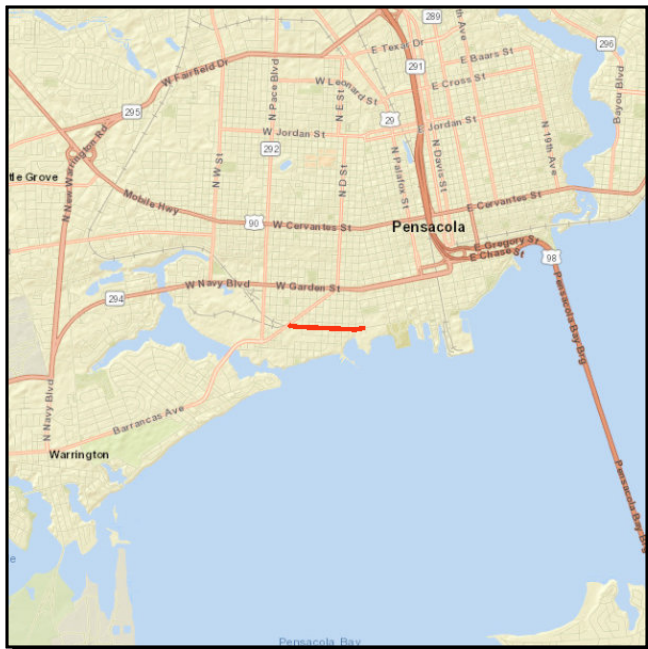
Total Project Cost:

14,300,000

Project Description:

TPO Non-SIS Project Priority #35.
Interchange improvement on SR 8 (I-10) from East of East Bound Weigh Station to East of SR 10 (US 90A) Nine Mile Road.

Non-SIS



From: BARRANCAS AVENUE

To: S CLUBBS STREET

Length: .785 MI

L RTP #: #22 in Amend. Report p.
D-10

| Phase | Fund Source | 2020/21 | 2021/22 | 2022/23 | 2023/24 | 2024/25 | Total |
|--------------|-------------|----------|----------------|----------|----------|----------|----------------|
| PE | SU | 0 | 250,000 | 0 | 0 | 0 | 250,000 |
| Total | | 0 | 250,000 | 0 | 0 | 0 | 250,000 |

Future Cost > 2024/25: 0

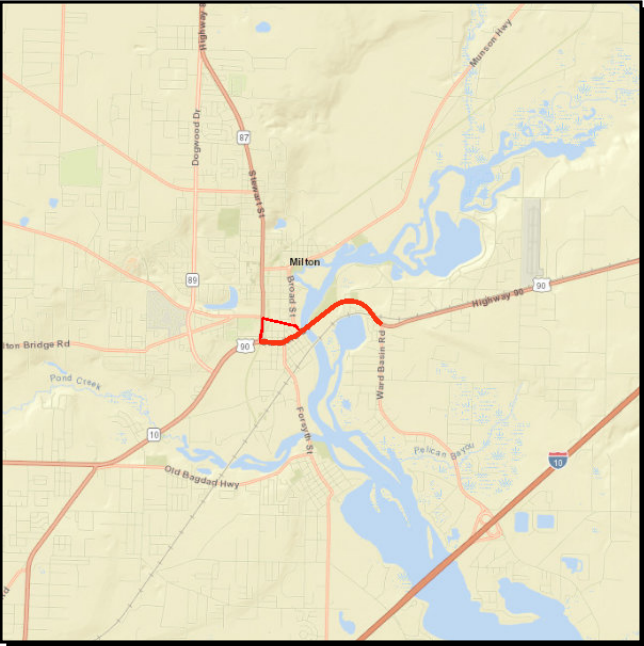
Total Project Cost: 250,000

Project Description: TPO Non-SIS Fully Funded Project Priority.
Design for Complete Street on West Main Street from Barrancas Avenue to S. Clubbs Street.

4409152

SR 10 (US 90) CAROLINE ST

Non-SIS



Work Summary: ADD LANES & RECONSTRUCT

From: SR 87 STEWART ST
To: CR 89 WARD BASIN RD
Length: 1.584 MI
LRTP #: #12 in Amend. Report p. D-9

Lead Agency: FDOT

| Phase | Fund Source | 2020/21 | 2021/22 | 2022/23 | 2023/24 | 2024/25 | Total |
|-------|-------------|---------|---------|-----------|---------|---------|-----------|
| PE | SU | 0 | 0 | 2,750,000 | 0 | 0 | 2,750,000 |
| Total | | 0 | 0 | 2,750,000 | 0 | 0 | 2,750,000 |

Prior Cost < 2020/21: 0
Future Cost > 2024/25: 0
Total Project Cost: 2,750,000
Project Description: TPO Non-SIS Project Priority #12.
Widening of SR 10 (US 90) Caroline Street from SR 87 (Stewart Street) to CR 89 (Ward Basin Road) to 4 lanes.

4410561

SR 297 PINE FOREST RD

SIS



Work Summary: PD&E/EMO STUDY

From: SR 173 BLUE ANGEL PKWY

To: SR 10 9 MILE RD

Lead Agency: FDOT

Length: 3.373 MI

LRTP #: #31 in Amend. Report p. D-10

| Phase | Fund Source | 2020/21 | 2021/22 | 2022/23 | 2023/24 | 2024/25 | Total |
|-------|-------------|-----------|---------|---------|---------|---------|-----------|
| PDE | DDR | 1,200,000 | 0 | 0 | 0 | 0 | 1,200,000 |
| PDE | DIH | 100,000 | 0 | 0 | 0 | 0 | 100,000 |
| Total | | 1,300,000 | 0 | 0 | 0 | 0 | 1,300,000 |

Prior Cost < 2020/21: 96,808

Future Cost > 2024/25: 0

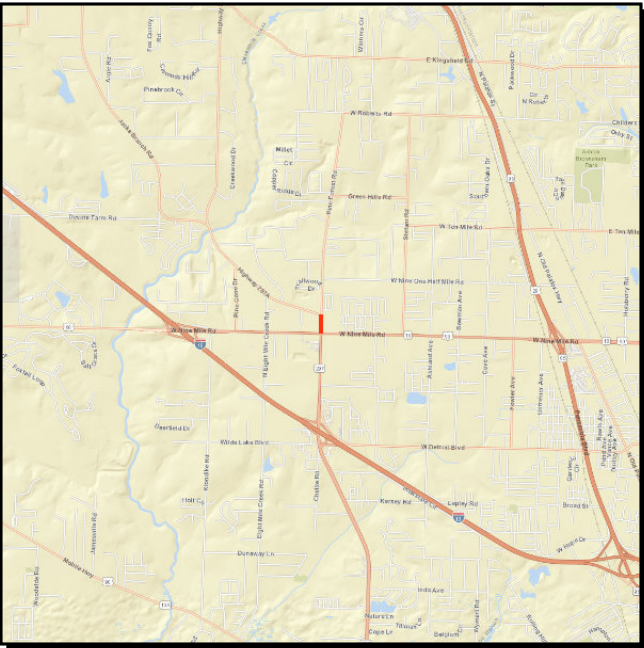
Total Project Cost: 1,396,808

Project Description: TPO Non-SIS Project Priority #7.
Widening of SR 297 (Pine Forest Road) from SR 173 (Blue Angel Parkway) to SR 10 (Nine Mile Road) to 4 lanes.

4410563

CR 297 (PINE FOREST RD)

Non-SIS



Work Summary: PD&E/EMO STUDY

From: SR 10 (US 90A) NINE MILE ROAD

To: N OF CR 297A

Lead Agency: FDOT

Length: 0.279 MI

LRTP #: #31 in Amend. Report p. D-10

| Phase | Fund Source | 2020/21 | 2021/22 | 2022/23 | 2023/24 | 2024/25 | Total |
|-------|-------------|---------|---------|---------|---------|---------|---------|
| PDE | SU | 110,000 | 0 | 0 | 0 | 0 | 110,000 |
| Total | | 110,000 | 0 | 0 | 0 | 0 | 110,000 |

Prior Cost < 2020/21: 0

Future Cost > 2024/25: 0

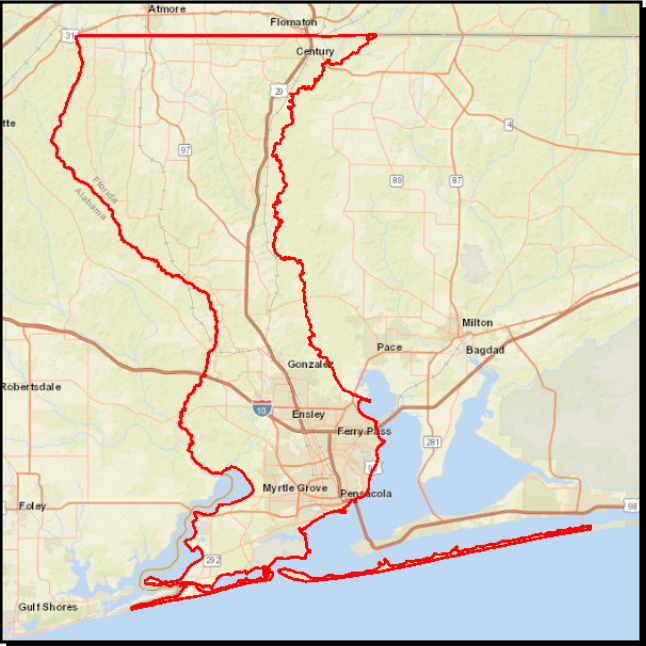
Total Project Cost: 110,000

Project Description: TPO Non-SIS Project Priority #7.
Widening of CR 297 (Pine Forest Road) from SR 10 (US 90A) Nine Mile Road to North of CR 297A.

4450392

ESCAMBIA COUNTY PLANNING STUDIES

Non-SIS



Work Summary: TRANSPORTATION
PLANNING

From:

To:

Lead Agency: TPO

LRTP #: #2 in Amend Report p.
D-9

| Phase | Fund Source | 2020/21 | 2021/22 | 2022/23 | 2023/24 | 2024/25 | Total |
|-------|-------------|---------|---------|---------|---------|---------|---------|
| PLN | SU | 0 | 0 | 0 | 0 | 150,000 | 150,000 |
| Total | | 0 | 0 | 0 | 0 | 150,000 | 150,000 |

Prior Cost < 2020/21: 0

Future Cost > 2024/25: 0

Total Project Cost: 150,000

Project Description: TPO Non-SIS Project Priority #2.
Mobility management plan looking at Operational and Safety improvements.

Local 2

PEA RIDGE CONNECTOR

Non-SIS



Work Summary: NEW ROAD CONSTRUCTION **From:** US 90
To: HAMILTON BRIDGE ROAD
Lead Agency: Santa Rosa
Length: 1.6 MI
LRTP #: #4 in Amend. Report p. C-2

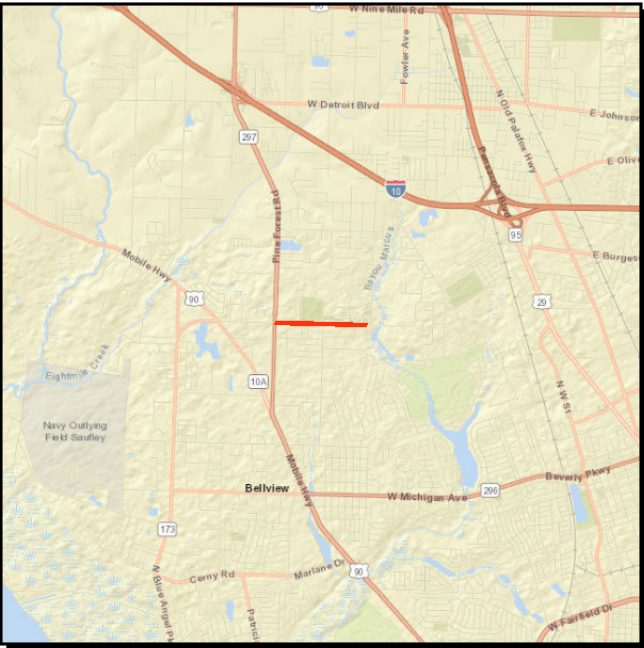
| Phase | Fund Source | 2020/21 | 2021/22 | 2022/23 | 2023/24 | 2024/25 | Total |
|-------|-------------|------------|---------|---------|---------|---------|------------|
| CST | LF | 13,000,000 | 0 | 0 | 0 | 0 | 13,000,000 |
| PE | LF | 1,500,000 | 0 | 0 | 0 | 0 | 1,500,000 |
| Total | | 14,500,000 | 0 | 0 | 0 | 0 | 14,500,000 |

Prior Cost < 2020/21: 0
Future Cost > 2024/25: 0
Total Project Cost: 14,500,000
Project Description: Local Project Priority.
Widening of Pea Ridge Connector from US 90 to Hamilton Bridge Road to 4 lanes.

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

LRTP #: #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: Local Project Priority.
Widening of Longleaf Drive from Pine Forest Road to East Wymart Road to two-lanes divided.

Section 3 - Bike/ Pedestrian

100060027

US 98 / SR 42

Non-SIS



Work Summary: PAVE SHOULDERS

From: Barclay Ave

To: Alabama State Line

Lead Agency: ALDOT

Length: 1.35 MI

LRTP #: #5 in Amend. Report p. D-12

| Phase | Fund Source | 2020/21 | 2021/22 | 2022/23 | 2023/24 | 2024/25 | Total |
|-------|-------------|---------|---------|---------|---------|---------|--------|
| PE | STPLL | 0 | 0 | 20,000 | 0 | 0 | 20,000 |
| PE | LF | 0 | 0 | 5,000 | 0 | 0 | 5,000 |
| Total | | 0 | 0 | 25,000 | 0 | 0 | 25,000 |

Prior Cost < 2020/21: 0

Future Cost > 2024/25: 0

Total Project Cost: 25,000

Project Description: TPO Alabama Bicycle & Pedestrian Project Priority.
Pave shoulders on US 98/SR 42 from Barclay Ave. to the Alabama State Line.

100060029

US 98 / SR 42

Non-SIS



Work Summary: PAVE SHOULDERS

From: Barclay Ave

To: Alabama State Line

Lead Agency: ALDOT

Length: 1.35 MI

LRTP #: #5 in Amend. Report p. D-12

| Phase | Fund Source | 2020/21 | 2021/22 | 2022/23 | 2023/24 | 2024/25 | Total |
|-------|-------------|---------|---------|---------|---------|---------|---------|
| CST | STPLL | 0 | 0 | 0 | 277,930 | 0 | 277,930 |
| CST | LF | 0 | 0 | 0 | 69,483 | 0 | 69,483 |
| Total | | 0 | 0 | 0 | 347,413 | 0 | 347,413 |

Prior Cost < 2020/21: 0

Future Cost > 2024/25: 0

Total Project Cost: 347,413

Project Description: TPO Alabama Bicycle & Pedestrian Project Priority.
Pave shoulders on US 98 / SR 42 from Barclay Ave. to the Alabama State Line.

100063404

CR 99

Non-SIS



Work Summary: PAVE SHOULDERS

From: CARRIER DRIVE

To: SPANISH COVE DRIVE

Lead Agency: ALDOT

Length: 2.0 MI

LRTP #: #2 in Amend. Report p. D-12

| Phase | Fund Source | 2020/21 | 2021/22 | 2022/23 | 2023/24 | 2024/25 | Total |
|-------|-------------|---------|---------|---------|---------|---------|---------|
| CST | STPLL | 407,970 | 0 | 0 | 0 | 0 | 407,970 |
| CST | LF | 101,993 | 0 | 0 | 0 | 0 | 101,993 |
| Total | | 509,963 | 0 | 0 | 0 | 0 | 509,963 |

Prior Cost < 2020/21: 0

Future Cost > 2024/25: 0

Total Project Cost: 509,963

Project Description: TPO Alabama Bike/Ped Project Priority #1.
Pave shoulders on CR 99 from Carrier Drive to Spanish Cove Drive.

100063634

CR 99

Non-SIS



Work Summary: PAVE SHOULDERS

From: CR 91

To: CARRIER DRIVE

Lead Agency: ALDOT

Length: 2.19 MI

LRTP #: #3 in Amend. Report p. D-12

| Phase | Fund Source | 2020/21 | 2021/22 | 2022/23 | 2023/24 | 2024/25 | Total |
|-------|-------------|---------|---------|---------|---------|---------|--------|
| PE | STPLL | 75,000 | 0 | 0 | 0 | 0 | 75,000 |
| PE | LF | 18,750 | 0 | 0 | 0 | 0 | 18,750 |
| Total | | 93,750 | 0 | 0 | 0 | 0 | 93,750 |

Prior Cost < 2020/21: 0

Future Cost > 2024/25: 0

Total Project Cost: 93,750

Project Description: TPO Alabama Bicycle & Pedestrian Project Priority.
Pave shoulders on CR 99 from CR 91 to Carrier Drive.

100063635

US 98 / SR 42

Non-SIS



Work Summary: PAVE SHOULDERS

From: HILLCREST ROAD

To: BARCLAY AVENUE

Lead Agency: ALDOT

Length: 0.78 MI

LRTP #: #4 in Amend. Report p. D-12

| Phase | Fund Source | 2020/21 | 2021/22 | 2022/23 | 2023/24 | 2024/25 | Total |
|-------|-------------|---------|---------|---------|---------|---------|--------|
| PE | STPLL | 0 | 0 | 0 | 0 | 20,000 | 20,000 |
| PE | LF | 0 | 0 | 0 | 0 | 5,000 | 5,000 |
| Total | | 0 | 0 | 0 | 0 | 25,000 | 25,000 |

Prior Cost < 2020/21: 0

Future Cost > 2024/25: 0

Total Project Cost: 25,000

Project Description: TPO Alabama Bicycle & Pedestrian Project Priority.
Pave shoulders on SR 42 (US 98) from Hillcrest Road to Barclay Avenue.

100063640

CR 99

Non-SIS



Work Summary: PAVE SHOULDERS

From: CR 91

To: CARRIER DRIVE

Lead Agency: ALDOT

Length: 2.19 MI

LRTP #: #3 in Amend. Report p. D-12

| Phase | Fund Source | 2020/21 | 2021/22 | 2022/23 | 2023/24 | 2024/25 | Total |
|-------|-------------|---------|---------|---------|---------|---------|---------|
| CST | STPLL | 0 | 0 | 463,273 | 0 | 0 | 463,273 |
| CST | LF | 0 | 0 | 115,818 | 0 | 0 | 115,818 |
| Total | | 0 | 0 | 579,091 | 0 | 0 | 579,091 |

Prior Cost < 2020/21: 0

Future Cost > 2024/25: 0

Total Project Cost: 579,091

Project Description: TPO Alabama Bicycle/Pedestrian Project Priority.
Pave shoulders on CR 99 from CR 91 to Carrier Drive.

4335771

SR 296 MICHIGAN AVE

Non-SIS



| Work Summary: SIDEWALK | | From: SR 10A (US 90) MOBILE HWY | | | | | |
|------------------------|-------------|---------------------------------|---------|---------|---------|---------|---------|
| | | To: DENVER AVENUE | | | | | |
| Lead Agency: FDOT | | Length: 0.162 MI | | | | | |
| | | LRTP #: Final Report p. 8-25 | | | | | |
| Phase | Fund Source | 2020/21 | 2021/22 | 2022/23 | 2023/24 | 2024/25 | Total |
| CST | SU | 0 | 129,011 | 0 | 0 | 0 | 129,011 |
| Total | | 0 | 129,011 | 0 | 0 | 0 | 129,011 |

Prior Cost < 2020/21:

297,083

Future Cost > 2024/25:

0

Total Project Cost:

426,094

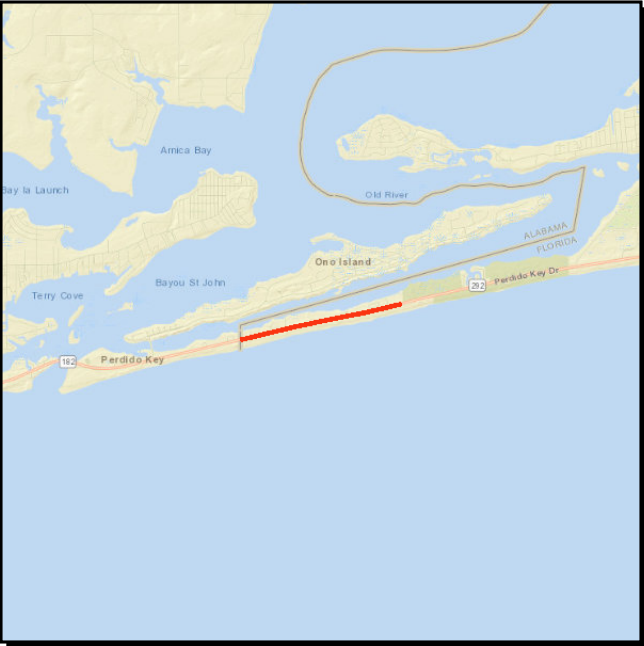
Project Description:

TPO Florida Transportation Alternatives Project Priority #4B in FY 17-21.
Sidewalks on SR 296 (Michigan Avenue) from SR 10A (US 90) Mobile Highway to Denver Avenue.

4389083

PERDIDO KEY DR

Non-SIS



Work Summary: BIKE PATH/TRAIL

From: ALABAMA STATE LINE

To: WEST STATE PARK BOUNDARY

Lead Agency: Escambia

Length: 1.966 MI

LRTP #: #5 in Amend. Report p. D-9

| Phase | Fund Source | 2020/21 | 2021/22 | 2022/23 | 2023/24 | 2024/25 | Total |
|-------|-------------|-----------|---------|---------|---------|---------|-----------|
| CEI | ACSU | 192,549 | 0 | 0 | 0 | 0 | 192,549 |
| CST | ACSU | 1,593,652 | 0 | 0 | 0 | 0 | 1,593,652 |
| Total | | 1,786,201 | 0 | 0 | 0 | 0 | 1,786,201 |

Prior Cost < 2020/21: 0

Future Cost > 2024/25: 0

Total Project Cost: 1,786,201

Project Description: TPO Fully Funded Bicycle/Pedestrian Project Priority.
Sidewalks/Multi-Use Path on Perdido Key Drive from Alabama State Line to West State Park Boundary.
Perdido Key Multi-Use Trail LAP Agreement with Escambia County.

4437691

SR 10A (US 90) W. CERVANTES STREET

Non-SIS



Work Summary: PEDESTRIAN SAFETY IMPROVEMENT

From: DOMINGUEZ STREET

To: A STREET

Lead Agency: FDOT

Length: 2.248 MI

LRTP #: #3 in Amend. Report p. D-9

| Phase | Fund Source | 2020/21 | 2021/22 | 2022/23 | 2023/24 | 2024/25 | Total |
|-------|-------------|------------|---------|---------|---------|---------|------------|
| CST | LF | 2,052,000 | 0 | 0 | 0 | 0 | 2,052,000 |
| CST | ACSU | 2,412,620 | 0 | 0 | 0 | 0 | 2,412,620 |
| CST | ACSS | 3,546,033 | 0 | 0 | 0 | 0 | 3,546,033 |
| CST | GFSU | 103,280 | 0 | 0 | 0 | 0 | 103,280 |
| CST | SU | 2,353,446 | 0 | 0 | 0 | 0 | 2,353,446 |
| CST | DDR | 769,500 | 0 | 0 | 0 | 0 | 769,500 |
| Total | | 11,236,879 | 0 | 0 | 0 | 0 | 11,236,879 |

Prior Cost < 2020/21:1,142,029

Future Cost > 2024/25:0

Total Project Cost:12,378,908

Project Description:TPO Non-SIS Project Priority #3.
Complete Streets Project to Improve Safety on SR 10A (US 90) West Cervantes Street from Dominguez Street to A Street.

4442221

LANIER DR

Non-SIS



Work Summary: SIDEWALK

From: TONI ST

To: SR 742 CREIGHTON RD

Lead Agency: Escambia

Length: .376 MI

LRTP #: Final Report p. 8-25

| Phase | Fund Source | 2020/21 | 2021/22 | 2022/23 | 2023/24 | 2024/25 | Total |
|-------|-------------|---------|---------|---------|---------|---------|--------|
| PE | SR2T | 0 | 0 | 44,431 | 0 | 0 | 44,431 |
| Total | | 0 | 0 | 44,431 | 0 | 0 | 44,431 |

Prior Cost < 2020/21: 0

Future Cost > 2024/25: 0

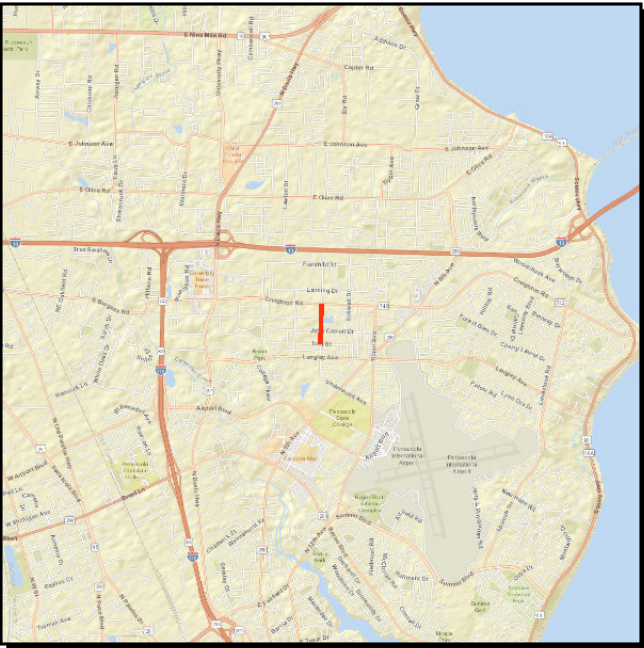
Total Project Cost: 44,431

Project Description: Safe Routes to School Project.
Sidewalk on Lanier Drive from Toni Street to SR 742 (Creighton Road).

4442222

LANIER DR

Non-SIS



Work Summary: SIDEWALK

From: TONI ST

To: SR 742 CREIGHTON RD

Lead Agency: Escambia

Length: .376 MI

LRTP #: Final Report p. 8-25

| Phase | Fund Source | 2020/21 | 2021/22 | 2022/23 | 2023/24 | 2024/25 | Total |
|-------|-------------|---------|---------|---------|---------|---------|---------|
| CST | SR2T | 0 | 0 | 0 | 156,855 | 0 | 156,855 |
| Total | | 0 | 0 | 0 | 156,855 | 0 | 156,855 |

Prior Cost < 2020/21: 0

Future Cost > 2024/25: 0

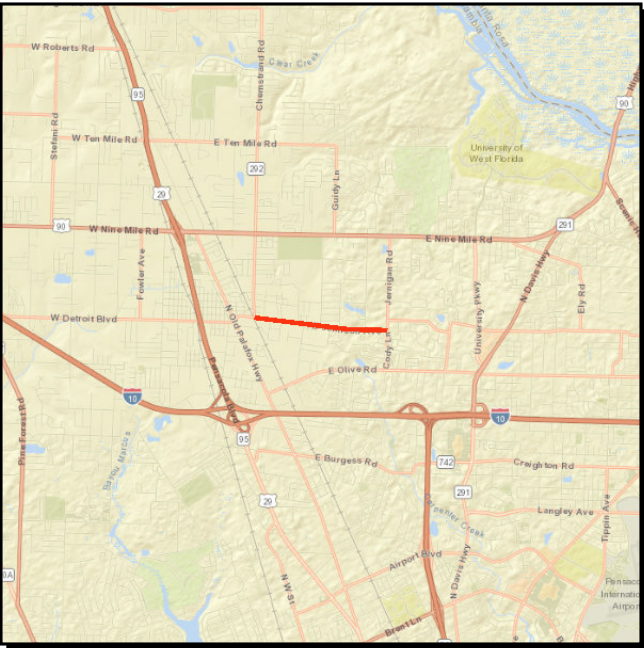
Total Project Cost: 156,855

Project Description: Safe Routes to School Project.
Sidewalks on Lanier Drive from Toni Street to SR 742 (Creighton Road).

4466631

E JOHNSON AVE

Non-SIS



Work Summary: BIKE LANE/SIDEWALK

From: W OF CHEMSTRAND RD

To: CODY LN/JOHNSON AVE

Lead Agency: FDOT

Length: 1.494 MI

LRTP #: #4 in Amend. Report p. D-9

| Phase | Fund Source | 2020/21 | 2021/22 | 2022/23 | 2023/24 | 2024/25 | Total |
|-------|-------------|---------|---------|---------|---------|-----------|-----------|
| PE | SU | 0 | 0 | 200,000 | 0 | 0 | 200,000 |
| CST | SU | 0 | 0 | 0 | 0 | 1,403,000 | 1,403,000 |
| Total | | 0 | 0 | 200,000 | 0 | 1,403,000 | 1,603,000 |

Prior Cost < 2020/21: 0

Future Cost > 2024/25: 0

Total Project Cost: 1,603,000

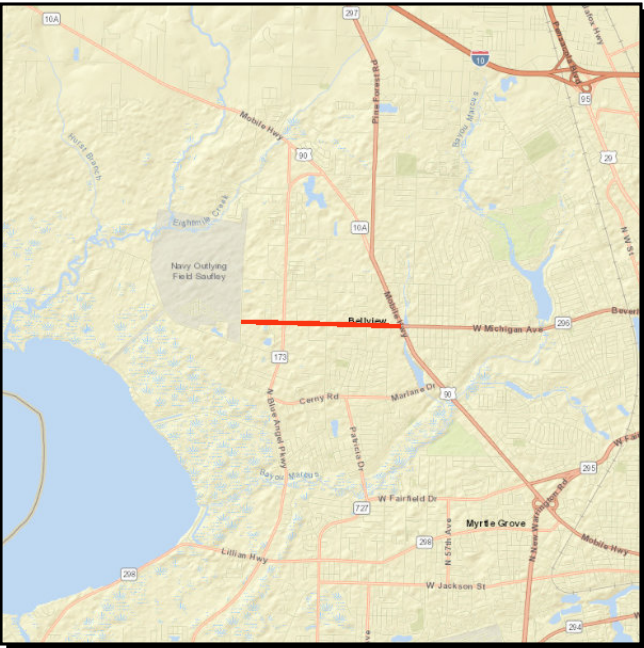
Project Description: TPO Non-SIS Project Priority #3.
Sidewalks on East Johnson Avenue from West of Chemstrand Road to East of Johnson Avenue.

Section 4 - Transportation Alternatives

4335772

CR 296 SAUFLEY FIELD

Non-SIS



Work Summary: SIDEWALK

From: NAS ENTRANCE

To: W OF SR 10A (US 90) MOBILE HIGHWAY

Lead Agency: FDOT

Length: 2.143 MI

LRTP #: Final Report p. 8-25

| Phase | Fund Source | 2020/21 | 2021/22 | 2022/23 | 2023/24 | 2024/25 | Total |
|-------|-------------|---------|-----------|---------|---------|---------|-----------|
| CST | TALT | 0 | 1,146,058 | 0 | 0 | 0 | 1,146,058 |
| CST | TALU | 0 | 123,235 | 0 | 0 | 0 | 123,235 |
| Total | | 0 | 1,269,293 | 0 | 0 | 0 | 1,269,293 |

Prior Cost < 2020/21: 309,683

Future Cost > 2024/25: 0

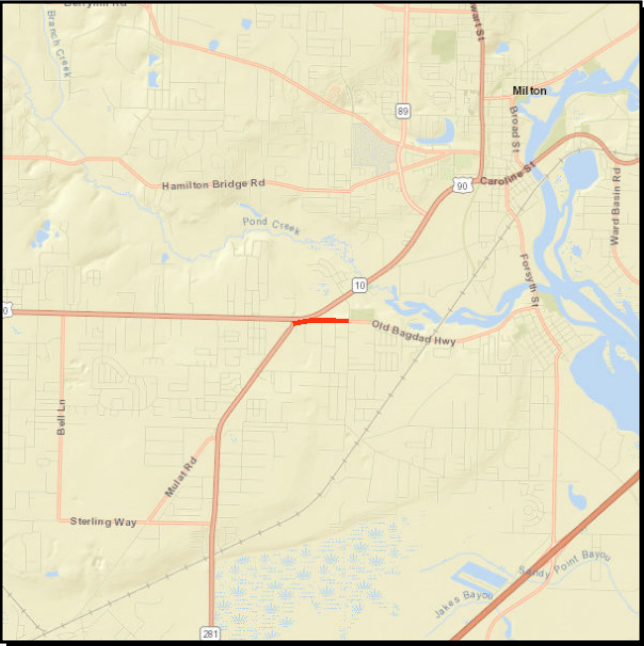
Total Project Cost: 1,578,976

Project Description: TPO Florida Transportation Alternatives Fully Funded Project Priority.
Sidewalks on CR 296 (Saufley Field Road) from Naval Air Station Entrance to West of SR 10A (US 90) Mobile Highway.

4381142

CR 191A OLD BAGDAD HWY

Non-SIS



Work Summary: SIDEWALK

From: SR 281 AVALON BLVD

To: PARKMORE PLAZA DR

Lead Agency: Santa Rosa

Length: .906 MI

LRTP #: Final Report p. 8-25

| Phase | Fund Source | 2020/21 | 2021/22 | 2022/23 | 2023/24 | 2024/25 | Total |
|-------|-------------|---------|---------|---------|---------|---------|---------|
| CST | TALU | 0 | 282,127 | 0 | 0 | 0 | 282,127 |
| Total | | 0 | 282,127 | 0 | 0 | 0 | 282,127 |

Prior Cost < 2020/21: 0

Future Cost > 2024/25: 0

Total Project Cost: 282,127

Project Description: TPO Florida Transportation Alternatives Fully Funded Project Priority.
Sidewalk on north side of CR 191A (Old Bagdad Highway) from Avalon Boulevard to Parkmore Plaza Drive.

4407411

CR 399 (EAST BAYOU BOULEVARD)

Non-SIS



| Work Summary: PEDESTRIAN/WILDLIFE OVERPASS | | From: | OVER TOM KING BAYOU | | | | |
|---|-------------|------------------|----------------------|----------|----------|----------|------------------|
| | | To: | PEDESTRIAN BRIDGE | | | | |
| Lead Agency: Santa Rosa | | Length: | 0.172 MI | | | | |
| | | LRTP #: | Final Report p. 8-25 | | | | |
| Phase | Fund Source | 2020/21 | 2021/22 | 2022/23 | 2023/24 | 2024/25 | Total |
| CST | TALT | 171,298 | 0 | 0 | 0 | 0 | 171,298 |
| CST | LF | 500,000 | 0 | 0 | 0 | 0 | 500,000 |
| CST | TALU | 411,157 | 0 | 0 | 0 | 0 | 411,157 |
| Total | | 1,082,455 | 0 | 0 | 0 | 0 | 1,082,455 |

Prior Cost < 2020/21:

187,501

Future Cost > 2024/25:

0

Total Project Cost:

1,269,956

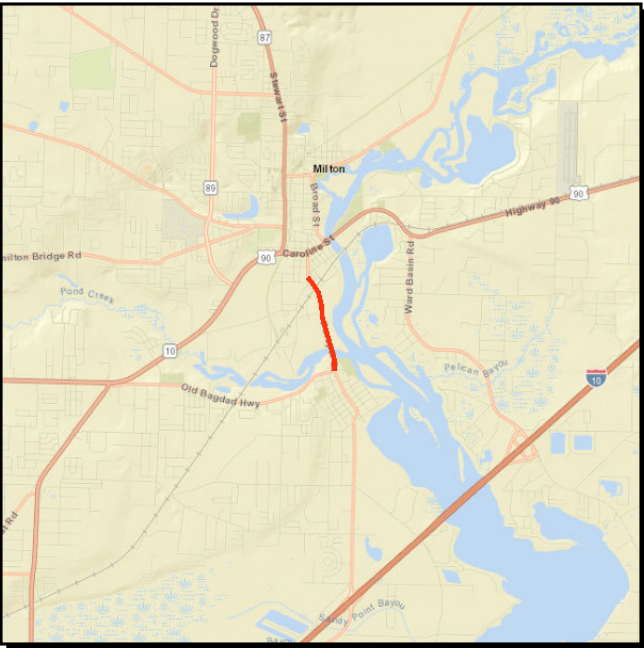
Project Description:

TPO Florida Transportation Alternatives Fully Funded Project Priority.
Construction of a Pedestrian Bridge Crossing on County Road 399 (East Bay Boulevard) over Tom King Bayou.
FY 17 Transportation Alternative Project; LAP with Santa Rosa County: 12' x 450' Pedestrian Bridge and 8' sidewalk.
connections on both sides of bridge to existing sidewalk.

4422591

CR 191 HENRY ST

Non-SIS



Work Summary: SIDEWALK

Lead Agency: Santa Rosa

From: CR 191A OLD BAGDAD HWY/MAIN ST

To: CANAL ST

Length: 1.029 MI

LRTP #: Final Report p. 8-25

| Phase | Fund Source | 2020/21 | 2021/22 | 2022/23 | 2023/24 | 2024/25 | Total |
|-------|-------------|---------|---------|---------|---------|---------|---------|
| PE | TALU | 0 | 0 | 272,184 | 0 | 0 | 272,184 |
| Total | | 0 | 0 | 272,184 | 0 | 0 | 272,184 |

Prior Cost < 2020/21:

Future Cost > 2024/25:

Total Project Cost:

Project Description:

0

0

272,184

TPO Transportation Alternatives Project Priority #5 in 19/23.
Sidewalks on CR 191 Henry Street from CR 191A (Old Bagdad Highway/Main Street South) to Canal Street.

4424381

SHORELINE DR/FAIRPOINT DR

Non-SIS



Work Summary: BIKE PATH/TRAIL

From: W OF DANIEL DR

To: SR 30 (US 98)

Lead Agency: City of Gulf Breeze

Length: 4.178 MI

LRTP #: Final Report p. 8-25

| Phase | Fund Source | 2020/21 | 2021/22 | 2022/23 | 2023/24 | 2024/25 | Total |
|-------|-------------|---------|---------|---------|---------|---------|---------|
| PE | TALT | 88,294 | 0 | 0 | 0 | 0 | 88,294 |
| PE | ACTA | 86,606 | 0 | 0 | 0 | 0 | 86,606 |
| Total | | 174,900 | 0 | 0 | 0 | 0 | 174,900 |

Prior Cost < 2020/21: 0

Future Cost > 2024/25: 0

Total Project Cost: 174,900

Project Description: TPO Florida Transportation Alternatives Project Priority #10.
Bike Path/Trail on Shoreline Drive/Fairpoint Drive from West of Daniel Drive to SR 30 (US 98).

Section 5 - TSM

4399641

SR 292 SORRENTO

Non-SIS



| | | | | | | | |
|---------------|-------------|----------------------------|---------|---------|---------|---------|-----------|
| Work Summary: | | INTERSECTION IMPROVEMENT | | | | | |
| Lead Agency: | | FDOT | | | | | |
| From: | | @ CR 292A INNERARITY POINT | | | | | |
| To: | | INTERSECTION | | | | | |
| Length: | | .313 MI | | | | | |
| LRTP #: | | Final Report p. 7-6 | | | | | |
| Phase | Fund Source | 2020/21 | 2021/22 | 2022/23 | 2023/24 | 2024/25 | Total |
| RRU | LF | 482,983 | 0 | 0 | 0 | 0 | 482,983 |
| CST | DIH | 16,864 | 0 | 0 | 0 | 0 | 16,864 |
| CST | DDR | 1,898,546 | 0 | 0 | 0 | 0 | 1,898,546 |
| Total | | 2,398,393 | 0 | 0 | 0 | 0 | 2,398,393 |

Prior Cost < 2020/21:1,240,885

Future Cost > 2024/25:0

Total Project Cost:3,639,278

Project Description:TPO TSM Fully Funded Project Priority.
Construct Southbound Left Turn Lane, Construct East Bound Right Turn Lane, and Extend Westbound Left Turn Lane.

4418821

SR 292 SORRENTO RD

Non-SIS



Work Summary: INTERSECTION IMPROVEMENT

From: @ CR 293 BAUER RD

To: INTERSECTION

Lead Agency: FDOT

Length: .290 MI

LRTP #: Final Report p. 7-6

| Phase | Fund Source | 2020/21 | 2021/22 | 2022/23 | 2023/24 | 2024/25 | Total |
|-------|-------------|---------|-----------|---------|---------|---------|-----------|
| ROW | DIH | 15,000 | 0 | 0 | 0 | 0 | 15,000 |
| ROW | DDR | 96,400 | 0 | 0 | 0 | 0 | 96,400 |
| CST | DIH | 0 | 17,848 | 0 | 0 | 0 | 17,848 |
| CST | DDR | 0 | 1,293,969 | 0 | 0 | 0 | 1,293,969 |
| Total | | 111,400 | 1,311,817 | 0 | 0 | 0 | 1,423,217 |

Prior Cost < 2020/21: 436,594

Future Cost > 2024/25: 0

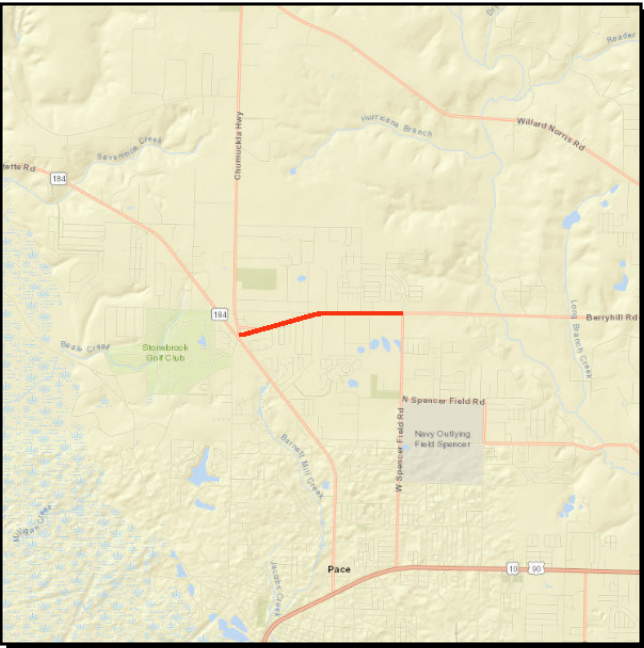
Total Project Cost: 1,859,811

Project Description: TPO TSM Fully Funded Project Priority.
Construct East Bound Right Turn Lane, Construct North Bound Right Turn Lane, Extend West Bound Left Turn Lane, Extend West Bound Right Turn Lane, and Reconfigure Signal Hardware.

4440161

CR 184A BERRYHILL RD

Non-SIS



Work Summary: SAFETY PROJECT

From: CHUMUCKLA HWY

To: W SPENCER FIELD RD

Lead Agency: FDOT

Length: 1.983 MI

LRTP #: Final Report p. 7-6

| Phase | Fund Source | 2020/21 | 2021/22 | 2022/23 | 2023/24 | 2024/25 | Total |
|-------|-------------|---------|---------|---------|---------|---------|-----------|
| PE | ACSS | 0 | 252,356 | 0 | 0 | 0 | 252,356 |
| CST | ACSS | 0 | 0 | 0 | 890,894 | 0 | 890,894 |
| Total | | 0 | 252,356 | 0 | 890,894 | 0 | 1,143,250 |

Prior Cost < 2020/21: 0

Future Cost > 2024/25: 0

Total Project Cost: 1,143,250

Project Description: CR 184A (Berryhill Road) Safety Project from Chumuckla Highway to W. Spencer Field. Widen shoulder 5' paved and 3' unpaved, Install new street name signs, and retroreflective sign strips. Proposed LAP project with Santa Rosa County.

4440181

SR298 LILLIAN HWY

SIS



Work Summary: SAFETY PROJECT

From: AT SR 173 BLUE ANGEL PARKWAY

To:

Lead Agency: FDOT

Length: .070 MI

LRTP #: Final Report p. 7-6

| Phase | Fund Source | 2020/21 | 2021/22 | 2022/23 | 2023/24 | 2024/25 | Total |
|-------|-------------|---------|---------|---------|---------|---------|-----------|
| PE | ACSS | 0 | 227,489 | 0 | 0 | 0 | 227,489 |
| CST | ACSS | 0 | 0 | 0 | 996,743 | 0 | 996,743 |
| Total | | 0 | 227,489 | 0 | 996,743 | 0 | 1,224,232 |

Prior Cost < 2020/21: 0

Future Cost > 2024/25: 0

Total Project Cost: 1,224,232

Project Description: SR298 (Lillian Highway) Safety Project at SR 173 (Blue Angel Parkway). Upgrade traffic signal to mast arm, Extend southbound right turn lane on SR 173, Remove acceleration tapers on SR 173, and add intersection lighting. Lighting constructed via Joint Participation Agreement with Gulf Power.

4440191

SR 30 (US 98) NAVARRE PKWY

SIS



Work Summary: TRAFFIC SIGNAL UPDATE

From: AT SUNRISE DR

To:

Lead Agency: FDOT

Length: .020 MI

LRTP #: Final Report p. 7-6

| Phase | Fund Source | 2020/21 | 2021/22 | 2022/23 | 2023/24 | 2024/25 | Total |
|-------|-------------|---------|---------|---------|---------|---------|---------|
| PE | ACSS | 0 | 128,804 | 0 | 0 | 0 | 128,804 |
| CST | ACSS | 0 | 0 | 0 | 677,505 | 0 | 677,505 |
| Total | | 0 | 128,804 | 0 | 677,505 | 0 | 806,309 |

Prior Cost < 2020/21: 0

Future Cost > 2024/25: 0

Total Project Cost: 806,309

Project Description: SR 30 (US 98) Navarre Parkway Traffic Signal Update at Sunrise Drive.
Upgrade span wire signal to mast arm, install reflective back plate, and provide left turn phases.

4440261

SR 10 (US 90)

Non-SIS



Work Summary: SAFETY PROJECT

From: AT CR 197 CHUMLUCKLA HWY

To:

Lead Agency: FDOT

Length: .045 MI

LRTP #: Final Report p. 7-6

| Phase | Fund Source | 2020/21 | 2021/22 | 2022/23 | 2023/24 | 2024/25 | Total |
|-------|-------------|---------|---------|---------|---------|---------|-----------|
| PE | ACSS | 0 | 193,637 | 0 | 0 | 0 | 193,637 |
| CST | ACSS | 0 | 0 | 0 | 877,862 | 0 | 877,862 |
| Total | | 0 | 193,637 | 0 | 877,862 | 0 | 1,071,499 |

Prior Cost < 2020/21:

0

Future Cost > 2024/25:

0

Total Project Cost:

1,071,499

Project Description:

SR 10 (US 90) Safety Project at CR 197 (Chumuckla Highway).
Modify/upgrade traffic signal and driveway access at northeast quad. Intersection lighting via Joint Participation Agreement with Gulf Power.

4440271

SR 10 (US 90)

Non-SIS



Work Summary: SAFETY PROJECT

From: AT E SPENCER FIELD RD

To:

Lead Agency: FDOT

Length: .022 MI

LRTP #: Final Report p. 7-6

| Phase | Fund Source | 2020/21 | 2021/22 | 2022/23 | 2023/24 | 2024/25 | Total |
|-------|-------------|---------|---------|---------|---------|---------|---------|
| PE | ACSS | 0 | 148,870 | 0 | 0 | 0 | 148,870 |
| CST | ACSS | 0 | 0 | 0 | 585,222 | 0 | 585,222 |
| Total | | 0 | 148,870 | 0 | 585,222 | 0 | 734,092 |

Prior Cost < 2020/21: 0

Future Cost > 2024/25: 0

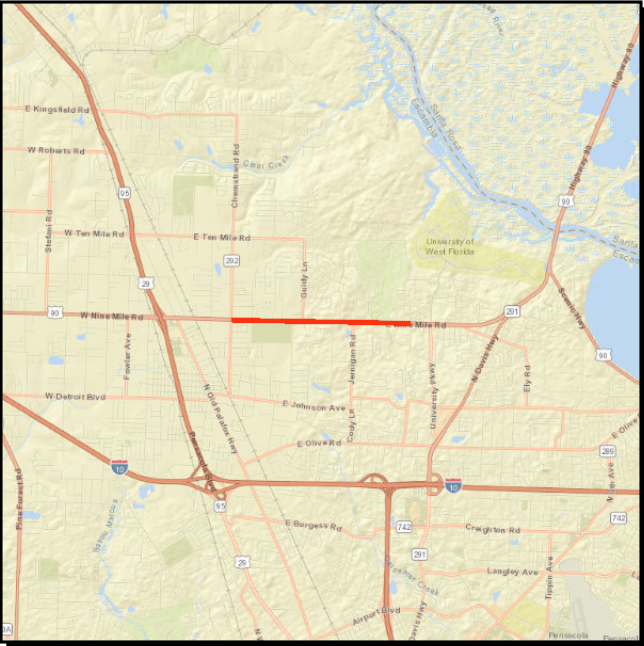
Total Project Cost: 734,092

Project Description: SR 10 (US 90) Safety Project at East Spencer Field Road.
Upgrade traffic signal to mast arm, reconstruct 6' sidewalk ramp and drainage structure at northeast corner.

4440391

SR 10 (US 90A) E 9 MILE RD

Non-SIS



Work Summary: SAFETY PROJECT

From: CR 749 CHEMSTRAND RD

To: BALDRIDGE DR

Lead Agency: FDOT

Length: 2.211 MI

LRTP #: Final Report p. 7-6

| Phase | Fund Source | 2020/21 | 2021/22 | 2022/23 | 2023/24 | 2024/25 | Total |
|-------|-------------|---------|-----------|---------|---------|---------|-----------|
| CST | ACSS | 0 | 6,336,579 | 0 | 0 | 0 | 6,336,579 |
| Total | | 0 | 6,336,579 | 0 | 0 | 0 | 6,336,579 |

Prior Cost < 2020/21:

1,027,106

Future Cost > 2024/25:

0

Total Project Cost:

7,363,685

Project Description:

SR 10 (US 90A) (East Nine Mile Road) Safety Project from CR 749 (Chemstrand Road) to Baldrige Drive. Upgrade traffic signals, remove acceleration lanes, provide offset left turn lanes, and intersection lighting. Lighting constructed via Joint Participation Agreement with Gulf Power.

4440411

SR 30 (US 98) GULF BREEZE PKWY

SIS



Work Summary: SAFETY PROJECT

From: AT COLLEGE PKWY

To:

Lead Agency: FDOT

Length: .110 MI

LRTP #: Final Report p. 7-6

| Phase | Fund Source | 2020/21 | 2021/22 | 2022/23 | 2023/24 | 2024/25 | Total |
|-------|-------------|---------|---------|---------|---------|---------|---------|
| PE | ACSS | 95,809 | 0 | 0 | 0 | 0 | 95,809 |
| CST | ACSS | 0 | 0 | 373,319 | 0 | 0 | 373,319 |
| Total | | 95,809 | 0 | 373,319 | 0 | 0 | 469,128 |

Prior Cost < 2020/21: 0

Future Cost > 2024/25: 0

Total Project Cost: 469,128

Project Description: SR 30 (US 98) Gulf Breeze Parkway Safety Project at College Parkway.
Upgrade traffic signal, remove acceleration lanes, and provide offset left turn lanes for east bound and west bound approaches.

4440451

SR 8 (I-10)

SIS



Work Summary: SAFETY PROJECT

From: E END OF ESCAMBIA BAY BRIDGE

To: OKALOOSA COUNTY LINE

Lead Agency: FDOT

Length: 23.098 MI

LRTP #: Final Report p. 7-6

| Phase | Fund Source | 2020/21 | 2021/22 | 2022/23 | 2023/24 | 2024/25 | Total |
|-------|-------------|---------|---------|-----------|---------|---------|-----------|
| CST | ACSS | 0 | 0 | 4,139,624 | 0 | 0 | 4,139,624 |
| Total | | 0 | 0 | 4,139,624 | 0 | 0 | 4,139,624 |

Prior Cost < 2020/21: 169,830

Future Cost > 2024/25: 0

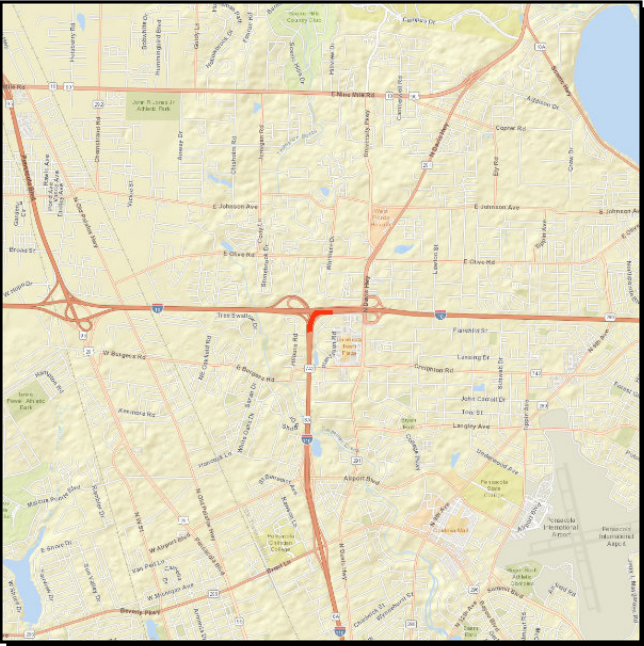
Total Project Cost: 4,309,454

Project Description: SR 8 (I-10) Safety Project from East End of Escambia Bay Bridge to Okaloosa County Line. Clear right of way of trees within expanded clear zone of 46'.

4440461

SR 8 (I-10)

SIS



Work Summary: SAFETY PROJECT

From: AT SR 8A (I-110) INTERCHANGE

To:

Lead Agency: FDOT

Length: 4.030 MI

LRTP #: Final Report p. 7-6

| Phase | Fund Source | 2020/21 | 2021/22 | 2022/23 | 2023/24 | 2024/25 | Total |
|-------|-------------|---------|-----------|---------|---------|---------|-----------|
| CST | ACSS | 0 | 3,722,180 | 0 | 0 | 0 | 3,722,180 |
| Total | | 0 | 3,722,180 | 0 | 0 | 0 | 3,722,180 |

Prior Cost < 2020/21: 552,099

Future Cost > 2024/25: 0

Total Project Cost: 4,274,279

Project Description: SR 8 (I-10) Safety Project at SR 8A (I-110) Interchange.
Add guardrail along outside of ramp onto (I-10) west bound, add high friction surface treatment on all ramps, add audible edge lines along west bound off/on ramps at (I-10), add advisory speed sign at west bound on ramp at (I-10), add reflectors on guard rail and barrier wall.

4440991

SR 10 (US 90) MOBILE HWY

Non-SIS



Work Summary: INTERSECTION IMPROVEMENT

From: @ KLONDIKE ROAD

To:

Lead Agency: FDOT

Length: .200 MI

LRTP #: Final Report p. 7-6

| Phase | Fund Source | 2020/21 | 2021/22 | 2022/23 | 2023/24 | 2024/25 | Total |
|-------|-------------|---------|-----------|---------|---------|---------|-----------|
| ROW | DIH | 3,750 | 11,250 | 0 | 0 | 0 | 15,000 |
| ROW | DDR | 38,750 | 116,250 | 0 | 0 | 0 | 155,000 |
| CST | DIH | 0 | 24,143 | 0 | 0 | 0 | 24,143 |
| CST | DDR | 0 | 1,750,386 | 0 | 0 | 0 | 1,750,386 |
| Total | | 42,500 | 1,902,029 | 0 | 0 | 0 | 1,944,529 |

Prior Cost < 2020/21: 0

Future Cost > 2024/25: 0

Total Project Cost: 1,944,529

Project Description: TPO TSM Fully Funded Project Priority.
Add traffic signal at intersection and right turn lanes in all quads.

4460301

SR 30 (US 98) GULF BREEZE PKWY

SIS



Work Summary: TRAFFIC SIGNALS

From: @ SOUNDSIDE DR

To: INTERSECTION

Lead Agency: FDOT

Length: .100 MI

LRTP #: Final Report p. 7-6

| Phase | Fund Source | 2020/21 | 2021/22 | 2022/23 | 2023/24 | 2024/25 | Total |
|-------|-------------|---------|---------|---------|-----------|---------|-----------|
| PE | DIH | 43,000 | 0 | 0 | 0 | 0 | 43,000 |
| PE | GFSU | 430,000 | 0 | 0 | 0 | 0 | 430,000 |
| CST | DIH | 0 | 0 | 0 | 8,228 | 0 | 8,228 |
| CST | DDR | 0 | 0 | 0 | 1,257,650 | 0 | 1,257,650 |
| Total | | 473,000 | 0 | 0 | 1,265,878 | 0 | 1,738,878 |

Prior Cost < 2020/21: 0

Future Cost > 2024/25: 0

Total Project Cost: 1,738,878

Project Description: TPO TSM Project Priority #2.
Install Traffic signal on US 98 (Gulf Breeze Parkway) at Soundside Drive. Maintain Right-of-Way phases for potential driveway tie-in issues and ditch system issues.

Section 6 - Miscellaneous

0001542

CR 399 BOB SIKES BRIDGE

Non-SIS



Work Summary: TOLL PLAZA

From: INSURANCE

To:

Lead Agency: FDOT

Length: .753 MI

LRTP #: Final Report p. 7-6

| Phase | Fund Source | 2020/21 | 2021/22 | 2022/23 | 2023/24 | 2024/25 | Total |
|-------|-------------|---------|---------|---------|---------|---------|---------|
| OPS | D | 40,000 | 40,000 | 40,000 | 40,000 | 40,000 | 200,000 |
| Total | | 40,000 | 40,000 | 40,000 | 40,000 | 40,000 | 200,000 |

Prior Cost < 2020/21: 105,127

Future Cost > 2024/25: 0

Total Project Cost: 305,127

Project Description: CR 399 (Pensacola Beach Boulevard) Bob Sikes Bridge. FDOT to pay insurance on the bridge and Escambia County reimburses.

2185942

SR 95 (US 29)

SIS



Work Summary: SAFETY PROJECT

From: SOUTH OF SR 4

To: ALABAMA STATE LINE

Lead Agency: FDOT

Length: 1.223 MI

LRTP #: Final Report p. 7-6

| Phase | Fund Source | 2020/21 | 2021/22 | 2022/23 | 2023/24 | 2024/25 | Total |
|-------|-------------|-----------|---------|-----------|---------|---------|-----------|
| ROW | ACNP | 3,260,000 | 200,000 | 0 | 0 | 0 | 3,460,000 |
| ROW | BNIR | 0 | 540,000 | 0 | 0 | 0 | 540,000 |
| CST | DI | 0 | 0 | 3,243,000 | 0 | 0 | 3,243,000 |
| CST | ACNP | 0 | 0 | 2,638,380 | 0 | 0 | 2,638,380 |
| Total | | 3,260,000 | 740,000 | 5,881,380 | 0 | 0 | 9,881,380 |

Prior Cost < 2020/21: 1,165,638

Future Cost > 2024/25: 0

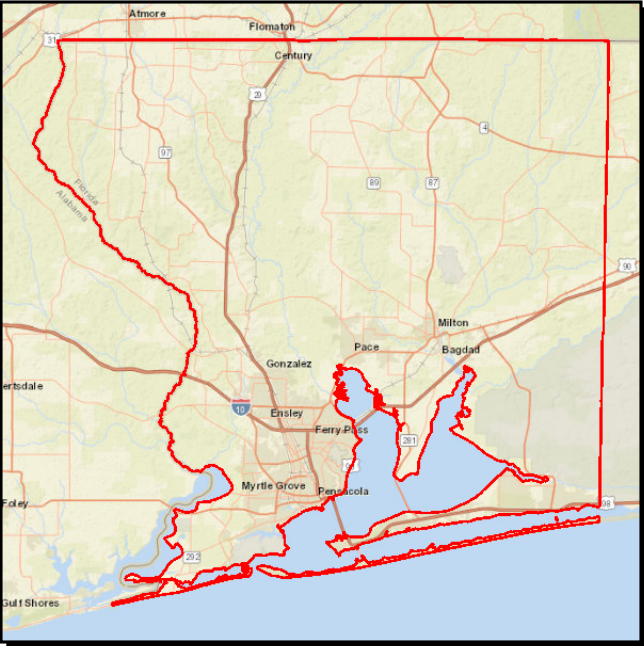
Total Project Cost: 11,047,018

Project Description: This project is NOT within the TPO planning area. Project is included for Rural Work Program reference. SR 95 (US 29) Safety Project from South of SR 4 to the Alabama State Line.

2186931

ESCAMBIA/SANTA ROSA

Non-SIS



Work Summary: FUNDING ACTION

From: URBAN FUNDING BOX

To: CONTINGENCY

Lead Agency: FDOT

LRTP #: Final Report p. 7-6

| Phase | Fund Source | 2020/21 | 2021/22 | 2022/23 | 2023/24 | 2024/25 | Total |
|-------|-------------|---------|---------|---------|---------|---------|--------|
| CST | SU | 0 | 3,842 | 4,031 | 4,075 | 4,641 | 16,589 |
| Total | | 0 | 3,842 | 4,031 | 4,075 | 4,641 | 16,589 |

Prior Cost < 2020/21: 0

Future Cost > 2024/25: 0

Total Project Cost: 16,589

Project Description: Fund Box for Escambia/Santa Rosa Counties.

4050151

TOLL OPERATIONS

Non-SIS



Work Summary: TOLL COLLECTION

From: SR 281 GARCON POINT BRIDGE

To: @EAST BAY BRIDGE NO. 580174

Lead Agency: FDOT

Length: 3.496 MI

LRTP #: Final Report p. 7-6

| Phase | Fund Source | 2020/21 | 2021/22 | 2022/23 | 2023/24 | 2024/25 | Total |
|-------|-------------|-----------|-----------|-----------|-----------|-----------|-----------|
| OPS | TOBC | 1,522,000 | 1,522,000 | 1,522,000 | 1,522,000 | 1,522,000 | 7,610,000 |
| Total | | 1,522,000 | 1,522,000 | 1,522,000 | 1,522,000 | 1,522,000 | 7,610,000 |

Prior Cost < 2020/21: 20,130,109

Future Cost > 2024/25: 0

Total Project Cost: 27,740,109

Project Description: Garcon Point toll collection operations.

4153657

SR 281

Non-SIS



Work Summary: TOLL PLAZA

From: GARCON POINT BRIDGE

To: BRIDGE NO. 580174

Lead Agency: FDOT

Length: 3.496 MI

LRTP #: Final Report p. 7-6

| Phase | Fund Source | 2020/21 | 2021/22 | 2022/23 | 2023/24 | 2024/25 | Total |
|-------|-------------|---------|---------|---------|---------|---------|---------|
| PE | DSBC | 40,000 | 40,000 | 40,000 | 40,000 | 40,000 | 200,000 |
| Total | | 40,000 | 40,000 | 40,000 | 40,000 | 40,000 | 200,000 |

Prior Cost < 2020/21: 1,156,755

Future Cost > 2024/25: 0

Total Project Cost: 1,356,755

Project Description: Garcon Point toll plaza operations.

4168131

SR 281 GARCON POINT TOLL

SIS



Work Summary: TOLL PLAZA

From: TOLL MAINTENANCE

To: @EAST BAY BRIDGE #580174

Lead Agency: FDOT

Length: 5.528 MI

LRTP #: Final Report p. 7-6

| Phase | Fund Source | 2020/21 | 2021/22 | 2022/23 | 2023/24 | 2024/25 | Total |
|-------|-------------|---------|---------|---------|---------|---------|---------|
| MNT | TMBC | 43,143 | 43,143 | 43,143 | 43,143 | 43,143 | 215,715 |
| Total | | 43,143 | 43,143 | 43,143 | 43,143 | 43,143 | 215,715 |

Prior Cost < 2020/21: 1,243,491

Future Cost > 2024/25: 187,572

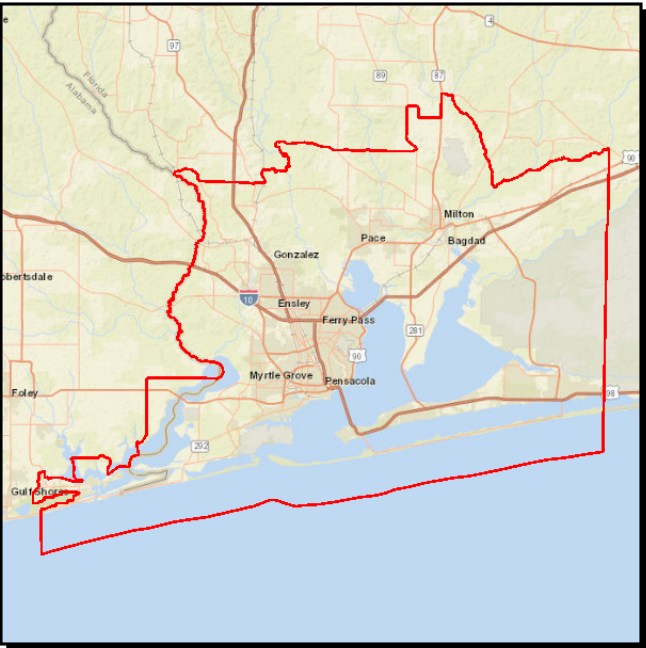
Total Project Cost: 1,646,778

Project Description: Garcon Point toll maintenance.

4280585

ESCAMBIA/SANTA ROSA REGIONAL ITS

Non-SIS



Work Summary: ATMS - ARTERIAL TRAFFIC MGMT From: PLAN PROJECTS

To:

Lead Agency: TPO

LRTP #: Final Report p. 5-25

| Phase | Fund Source | 2020/21 | 2021/22 | 2022/23 | 2023/24 | 2024/25 | Total |
|-------|-------------|---------|---------|---------|-----------|-----------|-----------|
| OPS | SU | 0 | 0 | 0 | 3,483,752 | 3,198,319 | 6,682,071 |
| Total | | 0 | 0 | 0 | 3,483,752 | 3,198,319 | 6,682,071 |

Prior Cost < 2020/21:

0

Future Cost > 2024/25:

0

Total Project Cost:

6,682,071

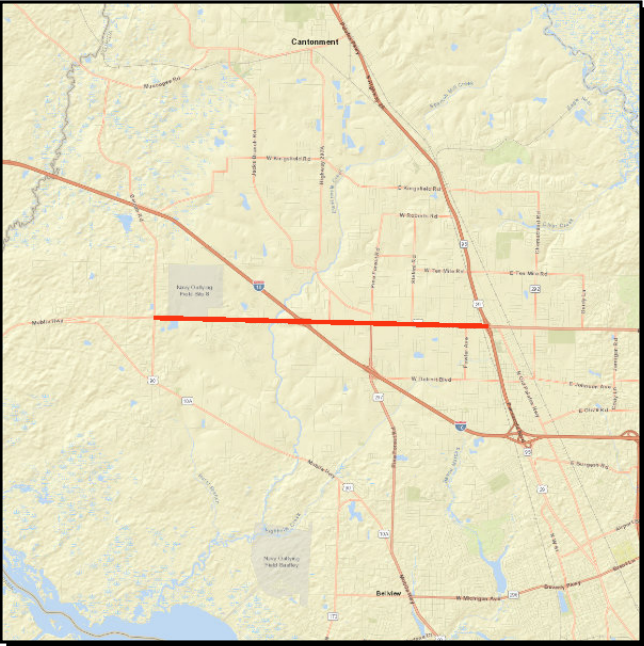
Project Description:

Development of a Regional Traffic Management Center and on-system Regional Advanced Traffic Management System Improvements.

4360882

SR 10 (US 90A) NINE MILE ROAD

Non-SIS



Work Summary: LANDSCAPING

From: CR 99 BEULAH RD

To: SR 95 (US 29)

Lead Agency: FDOT

Length: 6.042 MI

LRTP #: Final Report p. 7-6

| Phase | Fund Source | 2020/21 | 2021/22 | 2022/23 | 2023/24 | 2024/25 | Total |
|-------|-------------|---------|---------|-----------|---------|---------|-----------|
| CST | DIH | 0 | 0 | 19,432 | 0 | 0 | 19,432 |
| CST | DDR | 0 | 0 | 1,814,264 | 0 | 0 | 1,814,264 |
| Total | | 0 | 0 | 1,833,696 | 0 | 0 | 1,833,696 |

Prior Cost < 2020/21: 0

Future Cost > 2024/25: 0

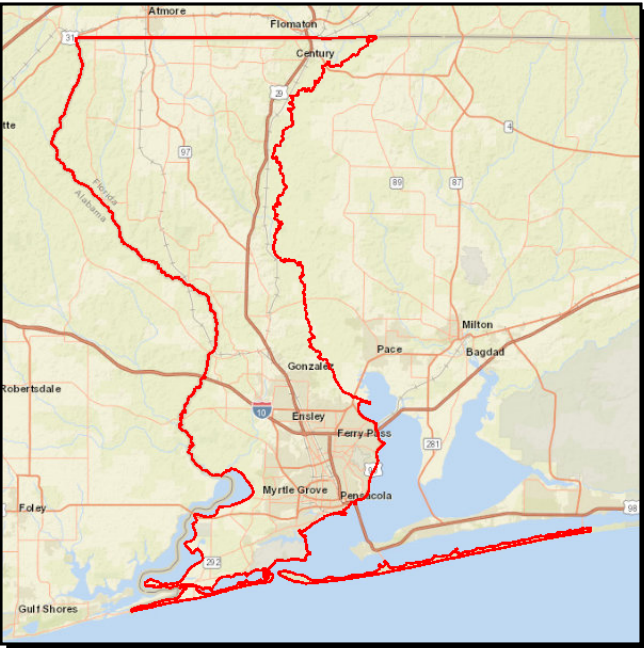
Total Project Cost: 1,833,696

Project Description: Funding for landscaping of SR 10 (US 90A) Nine Mile Road from CR 99 (Beulah Road) to SR 95 (US 29).

4367391

ESCAMBIA COUNTY

Non-SIS



| Work Summary: TRAFFIC SIGNALS | | | | From: MAINT & COMPENSATION | | | |
|------------------------------------|-------------|-----------|-----------|--|-----------|-----------|-----------|
| Lead Agency: Escambia | | | | To: OF TRAFFIC SIGNALS ON STATE ROADWAYS | | | |
| LRTP #: #1 in Amend. Report p. D-9 | | | | | | | |
| Phase | Fund Source | 2020/21 | 2021/22 | 2022/23 | 2023/24 | 2024/25 | Total |
| OPS | DITS | 822,422 | 847,095 | 413,465 | 423,063 | 435,755 | 2,941,800 |
| OPS | DDR | 386,222 | 397,808 | 868,786 | 890,586 | 917,304 | 3,460,706 |
| Total | | 1,208,644 | 1,244,903 | 1,282,251 | 1,313,649 | 1,353,059 | 6,402,506 |

Prior Cost < 2020/21: 4,927,919

Future Cost > 2024/25: 0

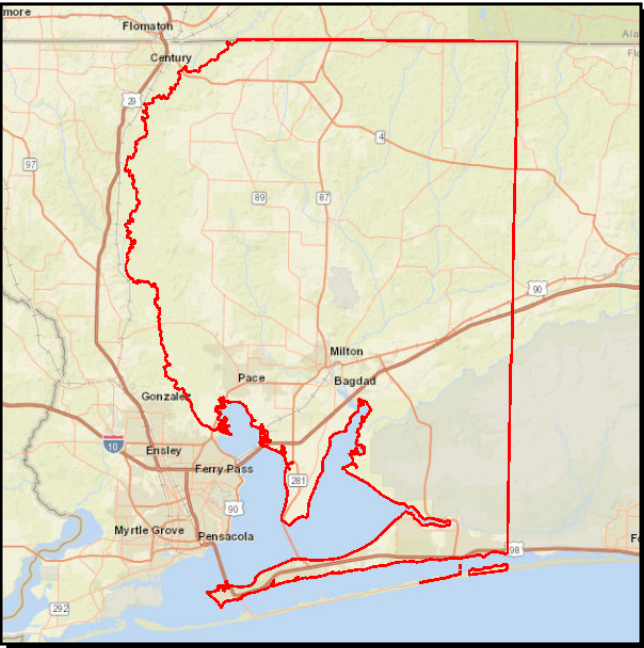
Total Project Cost: 11,330,425

Project Description: Maintenance and compensation of traffic signals on the state system.

4367501

SANTA ROSA COUNTY

Non-SIS



| Work Summary: TRAFFIC SIGNALS | | | | From: MAINT & COMPENSATION | | | |
|------------------------------------|-------------|---------|---------|--|---------|---------|-----------|
| Lead Agency: Santa Rosa | | | | To: OF TRAFFIC SIGNALS ON STATE ROADWAYS | | | |
| LRTP #: #1 in Amend. Report p. D-9 | | | | | | | |
| Phase | Fund Source | 2020/21 | 2021/22 | 2022/23 | 2023/24 | 2024/25 | Total |
| OPS | DDR | 255,522 | 263,188 | 138,490 | 141,966 | 146,225 | 945,391 |
| OPS | DITS | 0 | 0 | 132,594 | 136,017 | 140,098 | 408,709 |
| Total | | 255,522 | 263,188 | 271,084 | 277,983 | 286,323 | 1,354,100 |

Prior Cost < 2020/21: 1,125,572

Future Cost > 2024/25: 0

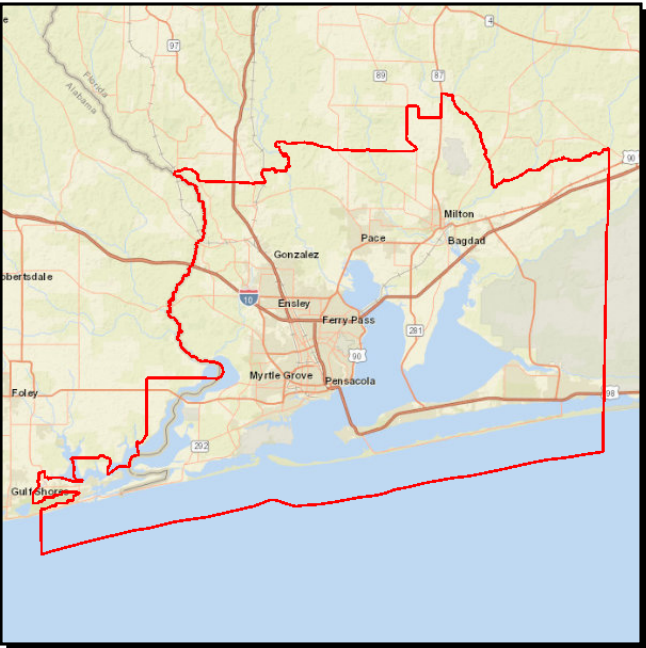
Total Project Cost: 2,479,672

Project Description: Maintenance and compensation of traffic signals on the state system.

4393213

FLORIDA-ALABAMA TPO

Non-SIS



Work Summary: TRANSPORTATION
PLANNING

From: FY 21-22 UPWP

To:

Lead Agency: TPO

LRTP #: Final Report p. 7-6

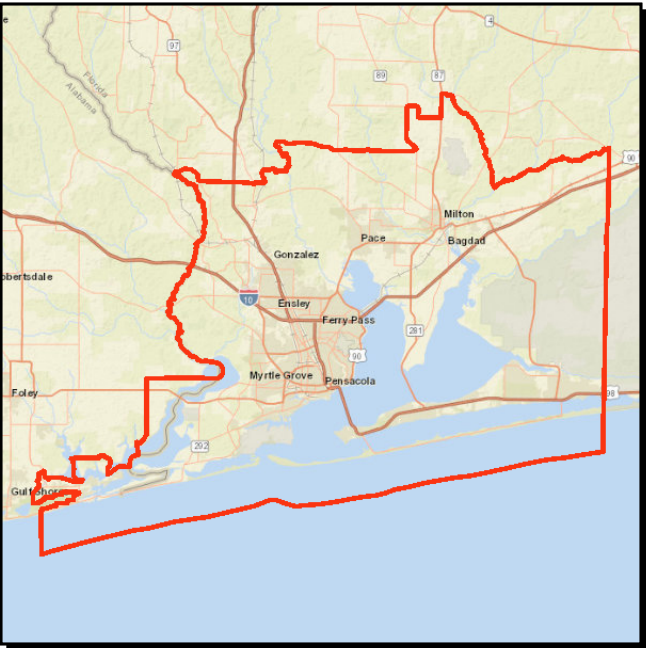
| Phase | Fund Source | 2020/21 | 2021/22 | 2022/23 | 2023/24 | 2024/25 | Total |
|-------|-------------|-----------|---------|---------|---------|---------|-----------|
| PLN | SU | 396,052 | 150,000 | 0 | 0 | 0 | 546,052 |
| PLN | PL | 636,146 | 636,146 | 0 | 0 | 0 | 1,272,292 |
| Total | | 1,032,198 | 786,146 | 0 | 0 | 0 | 1,818,344 |

Prior Cost < 2020/21: 0
Future Cost > 2024/25: 0
Total Project Cost: 1,818,344
Project Description: Funding for the FY 21-22 UPWP for Florida-Alabama TPO.

4393214

FLORIDA-ALABAMA TPO

Non-SIS



Work Summary: TRANSPORTATION
PLANNING

From: FY 23-24 UPWP

To:

Lead Agency: TPO

LRTP #: Final Report p. 7-6

| Phase | Fund Source | 2020/21 | 2021/22 | 2022/23 | 2023/24 | 2024/25 | Total |
|-------|-------------|---------|---------|---------|---------|---------|-----------|
| PLN | PL | 0 | 0 | 636,146 | 636,146 | 0 | 1,272,292 |
| PLN | SU | 0 | 0 | 0 | 150,000 | 0 | 150,000 |
| Total | | 0 | 0 | 636,146 | 786,146 | 0 | 1,422,292 |

Prior Cost < 2020/21: 0

Future Cost > 2024/25: 0

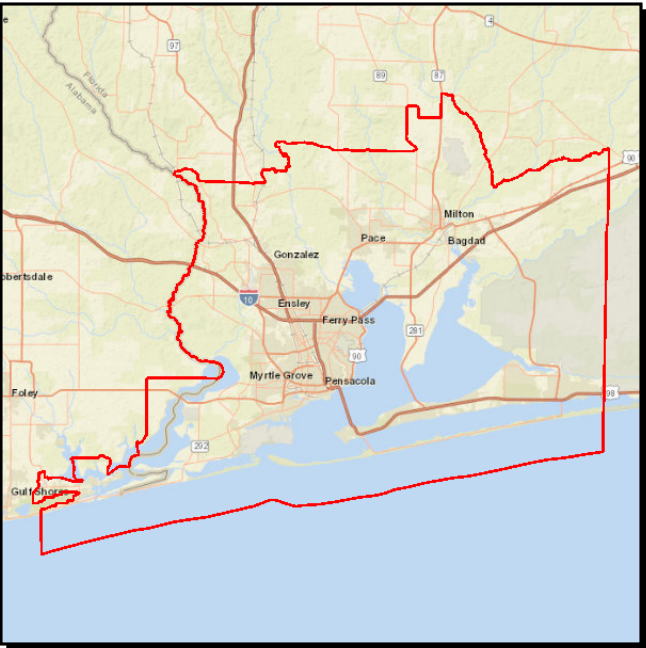
Total Project Cost: 1,422,292

Project Description: Funding for the FY 23-24 UPWP for Florida-Alabama TPO.

4393215

FLORIDA-ALABAMA TPO

Non-SIS



Work Summary: TRANSPORTATION
PLANNING

From: FY 25 UPWP

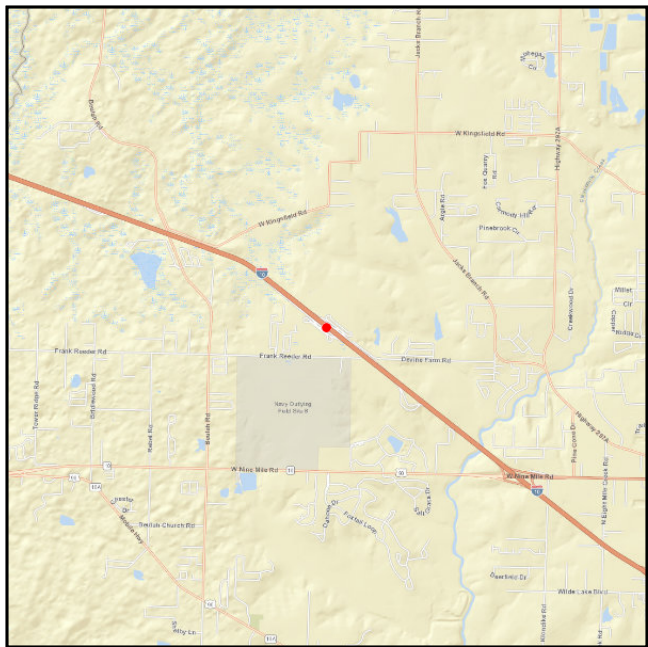
To:

Lead Agency: TPO

LRTP #: Final Report 7-6

| Phase | Fund Source | 2020/21 | 2021/22 | 2022/23 | 2023/24 | 2024/25 | Total |
|-------|-------------|---------|---------|---------|---------|---------|---------|
| PLN | PL | 0 | 0 | 0 | 0 | 636,146 | 636,146 |
| Total | | 0 | 0 | 0 | 0 | 636,146 | 636,146 |

Prior Cost < 2020/21: 0
Future Cost > 2024/25: 0
Total Project Cost: 636,146
Project Description: Funding for the FY 25 UPWP for the Florida-Alabama TPO.

SIS

From: HVAC UPGRADES

Length: 1.223 MI

L RTP #: Final Report p. 7-6

Lead Agency: FDOT

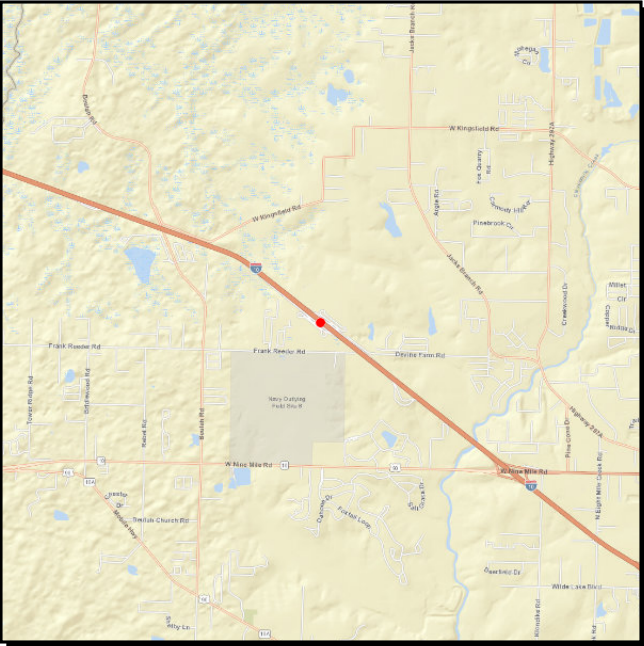
| Phase | Fund Source | 2020/21 | 2021/22 | 2022/23 | 2023/24 | 2024/25 | Total |
|--------------|-------------|----------|----------------|----------|----------|----------|----------------|
| CST | DWS | 0 | 667,400 | 0 | 0 | 0 | 667,400 |
| Total | | 0 | 667,400 | 0 | 0 | 0 | 667,400 |

Project Description: Funding for Heating, Ventilation, and Air Conditioning Upgrades at the SR 8 (I-10) Pensacola Weigh Station for the Motor Carrier Compliance Office.

4419942

SR 8 (I-10) PENSACOLA WEIGH STATION

SIS



Work Summary: MCCO WEIGH STATION
STATIC/WIM

From: ARCHITECTUAL UPGRADES

To:

Lead Agency: FDOT

Length: 1.223 MI

LRTP #: Final Report p. 7-6

| Phase | Fund Source | 2020/21 | 2021/22 | 2022/23 | 2023/24 | 2024/25 | Total |
|-------|-------------|---------|---------|---------|---------|---------|---------|
| CST | DWS | 0 | 880,400 | 0 | 0 | 0 | 880,400 |
| Total | | 0 | 880,400 | 0 | 0 | 0 | 880,400 |

Prior Cost < 2020/21:

0

Future Cost > 2024/25:

0

Total Project Cost:

880,400

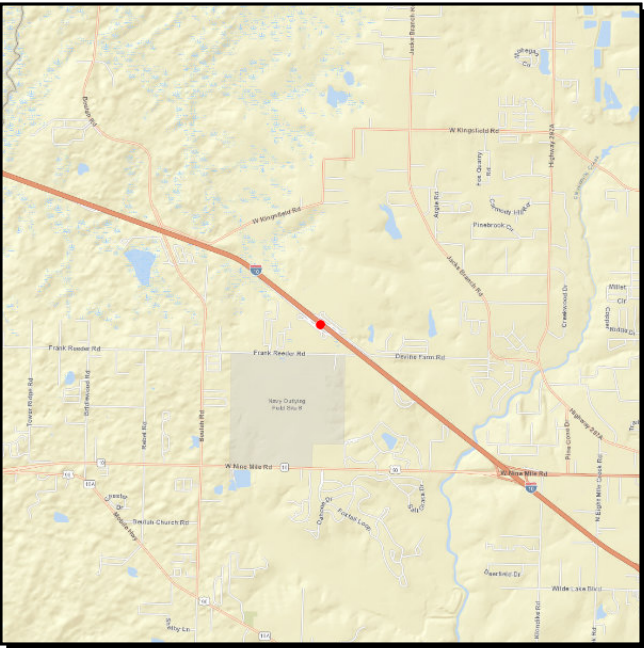
Project Description:

Funding for Architectural and Heating, Ventilation, and Air Conditioning Upgrades at the SR 8 (I-10) Pensacola Weigh Station for the Motor Carrier Compliance Office.

4419943

SR 8 (I-10) PENSACOLA MAINLINE WEIGH IN MOTION (WIM)

SIS



Work Summary: MCCO WEIGH STATION
STATIC/WIM

From: SCREENING

To:

Lead Agency: FDOT

Length: 1.223 MI

LRTP #: Final Report p. 7-6

| Phase | Fund Source | 2020/21 | 2021/22 | 2022/23 | 2023/24 | 2024/25 | Total |
|-------|-------------|---------|---------|---------|-----------|---------|-----------|
| CST | DWS | 0 | 0 | 0 | 2,275,168 | 0 | 2,275,168 |
| Total | | 0 | 0 | 0 | 2,275,168 | 0 | 2,275,168 |

Prior Cost < 2020/21: 0

Future Cost > 2024/25: 0

Total Project Cost: 2,275,168

Project Description: Funding for Pensacola Mainline Weigh in Motion (WIM) Screening at SR 8 (10).

4440182

SR 298 LILLIAN HWY

SIS



Work Summary: LIGHTING

From: @SR 173 BLUE ANGEL PARKWAY

To:

Lead Agency: FDOT

Length: .070 MI

LRTP #: Final Report 7-6

| Phase | Fund Source | 2020/21 | 2021/22 | 2022/23 | 2023/24 | 2024/25 | Total |
|-------|-------------|---------|---------|---------|---------|---------|---------|
| CST | ACSS | 0 | 0 | 0 | 132,000 | 0 | 132,000 |
| Total | | 0 | 0 | 0 | 132,000 | 0 | 132,000 |

Prior Cost < 2020/21: 0

Future Cost > 2024/25: 0

Total Project Cost: 132,000

Project Description: Funding for lighting on SR 298 (Lillian Highway) and SR 173Blue Angel Parkway Intersection.

4440262

SR 10 (US 90)

Non-SIS



Work Summary: LIGHTING

From: @CR 197 CHUMUCKLA HWY

To:

Lead Agency: FDOT

Length: .045 MI

LRTP #: Final Report p. 7-6

| Phase | Fund Source | 2020/21 | 2021/22 | 2022/23 | 2023/24 | 2024/25 | Total |
|-------|-------------|---------|---------|---------|---------|---------|---------|
| CST | ACSS | 0 | 0 | 0 | 132,000 | 0 | 132,000 |
| Total | | 0 | 0 | 0 | 132,000 | 0 | 132,000 |

Prior Cost < 2020/21:0

Future Cost > 2024/25:0

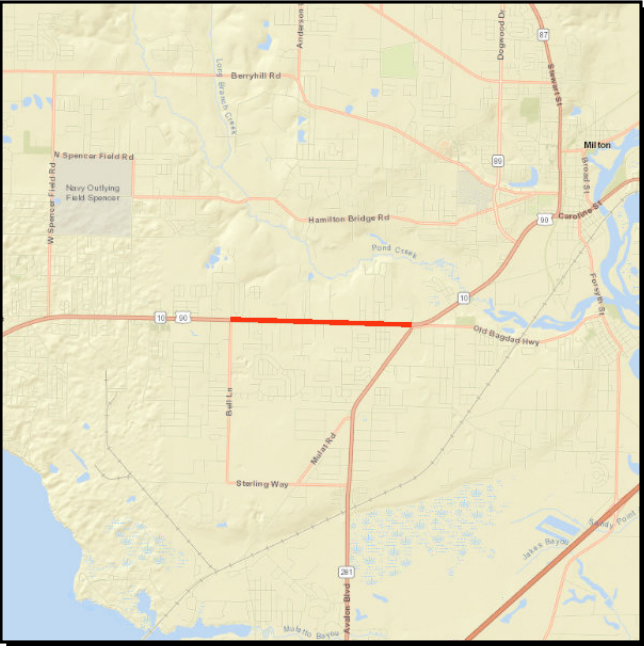
Total Project Cost:132,000

Project Description:Funding for lighting on SR 10 (US 90) and CR 197 (Chumuckla Highway Intersection).

4440472

SR 10 (US 90)

Non-SIS



Work Summary: LIGHTING

From: CR 197A BELL LN

To: SR 281 AVALON BLVD

Lead Agency: FDOT

Length: 2.231 MI

LRTP #: Final Report p. 7-6

| Phase | Fund Source | 2020/21 | 2021/22 | 2022/23 | 2023/24 | 2024/25 | Total |
|-------|-------------|---------|-----------|---------|---------|---------|-----------|
| CST | ACSS | 0 | 1,962,140 | 0 | 0 | 0 | 1,962,140 |
| Total | | 0 | 1,962,140 | 0 | 0 | 0 | 1,962,140 |

Prior Cost < 2020/21:0

Future Cost > 2024/25:0

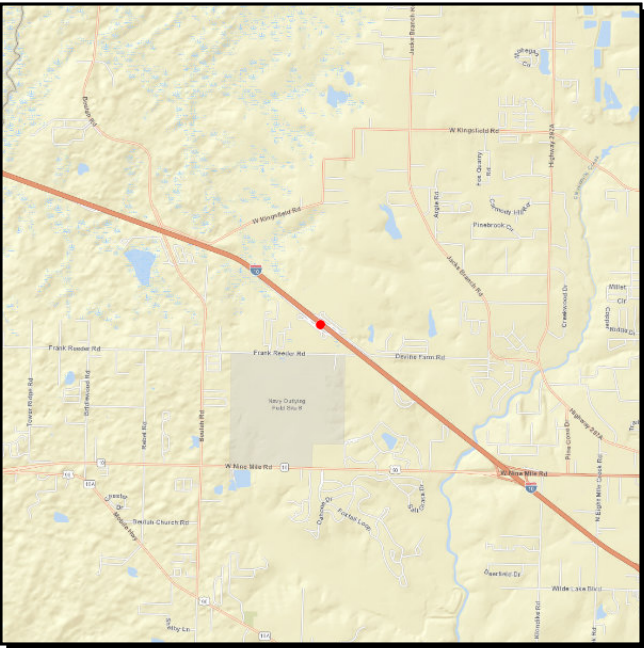
Total Project Cost:1,962,140

Project Description:Funding for lighting on SR 10 (US 90) from CR 197A (Bell Lane) to SR 281 (Avalon Boulevard).

4453131

SR 8 (I-10) PENSACOLA WEIGH STATION

SIS



Work Summary: MCCO WEIGH STATION
STATIC/WIM

From: SIGNING & PAVEMENT MARKINGS

To:

Lead Agency: FDOT

Length: 1.223 MI

LRTP #: Final Report p. 7-6

| Phase | Fund Source | 2020/21 | 2021/22 | 2022/23 | 2023/24 | 2024/25 | Total |
|-------|-------------|---------|---------|---------|---------|---------|---------|
| CST | DWS | 0 | 254,194 | 0 | 0 | 0 | 254,194 |
| Total | | 0 | 254,194 | 0 | 0 | 0 | 254,194 |

Prior Cost < 2020/21:

0

Future Cost > 2024/25:

0

Total Project Cost:

254,194

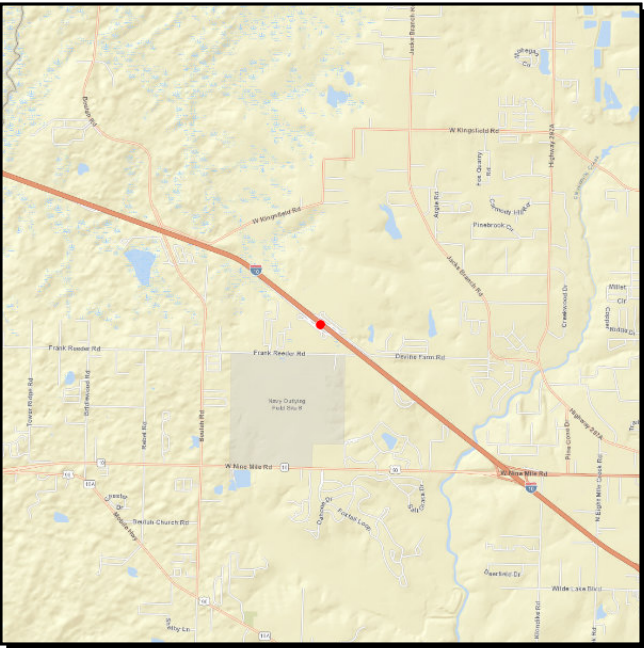
Project Description:

Funding for Signing and Pavement Markings at SR 8 (I-10) Pensacola Weigh Station.

4453132

SR 8 (I-10) PENSACOLA WEIGH STATION

SIS



Work Summary: MCCO WEIGH STATION
STATIC/WIM

From: LIGHTING AND ELECTRICAL

To:

Lead Agency: FDOT

Length: 1.223 MI

LRTP #: Final Report p. 7-6

| Phase | Fund Source | 2020/21 | 2021/22 | 2022/23 | 2023/24 | 2024/25 | Total |
|-------|-------------|---------|-----------|---------|---------|---------|-----------|
| CST | DWS | 0 | 1,659,739 | 0 | 0 | 0 | 1,659,739 |
| Total | | 0 | 1,659,739 | 0 | 0 | 0 | 1,659,739 |

Prior Cost < 2020/21:

0

Future Cost > 2024/25:

0

Total Project Cost:

1,659,739

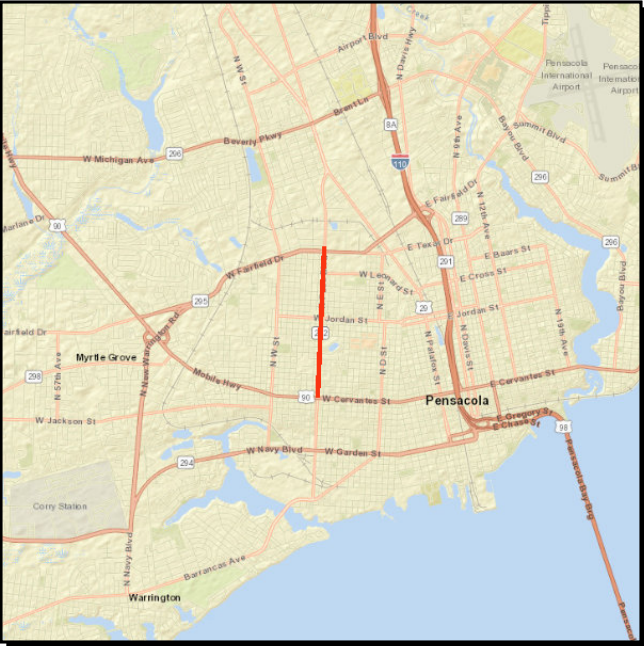
Project Description:

Funding for Lighting and Electrical Upgrades at the SR 8 (I-10) Pensacola Weigh Station for the Motor Carrier Compliance.

4455991

SR 292 N PACE BLVD

Non-SIS



Work Summary: LIGHTING

From: SR 10A (US 90) W CERVANTES ST

To: DELANO ST

Lead Agency: FDOT

Length: 1.759 MI

LRTP #: Final Report p. 7-6

| Phase | Fund Source | 2020/21 | 2021/22 | 2022/23 | 2023/24 | 2024/25 | Total |
|-------|-------------|---------|---------|---------|---------|---------|---------|
| PE | ACSS | 285,172 | 0 | 0 | 0 | 0 | 285,172 |
| Total | | 285,172 | 0 | 0 | 0 | 0 | 285,172 |

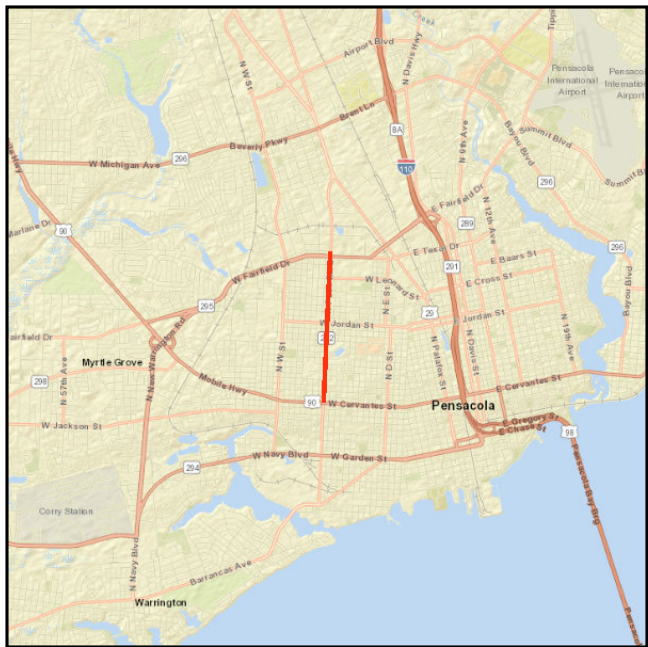
Prior Cost < 2020/21: 0

Future Cost > 2024/25: 0

Total Project Cost: 285,172

Project Description: Funding for lighting on SR 292 (North Pace Boulevard) from SR 10A (US 90) West Cervantes Street to Delano Street. New roadway lighting at all existing intersections within project limits.

Non-SIS



From: SR 10A (US 90) W CERVANTES ST

Lead Agency: FDOT

Length: 1.759 MI

L RTP #: Final Report p. 7-6

| Phase | Fund Source | 2020/21 | 2021/22 | 2022/23 | 2023/24 | 2024/25 | Total |
|--------------|-------------|----------|----------|----------------|----------|----------|----------------|
| CST | ACSS | 0 | 0 | 337,000 | 0 | 0 | 337,000 |
| Total | | 0 | 0 | 337,000 | 0 | 0 | 337,000 |

Future Cost > 2024/25: 0

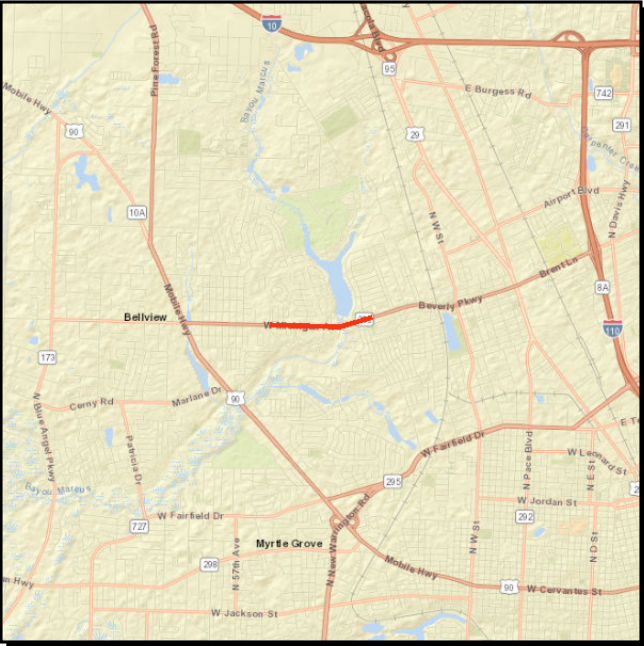
Total Project Cost: 337,000

| | |
|-----------------------------|---|
| Project Description: | Funding for lighting on SR 292 (North Pace Boulevard) from SR 10A (US 90) West Cervantes Street to Delano Street. New roadway lighting at all existing intersections within project limits. |
|-----------------------------|---|

4456001

SR 296 MICHIGAN AVE

Non-SIS



Work Summary: LIGHTING

From: ESPERANTO DR

To: BRISTOL AVE

Lead Agency: FDOT

Length: 1.103 MI

LRTP #: Final Report p. 7-6

| Phase | Fund Source | 2020/21 | 2021/22 | 2022/23 | 2023/24 | 2024/25 | Total |
|-------|-------------|---------|---------|---------|---------|---------|---------|
| PE | ACSS | 108,166 | 0 | 0 | 0 | 0 | 108,166 |
| Total | | 108,166 | 0 | 0 | 0 | 0 | 108,166 |

Prior Cost < 2020/21: 0

Future Cost > 2024/25: 0

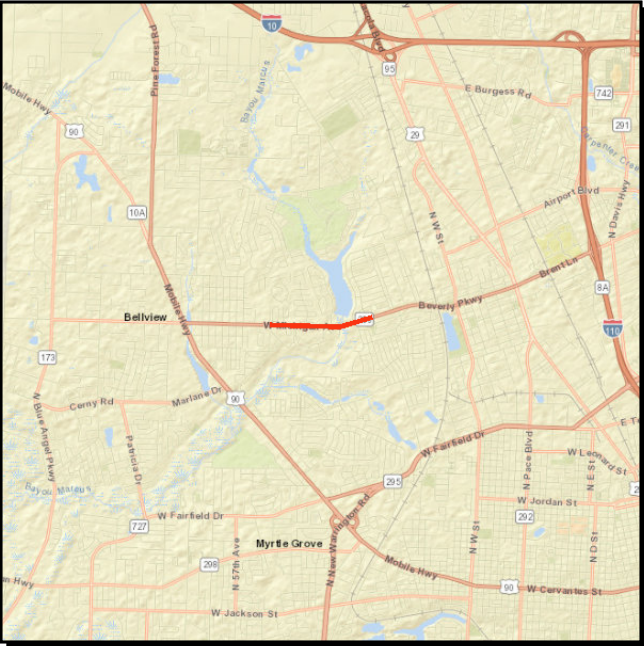
Total Project Cost: 108,166

Project Description: Funding for lighting on SR 296 (Michigan Avenue) from Esperanto Drive to Bristol Avenue. New roadway lighting at existing intersections within project limits.

4456002

SR 296 MICHIGAN AVE

Non-SIS



Work Summary: LIGHTING

From: ESPERANTO DR

To: BRISTOL AVE

Lead Agency: FDOT

Length: 1.103 MI

LRTP #: Final Report p. 7-6

| Phase | Fund Source | 2020/21 | 2021/22 | 2022/23 | 2023/24 | 2024/25 | Total |
|-------|-------------|---------|---------|---------|---------|---------|---------|
| CST | ACSS | 0 | 0 | 210,000 | 0 | 0 | 210,000 |
| Total | | 0 | 0 | 210,000 | 0 | 0 | 210,000 |

Prior Cost < 2020/21: 0

Future Cost > 2024/25: 0

Total Project Cost: 210,000

Project Description: Funding for lighting on SR 296 (Michigan Avenue) from Esperanto Drive to Bristol Avenue.
New roadway lighting at all existing intersections within project limits.

4459061

SR 87

SIS



Work Summary: LANDSCAPING

From: N OF BURTON CIRCLE

To: S OF YELLOW RIVER BRIDGE

Lead Agency: FDOT

Length: 5.495 MI

LRTP #: Final Report p. 7-6

| Phase | Fund Source | 2020/21 | 2021/22 | 2022/23 | 2023/24 | 2024/25 | Total |
|-------|-------------|---------|---------|---------|---------|---------|---------|
| CST | DIH | 9,234 | 0 | 0 | 0 | 0 | 9,234 |
| CST | DDR | 861,840 | 0 | 0 | 0 | 0 | 861,840 |
| Total | | 871,074 | 0 | 0 | 0 | 0 | 871,074 |

Prior Cost < 2020/21: 0

Future Cost > 2024/25: 0

Total Project Cost: 871,074

Project Description: Funding for landscaping of SR 87 from North of Burton Circle to South of Yellow River Bridge.

4460342

SR 95 (US 29)

SIS



Work Summary: LIGHTING

From: BLOUNT ST.
To: OLD CHEMSTRAND RD.
Length: 11.541 MI
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 |

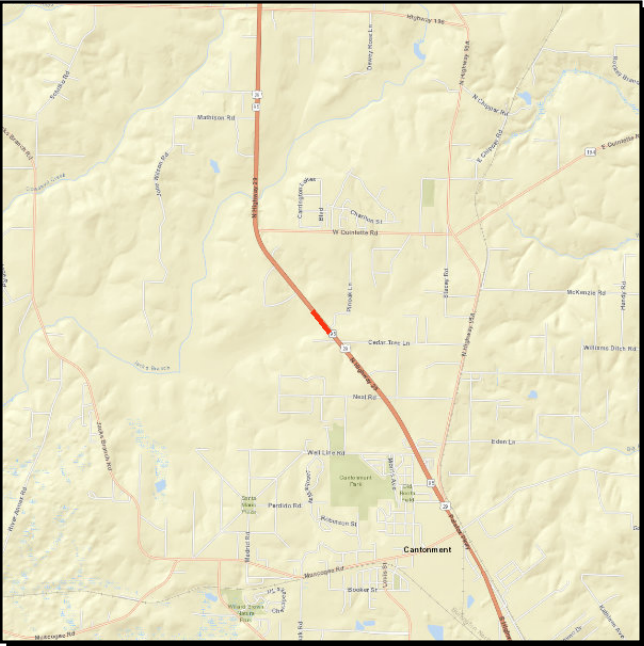
Prior Cost < 2020/21: 0
Future Cost > 2024/25: 0
Total Project Cost: 497,000
Project Description:

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.

4462761

SR 95 (US 29) PENSACOLA WEIGH STATION

SIS



Work Summary: MCCO WEIGH STATION
STATIC ONLY

From: LIGHTING

To:

Lead Agency: FDOT

Length: .300 MI

LRTP #: Final Report p. 7-6

| Phase | Fund Source | 2020/21 | 2021/22 | 2022/23 | 2023/24 | 2024/25 | Total |
|-------|-------------|---------|---------|---------|---------|---------|---------|
| CST | DWS | 0 | 0 | 0 | 666,600 | 0 | 666,600 |
| Total | | 0 | 0 | 0 | 666,600 | 0 | 666,600 |

Prior Cost < 2020/21:

0

Future Cost > 2024/25:

0

Total Project Cost:

666,600

Project Description:

Funding for Pensacola Weigh Station Lighting at SR 95 (US 29).

4462841

SR 10 (US 90) MOBILE HIGHWAY - PENSACOLA WEIGH STATION

Non-SIS



Work Summary: MCCO WEIGH STATION
STATIC ONLY

From:

To:

Lead Agency: FDOT

Length: .304

LRTP #: Final Report p. 7-6

| Phase | Fund Source | 2020/21 | 2021/22 | 2022/23 | 2023/24 | 2024/25 | Total |
|-------|-------------|---------|---------|---------|---------|---------|---------|
| CST | DWS | 0 | 0 | 0 | 0 | 276,162 | 276,162 |
| Total | | 0 | 0 | 0 | 0 | 276,162 | 276,162 |

Prior Cost < 2020/21: 0

Future Cost > 2024/25: 0

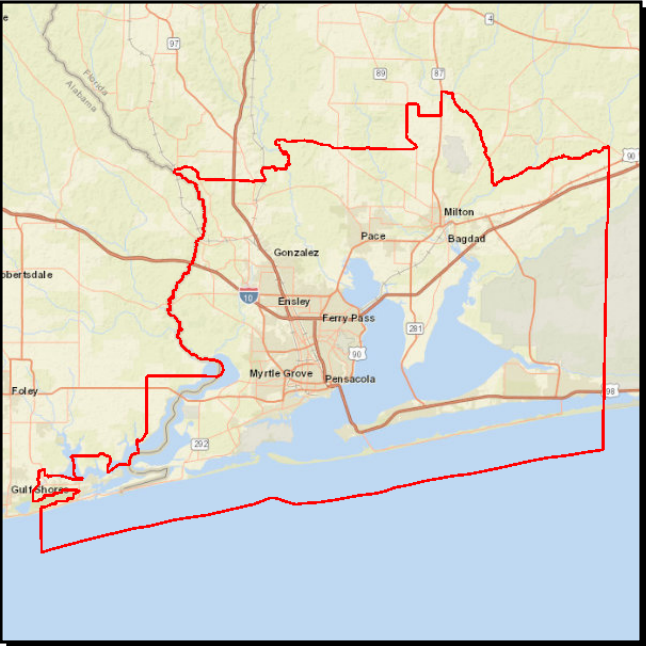
Total Project Cost: 276,162

Project Description: Funding for Pensacola Weight Station Standardized Signage and Pavement Markings at SR 10 (US 90) Mobile Highway.

4467531

MILTON OPERATIONS CENTER

Non-SIS



| Work Summary: FIXED CAPITAL OUTLAY | | | | From: | EMERGENCY GENERATOR COMPONENTS REPLACEMENT | | |
|------------------------------------|-------------|---------|---------|----------|--|---------|-------|
| | | | | To: | | | |
| Lead Agency: FDOT | | | | | | | |
| | | | | L RTP #: | Final Report p. 7-6 | | |
| | | | | | | | |
| Phase | Fund Source | 2020/21 | 2021/22 | 2022/23 | 2023/24 | 2024/25 | Total |
| MNT | D | 1,800 | 0 | 0 | 0 | 0 | 1,800 |
| Total | | 1,800 | 0 | 0 | 0 | 0 | 1,800 |

Prior Cost < 2020/21: 0

Future Cost > 2024/25: 0

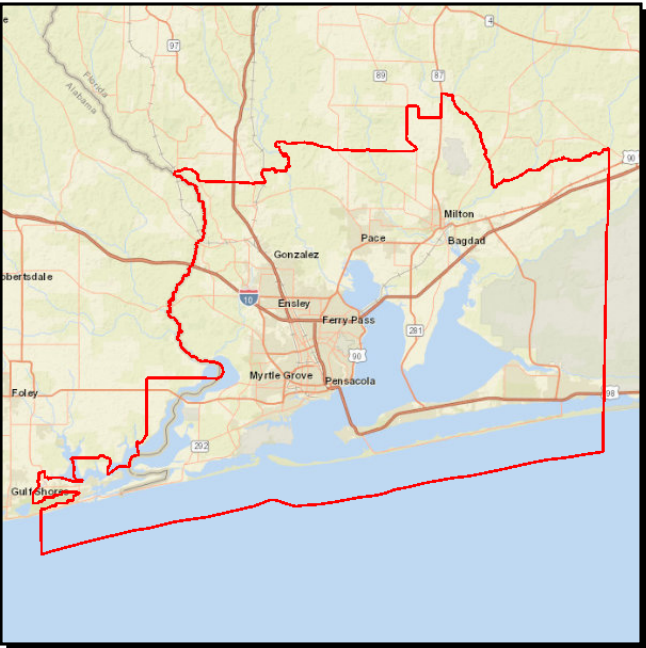
Total Project Cost: 1,800

Project Description: Fixed Capital Outlay for Emergency Generator Components Replacement for the Milton Operations Center.

4467532

MILTON OPERATIONS CENTER

Non-SIS



Work Summary: FIXED CAPITAL OUTLAY

From: HVAC UNIT REPLACEMENT

To:

Lead Agency: FDOT

LRTP #: Final Report p. 7-6

| Phase | Fund Source | 2020/21 | 2021/22 | 2022/23 | 2023/24 | 2024/25 | Total |
|-------|-------------|---------|---------|---------|---------|---------|--------|
| MNT | D | 12,000 | 0 | 0 | 0 | 0 | 12,000 |
| Total | | 12,000 | 0 | 0 | 0 | 0 | 12,000 |

Prior Cost < 2020/21: 0

Future Cost > 2024/25: 0

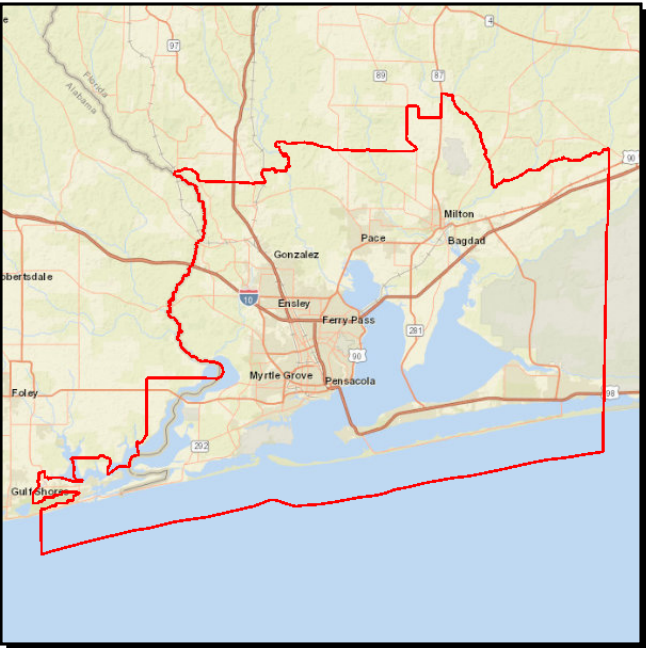
Total Project Cost: 12,000

Project Description: Fixed Capital Outlay for HVAC Unit Replacement at the Milton Operations Center.

4467533

MILTON OPERATIONS CENTER

Non-SIS



Work Summary: FIXED CAPITAL OUTLAY **From:** SECURITY FENCING

To:

Lead Agency: FDOT

LRTP #: Final Report p. 7-6

| Phase | Fund Source | 2020/21 | 2021/22 | 2022/23 | 2023/24 | 2024/25 | Total |
|-------|-------------|---------|---------|---------|---------|---------|--------|
| CST | FCO | 31,400 | 0 | 0 | 0 | 0 | 31,400 |
| Total | | 31,400 | 0 | 0 | 0 | 0 | 31,400 |

Prior Cost < 2020/21: 0

Future Cost > 2024/25: 0

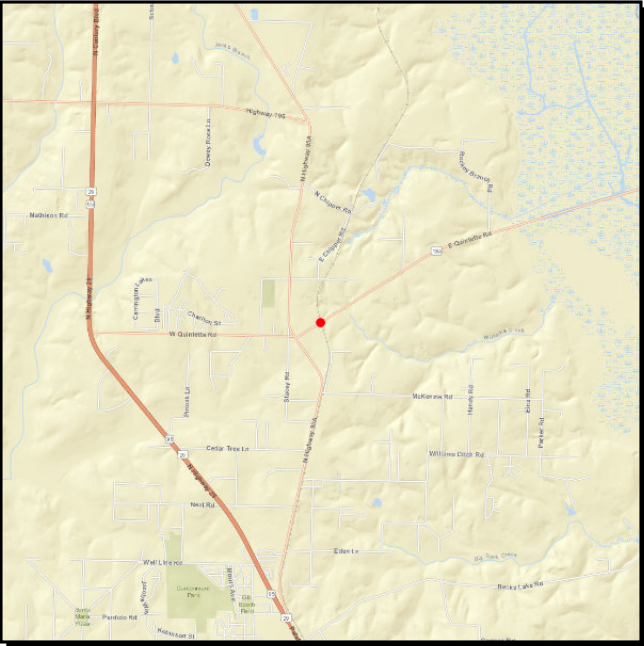
Total Project Cost: 31,400

Project Description: Fixed Capital Outlay for Security Fencing for the Milton Operations Center.

4467601

CR 184 E QUINETTE RD

Non-SIS



| Work Summary: | | RAIL SAFETY PROJECT | | | | | |
|---------------|-------------|--------------------------|---------|---------|---------|---------|---------|
| From: | | R/R CROSSING NO. 339664E | | | | | |
| To: | | | | | | | |
| Lead Agency: | | FDOT | | | | | |
| Length: | | .060 MI | | | | | |
| LRTP #: | | Final Report p. 7-6 | | | | | |
| Phase | Fund Source | 2020/21 | 2021/22 | 2022/23 | 2023/24 | 2024/25 | Total |
| RRU | RHH | 280,537 | 0 | 0 | 0 | 0 | 280,537 |
| Total | | 280,537 | 0 | 0 | 0 | 0 | 280,537 |

Prior Cost < 2020/21: 0

Future Cost > 2024/25: 0

Total Project Cost: 280,537

Project Description: CR 184 (East Quinette Road) Rail Safety Project at Railroad Crossing No. 339664E.

4467611

CHEMSTRAND RD

Non-SIS



| Work Summary: RAIL SAFETY PROJECT | | | | From: | R/R CROSSING NO. 339687L | | |
|-----------------------------------|-------------|---------|---------|---------|--------------------------|---------|---------|
| | | | | To: | | | |
| Lead Agency: FDOT | | | | Length: | .050 MI | | |
| | | | | LRTP #: | Final Report p. 7-6 | | |
| Phase | Fund Source | 2020/21 | 2021/22 | 2022/23 | 2023/24 | 2024/25 | Total |
| RRU | RHH | 374,969 | 0 | 0 | 0 | 0 | 374,969 |
| Total | | 374,969 | 0 | 0 | 0 | 0 | 374,969 |

Prior Cost < 2020/21: 0

Future Cost > 2024/25: 0

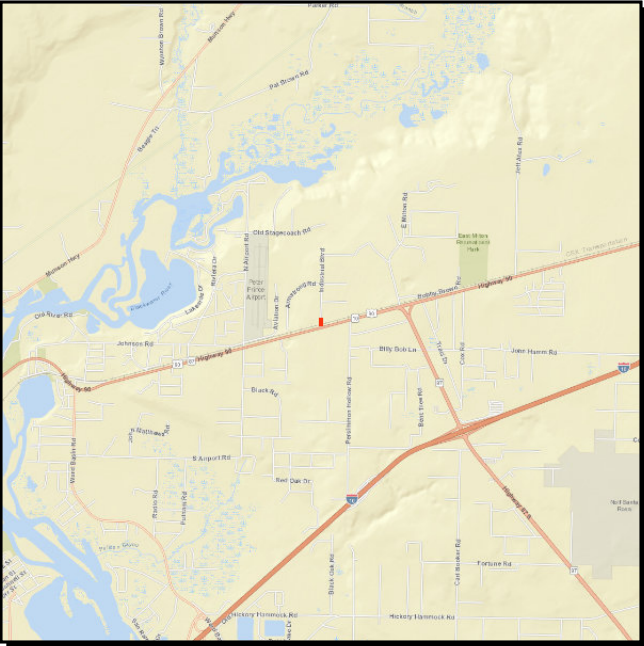
Total Project Cost: 374,969

Project Description: Chemstrand Road Rail Safety Project at Railroad Crossing No. 339687L.

4485921

INDUSTRIAL BLVD

Non-SIS



| Work Summary: RAIL SAFETY PROJECT | | | | From: | R/R CROSSING NO. 353876S | | |
|-----------------------------------|-------------|---------|---------|----------|--------------------------|---------|--------|
| | | | | To: | | | |
| Lead Agency: FDOT | | | | | | | |
| | | | | L RTP #: | Final Report p. F-10 | | |
| Phase | Fund Source | 2020/21 | 2021/22 | 2022/23 | 2023/24 | 2024/25 | Total |
| RRU | RHP | 0 | 47,280 | 0 | 0 | 0 | 47,280 |
| Total | | 0 | 47,280 | 0 | 0 | 0 | 47,280 |

Prior Cost < 2020/21: 0

Future Cost > 2024/25: 0

Total Project Cost: 47,280

Project Description: Industrial Boulevard Rail Safety Project at Railroad Crossing No. 353876S.

4488052

CR 292A (GULF BEACH HWY)

Non-SIS



Work Summary: EMERGENCY OPERATIONS **From:** E. OF PONTE VERDE RD.
To: W. OF LONGWOOD DR.
Lead Agency: FDOT **Length:** 0.001 MI
LRTP #: Final Report p. 7-6

| 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:

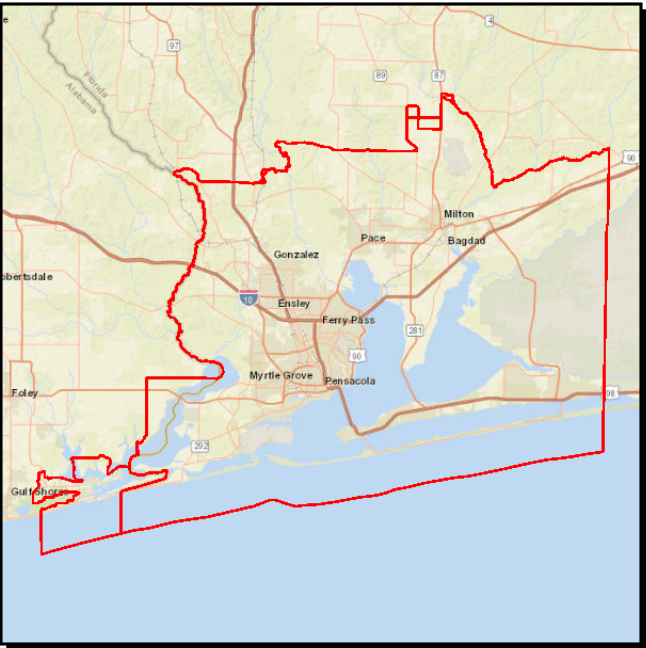
Funding for Emergency Repairs on CR 292A (Gulf Beach Highway) from East of Ponte Verde Road to West of Longwood Drive. Executive Order: 20-224 & 20-225; Permanent repair project for shoulders, inlets & storm water system; LAP agreement with Escambia County.

Section 7 - Public Transportation

4156062

WEST FL REGIONAL PLN

Non-SIS



Work Summary: COMMUTER TRANS.
ASSISTANCE

From: REGIONAL COMMUTER

To: ASSISTANCE

Lead Agency: WFRPC

L RTP #: Final Report p. 5-35

| Phase | Fund Source | 2020/21 | 2021/22 | 2022/23 | 2023/24 | 2024/25 | Total |
|-------|-------------|---------|---------|---------|---------|---------|-----------|
| OPS | DDR | 217,039 | 222,500 | 230,000 | 237,703 | 0 | 907,242 |
| OPS | DPTO | 0 | 0 | 0 | 0 | 244,917 | 244,917 |
| Total | | 217,039 | 222,500 | 230,000 | 237,703 | 244,917 | 1,152,159 |

Prior Cost < 2020/21: 1,717,065

Future Cost > 2024/25: 0

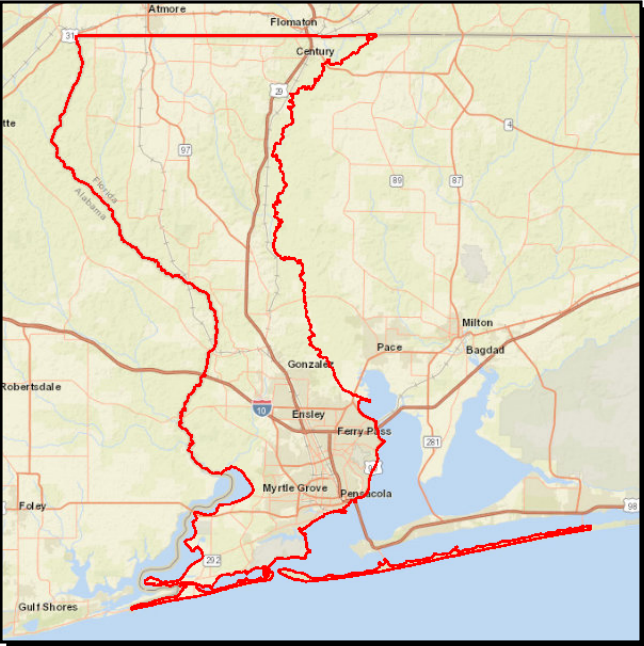
Total Project Cost: 2,869,224

Project Description: West Florida Regional Planning Council regional commuter assistance.

4213683

ESCAMBIA COUNTY

Non-SIS



| Work Summary: | | OPERATING/ADMIN. ASSISTANCE | | | | | |
|---------------|-------------|------------------------------|---------|---------|---------|---------|---------|
| From: | | TRANSIT | | | | | |
| To: | | NON-URBANIZED AREA 5311 | | | | | |
| Lead Agency: | | Escambia | | | | | |
| LRTP #: | | #42 in Amend. Report p. D-10 | | | | | |
| Phase | Fund Source | 2020/21 | 2021/22 | 2022/23 | 2023/24 | 2024/25 | Total |
| OPS | DU | 250,000 | 0 | 0 | 0 | 0 | 250,000 |
| OPS | LF | 250,000 | 0 | 0 | 0 | 0 | 250,000 |
| Total | | 500,000 | 0 | 0 | 0 | 0 | 500,000 |

Prior Cost < 2020/21:1,021,344

Future Cost > 2024/25:0

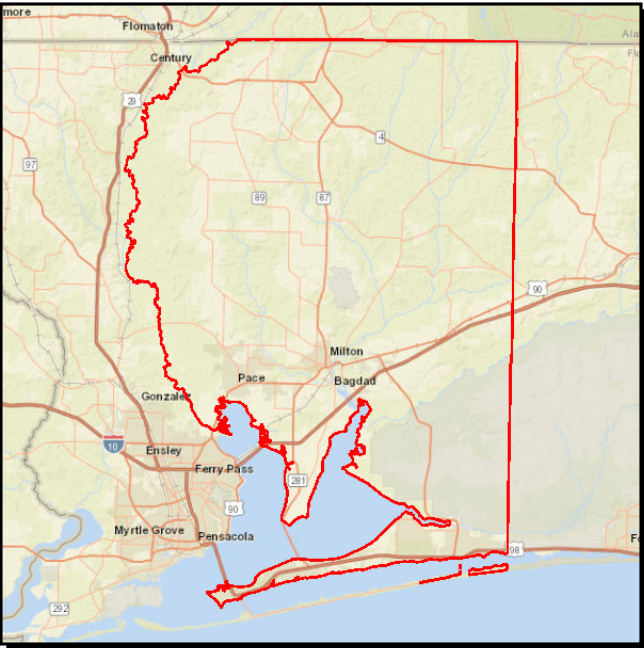
Total Project Cost:1,521,344

Project Description:TPO Public Transportation Project Priority.
Escambia County transit operating / administrative assistance funding.

4213713

SANTA ROSA COUNTY

Non-SIS



Work Summary: OPERATING/ADMIN.
ASSISTANCE

From: SANTA ROSA COUNTY

To: FTA SECTION 5310
CAPITAL-OPERATING

Lead Agency: Santa Rosa

LRTP #: #42 in Amend. Report p.
D-10

| Phase | Fund Source | 2020/21 | 2021/22 | 2022/23 | 2023/24 | 2024/25 | Total |
|-------|-------------|---------|---------|---------|---------|---------|---------|
| CAP | FTA | 150,000 | 150,000 | 150,000 | 150,000 | 0 | 600,000 |
| CAP | LF | 37,500 | 37,500 | 37,500 | 37,500 | 0 | 150,000 |
| Total | | 187,500 | 187,500 | 187,500 | 187,500 | 0 | 750,000 |

Prior Cost < 2020/21: 937,500

Future Cost > 2024/25: 0

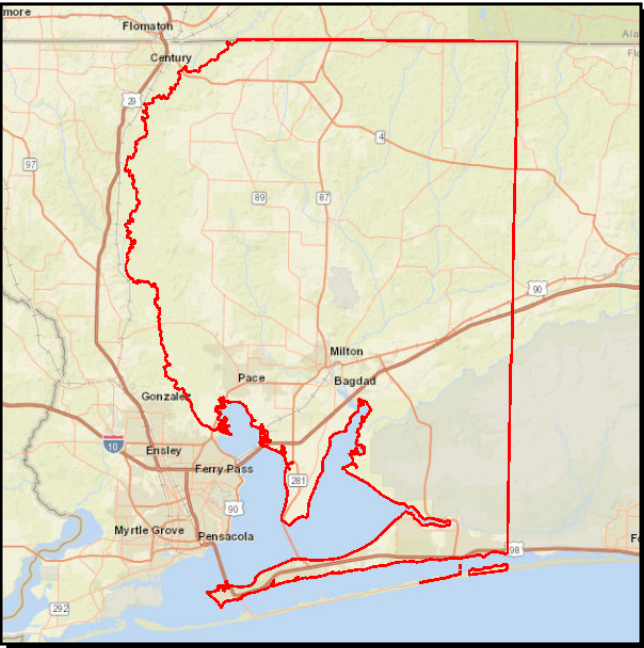
Total Project Cost: 1,687,500

Project Description: TPO Public Transportation Project Priority.
Santa Rosa County operating/administrative assistance funding to enhance mobility for seniors and persons with Disabilities in Santa Rosa County.

4213714

SANTA ROSA COUNTY

Non-SIS



| Work Summary: OPERATING/ADMIN. ASSISTANCE | | | | From: | TRANSIT | | |
|--|-------------|----------------|----------|----------------|------------------------------|----------|----------------|
| | | | | To: | NON-URBANIZED AREA 5311 | | |
| Lead Agency: Santa Rosa | | | | | | | |
| | | | | LRTP #: | #42 in Amend. Report p. D-10 | | |
| ase | Fund Source | 2020/21 | 2021/22 | 2022/23 | 2023/24 | 2024/25 | Total |
| PS | DU | 173,000 | 0 | 0 | 0 | 0 | 173,000 |
| PS | LF | 173,000 | 0 | 0 | 0 | 0 | 173,000 |
| Total | | 346,000 | 0 | 0 | 0 | 0 | 346,000 |

Prior Cost < 2020/21:

580,386

Future Cost > 2024/25:

0

Total Project Cost:

926,386

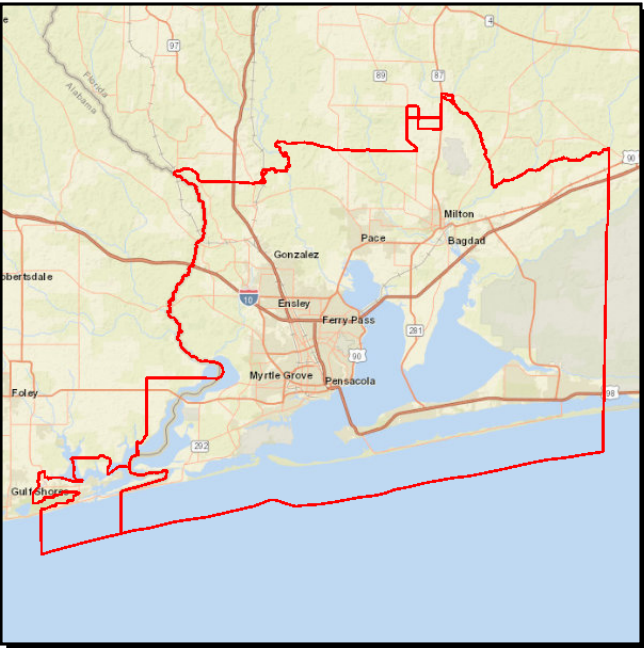
Project Description:

TPO Public Transportation Project Priority.
Santa Rosa County Transit operating/adminstrative assistance funding for non-urbanized area transportation in Santa Rosa County.

4217172

FLORIDA-ALABAMA TPO

Non-SIS



Work Summary: MODAL SYSTEMS
PLANNING

From:

To: SECTION 5305

Lead Agency: TPO

LRTP #: #42 in Amend. Report p.
D-10

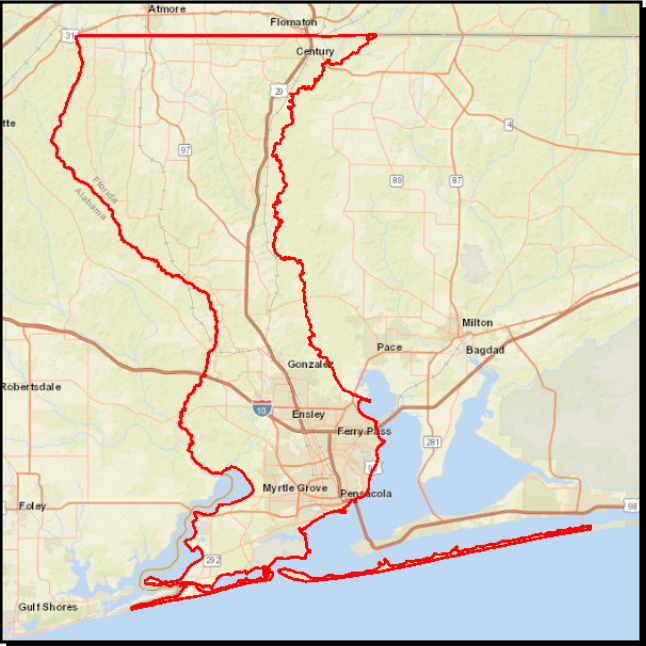
| Phase | Fund Source | 2020/21 | 2021/22 | 2022/23 | 2023/24 | 2024/25 | Total |
|-------|-------------|---------|---------|---------|---------|---------|---------|
| PLN | DU | 120,911 | 124,539 | 128,275 | 132,123 | 136,087 | 641,935 |
| PLN | DPTO | 15,114 | 15,568 | 16,034 | 16,515 | 17,011 | 80,242 |
| PLN | LF | 15,114 | 15,568 | 16,034 | 16,515 | 17,011 | 80,242 |
| Total | | 151,139 | 155,675 | 160,343 | 165,153 | 170,109 | 802,419 |

Prior Cost < 2020/21: 1,464,578
Future Cost > 2024/25: 0
Total Project Cost: 2,266,997
Project Description: TPO Public Transportation Project Priority.
Florida Alabama TPO FTA 5305 Planning Grant.

4217331

ESCAMBIA COUNTY

Non-SIS



Work Summary: CAPITAL FOR FIXED ROUTE

From: ECAT TRANSIT

To: 5307 CAPITAL FLEX PREVENTIVE MAINTENANCE

Lead Agency: Escambia

LRTP #: #4 in Amend. Report p. D-9

| Phase | Fund Source | 2020/21 | 2021/22 | 2022/23 | 2023/24 | 2024/25 | Total |
|-------|-------------|---------|---------|---------|---------|---------|-----------|
| CAP | LFF | 75,000 | 75,000 | 75,000 | 75,000 | 75,000 | 375,000 |
| CAP | FTAT | 300,000 | 300,000 | 300,000 | 300,000 | 300,000 | 1,500,000 |
| CAP | SU | 300,000 | 300,000 | 300,000 | 300,000 | 300,000 | 1,500,000 |
| Total | | 675,000 | 675,000 | 675,000 | 675,000 | 675,000 | 3,375,000 |

Prior Cost < 2020/21: 6,412,500

Future Cost > 2024/25: 0

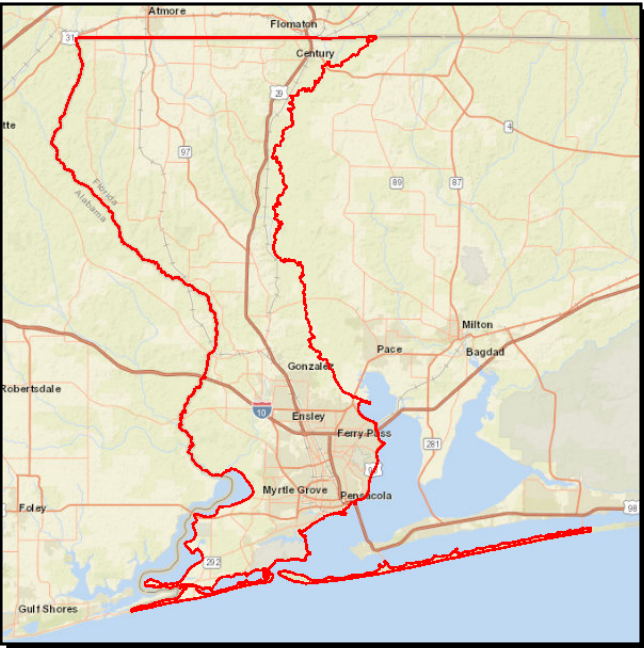
Total Project Cost: 9,787,500

Project Description: TPO Public Transportation Project Priority and TPO Non-SIS Project Priority #4. Capitalize Maintenance - Upgrade Technology and Equipment.

4222571

ESCAMBIA COUNTY

Non-SIS



Work Summary: OPERATING FOR FIXED ROUTE

From: ECAT TRANSIT

To: OPERATING ASSISTANCE

Lead Agency: Escambia

LRTP #: #42 in Amend. Report p. D-10

| Phase | Fund Source | 2020/21 | 2021/22 | 2022/23 | 2023/24 | 2024/25 | Total |
|-------|-------------|-----------|-----------|-----------|-----------|-----------|------------|
| OPS | DDR | 1,058,453 | 1,111,375 | 1,166,944 | 0 | 0 | 3,336,772 |
| OPS | LF | 1,058,453 | 1,111,375 | 1,166,944 | 1,225,291 | 1,551,836 | 6,113,899 |
| OPS | DPTO | 0 | 0 | 0 | 1,225,291 | 1,551,836 | 2,777,127 |
| Total | | 2,116,906 | 2,222,750 | 2,333,888 | 2,450,582 | 3,103,672 | 12,227,798 |

Prior Cost < 2020/21:

Future Cost > 2024/25:

Total Project Cost:

Project Description:

15,146,138

0

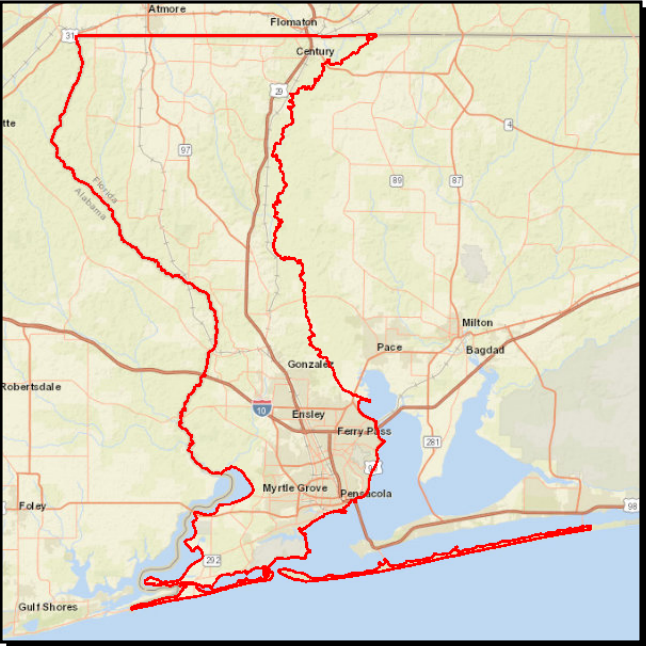
27,373,936

TPO Public Transportation Project Priority.
Escambia County ECAT operating assistance.

4222601

ESCAMBIA COUNTY

Non-SIS



| Work Summary: URBAN CORRIDOR IMPROVEMENTS | | From: CORRIDOR ECAT TRANSIT | | | | | |
|--|-------------|---|----------------|----------------|----------------|----------------|------------------|
| | | To: OPERATING ASSISTANCE | | | | | |
| Lead Agency: Escambia | | | | | | | |
| | | LRTP #: #42 in Amend. Report p. D-10 | | | | | |
| Phase | Fund Source | 2020/21 | 2021/22 | 2022/23 | 2023/24 | 2024/25 | Total |
| OPS | DPTO | 450,000 | 0 | 0 | 0 | 468,308 | 918,308 |
| OPS | DDR | 0 | 445,290 | 458,649 | 449,813 | 0 | 1,353,752 |
| Total | | 450,000 | 445,290 | 458,649 | 449,813 | 468,308 | 2,272,060 |

Prior Cost < 2020/21: 5,373,674

Future Cost > 2024/25: 0

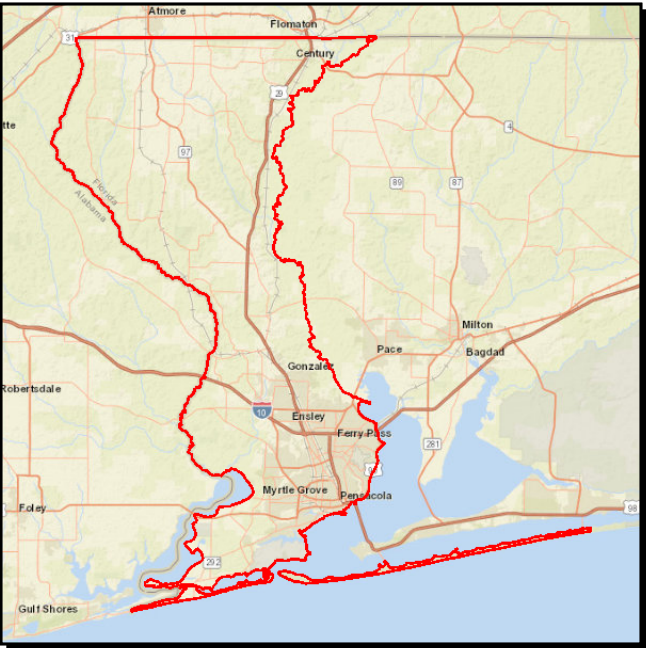
Total Project Cost: 7,645,734

Project Description: Public Transportation Project Priority.
Corridor ECAT Transit Assistance for Davis Hwy (SR291).

4292621

ESCAMBIA COUNTY

Non-SIS



Work Summary: CAPITAL FOR FIXED ROUTE **From:** ECAT
To: SECTION 5307
Lead Agency: Escambia
LRTP #: #42 in Amend. Report p. D-10

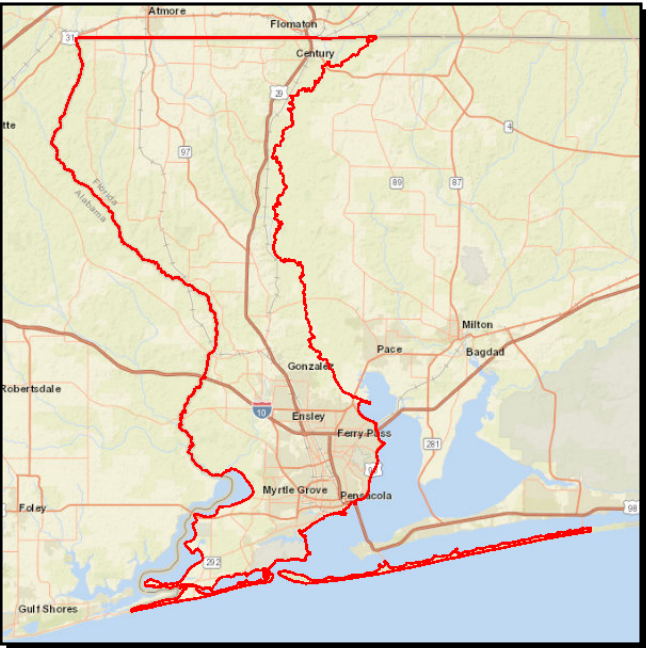
| Phase | Fund Source | 2020/21 | 2021/22 | 2022/23 | 2023/24 | 2024/25 | Total |
|-------|-------------|-----------|-----------|-----------|-----------|---------|------------|
| CAP | FTA | 2,200,000 | 2,200,000 | 2,200,000 | 2,200,000 | 0 | 8,800,000 |
| CAP | LF | 550,000 | 550,000 | 550,000 | 550,000 | 0 | 2,200,000 |
| Total | | 2,750,000 | 2,750,000 | 2,750,000 | 2,750,000 | 0 | 11,000,000 |

Prior Cost < 2020/21: 13,750,000
Future Cost > 2024/25: 0
Total Project Cost: 24,750,000
Project Description: TPO Public Transportation Project Priority.
Escambia County capital for a fixed route.

4309952

ESCAMBIA COUNTY

Non-SIS



Work Summary: CAPITAL FOR FIXED ROUTE **From:** ECAT
To: SECTION 5310 CAP-OP

Lead Agency: Escambia

LRTP #: #42 in Amend. Report p. D-10

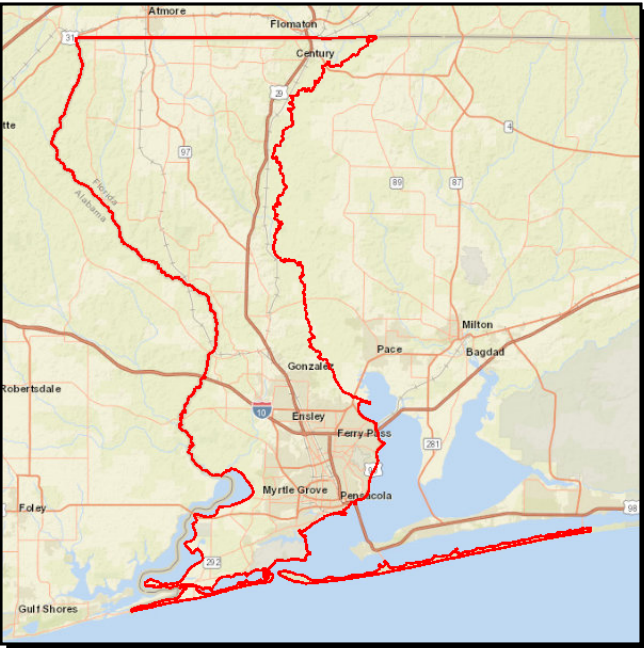
| Phase | Fund Source | 2020/21 | 2021/22 | 2022/23 | 2023/24 | 2024/25 | Total |
|-------|-------------|---------|---------|---------|---------|---------|-----------|
| CAP | FTA | 350,000 | 350,000 | 350,000 | 350,000 | 0 | 1,400,000 |
| CAP | LF | 87,500 | 87,500 | 87,500 | 87,500 | 0 | 350,000 |
| Total | | 437,500 | 437,500 | 437,500 | 437,500 | 0 | 1,750,000 |

Prior Cost < 2020/21: 3,310,160
Future Cost > 2024/25: 0
Total Project Cost: 5,060,160
Project Description: TPO Public Transportation Project Priority.
Escambia County capital/operating for Seniors with Disabilities.

4309953

ESCAMBIA COUNTY

Non-SIS



Work Summary: OPERATING FOR FIXED ROUTE

From: ECAT

To: SECTION 5307 OPERATING

Lead Agency: Escambia

LRTP #: #42 in Amend. Report p. D-10

| Phase | Fund Source | 2020/21 | 2021/22 | 2022/23 | 2023/24 | 2024/25 | Total |
|-------|-------------|-----------|-----------|-----------|-----------|---------|-----------|
| OPS | LF | 1,000,000 | 1,000,000 | 1,000,000 | 1,000,000 | 0 | 4,000,000 |
| OPS | FTA | 1,000,000 | 1,000,000 | 1,000,000 | 1,000,000 | 0 | 4,000,000 |
| Total | | 2,000,000 | 2,000,000 | 2,000,000 | 2,000,000 | 0 | 8,000,000 |

Prior Cost < 2020/21: 25,600,000

Future Cost > 2024/25: 0

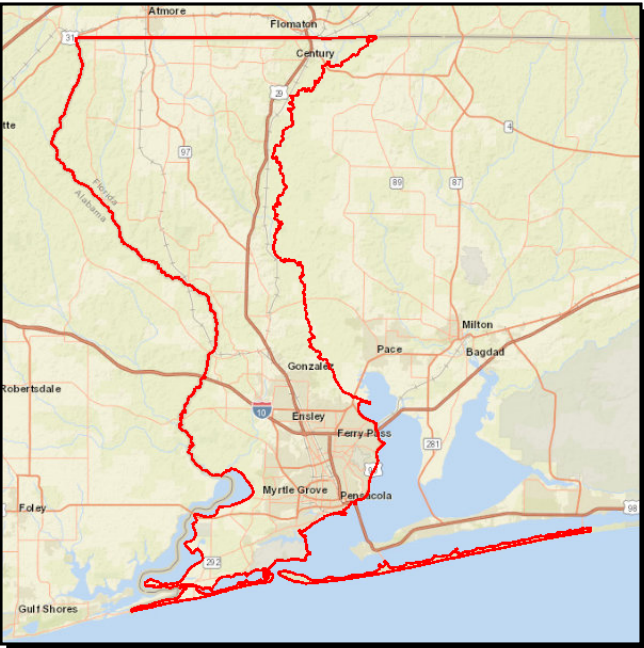
Total Project Cost: 33,600,000

Project Description: TPO Public Transportation Project Priority.
Escambia County Operating Assistance.

4309954

ESCAMBIA COUNTY

Non-SIS



Work Summary: CAPITAL FOR FIXED ROUTE **From:** ECAT
To: SECTION 5339 CAPITAL

Lead Agency: Escambia

LRTP #: #42 in Amend. Report p. D-10

| Phase | Fund Source | 2020/21 | 2021/22 | 2022/23 | 2023/24 | 2024/25 | Total |
|-------|-------------|---------|---------|---------|---------|---------|-----------|
| CAP | FTA | 300,084 | 300,084 | 300,084 | 300,084 | 0 | 1,200,336 |
| CAP | LF | 75,021 | 75,021 | 75,021 | 75,021 | 0 | 300,084 |
| Total | | 375,105 | 375,105 | 375,105 | 375,105 | 0 | 1,500,420 |

Prior Cost < 2020/21: 3,000,840
Future Cost > 2024/25: 0
Total Project Cost: 4,501,260
Project Description: TPO Public Transportation Project Priority.
Buses and Bus Facilities.

Section 8 - Aviation

4159313

PETER PRINCE FIELD

Non-SIS



Work Summary: AVIATION PRESERVATION PROJECT **From:** REPLACE/UPGRADE SECURITY FENCE

To:

Lead Agency: Santa Rosa

LRTP #: Final Report p. A-4

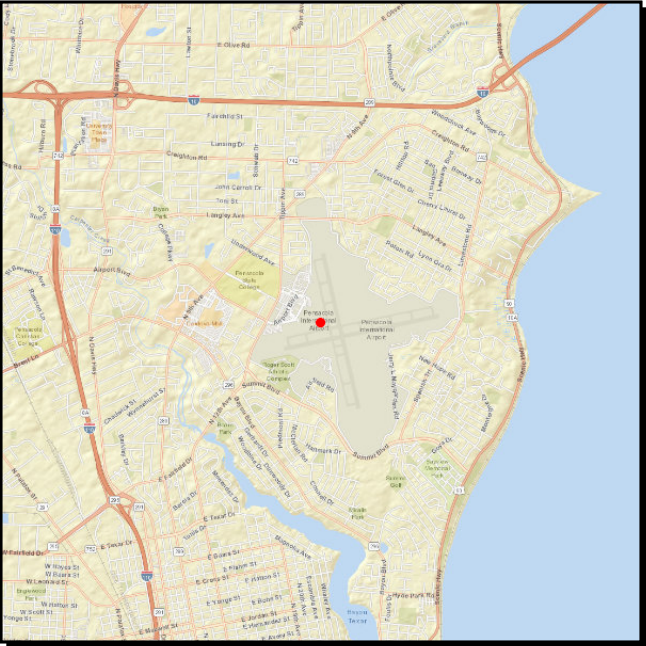
| Phase | Fund Source | 2020/21 | 2021/22 | 2022/23 | 2023/24 | 2024/25 | Total |
|-------|-------------|---------|---------|---------|---------|---------|---------|
| CAP | DDR | 0 | 0 | 120,000 | 0 | 0 | 120,000 |
| CAP | LF | 0 | 0 | 30,000 | 0 | 0 | 30,000 |
| Total | | 0 | 0 | 150,000 | 0 | 0 | 150,000 |

Prior Cost < 2020/21: 0
Future Cost > 2024/25: 0
Total Project Cost: 150,000
Project Description: TPO Peter Prince Field Project Priority #1 in FY23. Upgrade Security Fence at Peter Prince Field.

4203004

PENSACOLA INTERNATIONAL AIRPORT

SIS



Work Summary: AVIATION SAFETY PROJECT **From:** AIRPORT

To: CONST GENERAL AVIATION RAMP EXPANSION

Lead Agency: City of Pensacola

LRTP #: Final Report p. 1-32

| Phase | Fund Source | 2020/21 | 2021/22 | 2022/23 | 2023/24 | 2024/25 | Total |
|-------|-------------|---------|---------|-----------|---------|---------|-----------|
| CAP | DPTO | 0 | 0 | 150,000 | 0 | 0 | 150,000 |
| CAP | LF | 0 | 0 | 150,000 | 0 | 0 | 150,000 |
| CAP | FAA | 0 | 0 | 2,700,000 | 0 | 0 | 2,700,000 |
| Total | | 0 | 0 | 3,000,000 | 0 | 0 | 3,000,000 |

Prior Cost < 2020/21: 0

Future Cost > 2024/25: 0

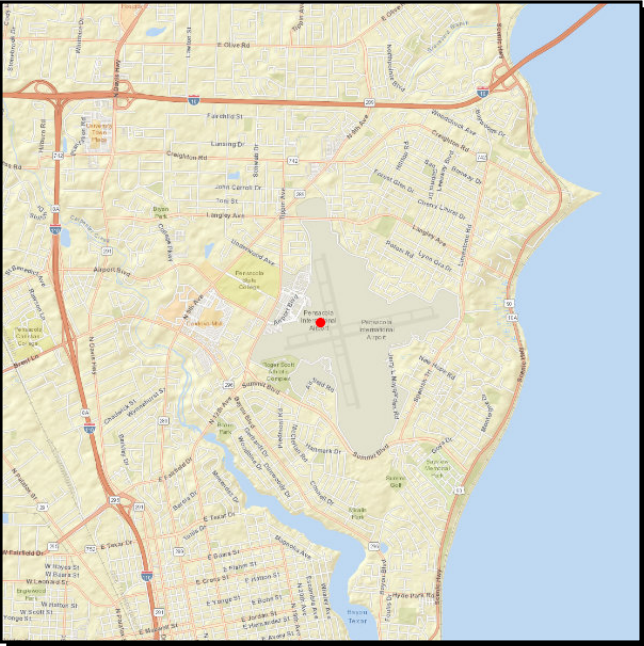
Total Project Cost: 3,000,000

Project Description: TPO Pensacola International Airport Project Priority #2 in FY23.
Pensacola International Airport Construct General Aviation Ramp Expansion.

4203005

PENSACOLA INTERNATIONAL AIRPORT

SIS



Work Summary: AVIATION CAPACITY PROJECT

From: AIRPORT

To: CONSTRUCT INDUSTRIAL APRON

Lead Agency: City of Pensacola

LRTP #: Final Report p. 1-32

| Phase | Fund Source | 2020/21 | 2021/22 | 2022/23 | 2023/24 | 2024/25 | Total |
|-------|-------------|---------|---------|------------|---------|---------|------------|
| CAP | DPTO | 0 | 0 | 500,000 | 0 | 0 | 500,000 |
| CAP | LF | 0 | 0 | 500,000 | 0 | 0 | 500,000 |
| CAP | FAA | 0 | 0 | 9,000,000 | 0 | 0 | 9,000,000 |
| Total | | 0 | 0 | 10,000,000 | 0 | 0 | 10,000,000 |

Prior Cost < 2020/21:

0

Future Cost > 2024/25:

0

Total Project Cost:

10,000,000

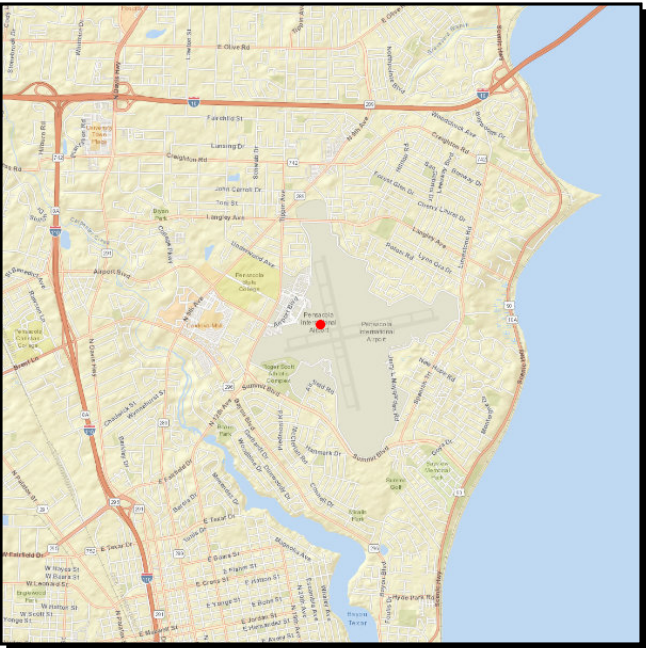
Project Description:

TPO Pensacola International Airport Project Priority #1 in FY23.
Pensacola International Airport Construct Industrial Apron.

4203006

PENSACOLA INTERNATIONAL AIRPORT

SIS



Work Summary: AVIATION PRESERVATION PROJECT

From: AIRPORT

To: TAXIWAY C & D REHAB - DESIGN

Lead Agency: City of Pensacola

LRTP #: Final Report p. 1-32

| Phase | Fund Source | 2020/21 | 2021/22 | 2022/23 | 2023/24 | 2024/25 | Total |
|-------|-------------|---------|---------|---------|---------|---------|--------|
| CAP | DPTO | 0 | 0 | 25,000 | 0 | 0 | 25,000 |
| CAP | LF | 0 | 0 | 25,000 | 0 | 0 | 25,000 |
| Total | | 0 | 0 | 50,000 | 0 | 0 | 50,000 |

Prior Cost < 2020/21:

0

Future Cost > 2024/25:

0

Total Project Cost:

50,000

Project Description:

TPO Pensacola International Airport Project Priorities #5 in FY23.
Pensacola International Airport Taxiway C&D Rehab-Design.

4222943

PETER PRINCE FIELD

Non-SIS



Work Summary: AVIATION PRESERVATION PROJECT

From: REHAB/WIDENING OF EXISTING WEST TAXIWAY

To:

Lead Agency: Santa Rosa

LRTP #: Final Report p. A-4

| Phase | Fund Source | 2020/21 | 2021/22 | 2022/23 | 2023/24 | 2024/25 | Total |
|-------|-------------|---------|-----------|---------|---------|---------|-----------|
| CAP | DDR | 0 | 91,855 | 0 | 0 | 0 | 91,855 |
| CAP | LF | 0 | 91,855 | 0 | 0 | 0 | 91,855 |
| CAP | FAA | 0 | 1,653,390 | 0 | 0 | 0 | 1,653,390 |
| Total | | 0 | 1,837,100 | 0 | 0 | 0 | 1,837,100 |

Prior Cost < 2020/21: 0

Future Cost > 2024/25: 0

Total Project Cost: 1,837,100

Project Description: TPO Peter Prince Field Project Priority #1 in FY22.
Rehab/Widening of Existing West Taxiway at Peter Prince Field.

4256337

PETER PRINCE FIELD

Non-SIS



Work Summary: AVIATION PRESERVATION PROJECT

From: REHAB EXISTING TAXILANES/TAXIWAY @ W APRON

To:

Lead Agency: Santa Rosa

LRTP #: Final Report p. A-4

| Phase | Fund Source | 2020/21 | 2021/22 | 2022/23 | 2023/24 | 2024/25 | Total |
|--------------|-------------|------------------|----------|----------|----------|----------|------------------|
| CAP | DPTO | 55,000 | 0 | 0 | 0 | 0 | 55,000 |
| CAP | LF | 55,000 | 0 | 0 | 0 | 0 | 55,000 |
| CAP | FAA | 990,000 | 0 | 0 | 0 | 0 | 990,000 |
| Total | | 1,100,000 | 0 | 0 | 0 | 0 | 1,100,000 |

Prior Cost < 2020/21: 0

Future Cost > 2024/25: 0

Total Project Cost: 1,100,000

Project Description: TPO Peter Prince Field Project Priority #1 in FY21.
Rehab Existing Taxilanes/Taxiway on West Apron at Peter Prince Field.

4256338

PETER PRINCE FIELD

Non-SIS



Work Summary: AVIATION
REVENUE/OPERATIONAL

From: DESIGN & CONSTRUCT
T-HANGARS & APRON

To:

Lead Agency: Santa Rosa

LRTP #: Final Report p. A-4

| Phase | Fund Source | 2020/21 | 2021/22 | 2022/23 | 2023/24 | 2024/25 | Total |
|-------|-------------|---------|---------|---------|---------|---------|---------|
| CAP | DDR | 0 | 0 | 0 | 600,000 | 0 | 600,000 |
| CAP | LF | 0 | 0 | 0 | 150,000 | 0 | 150,000 |
| Total | | 0 | 0 | 0 | 750,000 | 0 | 750,000 |

Prior Cost < 2020/21: 0

Future Cost > 2024/25: 0

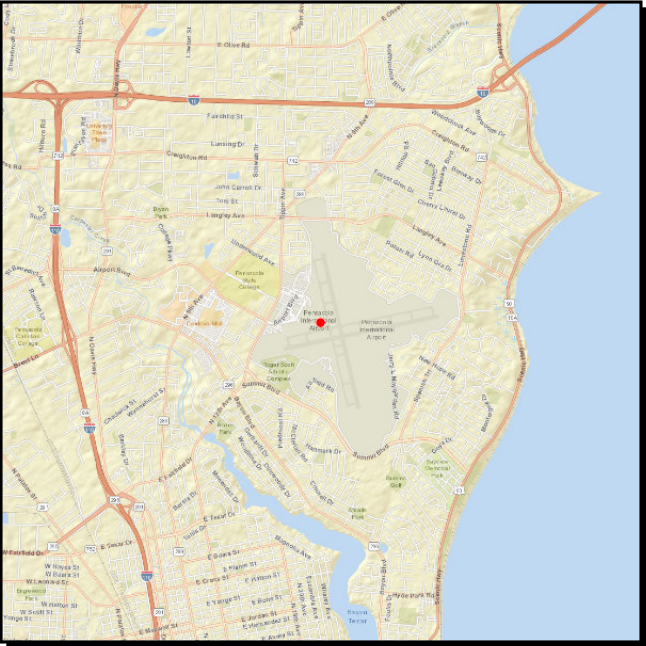
Total Project Cost: 750,000

Project Description: TPO Peter Prince Field Project Priority #1 in FY24.
Design and Construct T Hangars & Apron at Peter Prince Field.

4357175

PENSACOLA INTERNATIONAL AIRPORT

SIS



Work Summary: AVIATION CAPACITY PROJECT

From: AIRPORT

To: CONSTRUCT HELIPORT

Lead Agency: City of Pensacola

LRTP #: Final Report p. 1-32

| Phase | Fund Source | 2020/21 | 2021/22 | 2022/23 | 2023/24 | 2024/25 | Total |
|-------|-------------|-----------|---------|---------|---------|---------|-----------|
| CAP | DPTO | 84,600 | 0 | 0 | 0 | 0 | 84,600 |
| CAP | LF | 84,600 | 0 | 0 | 0 | 0 | 84,600 |
| CAP | FAA | 1,530,000 | 0 | 0 | 0 | 0 | 1,530,000 |
| Total | | 1,699,200 | 0 | 0 | 0 | 0 | 1,699,200 |

Prior Cost < 2020/21:

0

Future Cost > 2024/25:

0

Total Project Cost:

1,699,200

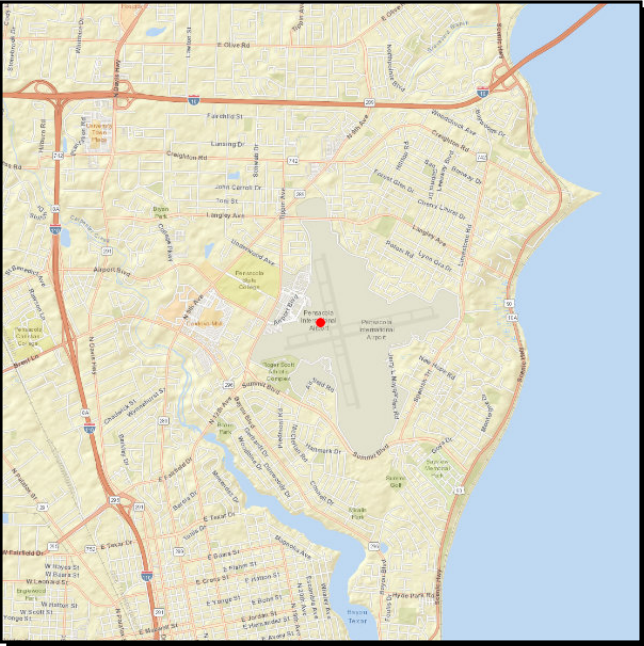
Project Description:

TPO Pensacola International Airport Project Priority #1 in FY21.
Pensacola International Airport Heliport Construction.

4357177

PENSACOLA INTERNATIONAL AIRPORT

SIS



Work Summary: AVIATION PRESERVATION PROJECT

From: AIRPORT

To: RUNWAY 8/26 PAVEMENT REHABILITATION

Lead Agency: City of Pensacola

LRTP #: Final Report p. 1-32

| Phase | Fund Source | 2020/21 | 2021/22 | 2022/23 | 2023/24 | 2024/25 | Total |
|-------|-------------|---------|------------|---------|---------|---------|------------|
| CAP | DDR | 0 | 650,000 | 0 | 0 | 0 | 650,000 |
| CAP | LF | 0 | 650,000 | 0 | 0 | 0 | 650,000 |
| CAP | FAA | 0 | 11,700,000 | 0 | 0 | 0 | 11,700,000 |
| Total | | 0 | 13,000,000 | 0 | 0 | 0 | 13,000,000 |

Prior Cost < 2020/21: 0

Future Cost > 2024/25: 0

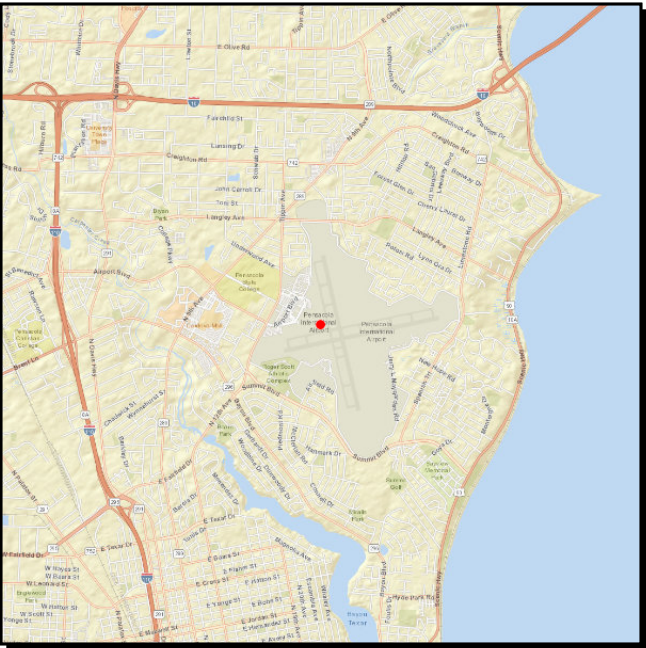
Total Project Cost: 13,000,000

Project Description: TPO Pensacola International Airport Project Priority #1 in FY22.
Pensacola International Airport rehabilitation of runway 8/26.

4357178

PENSACOLA INTERNATIONAL AIRPORT

SIS



Work Summary: AVIATION CAPACITY PROJECT

From: AIRPORT

To: CONSTRUCT INDUSTRIAL APRON PH II

Lead Agency: City of Pensacola

LRTP #: Final Report p. 1-32

| Phase | Fund Source | 2020/21 | 2021/22 | 2022/23 | 2023/24 | 2024/25 | Total |
|-------|-------------|---------|---------|---------|------------|---------|------------|
| CAP | DPTO | 0 | 0 | 0 | 500,000 | 0 | 500,000 |
| CAP | LF | 0 | 0 | 0 | 500,000 | 0 | 500,000 |
| CAP | FAA | 0 | 0 | 0 | 9,000,000 | 0 | 9,000,000 |
| Total | | 0 | 0 | 0 | 10,000,000 | 0 | 10,000,000 |

Prior Cost < 2020/21:

0

Future Cost > 2024/25:

0

Total Project Cost:

10,000,000

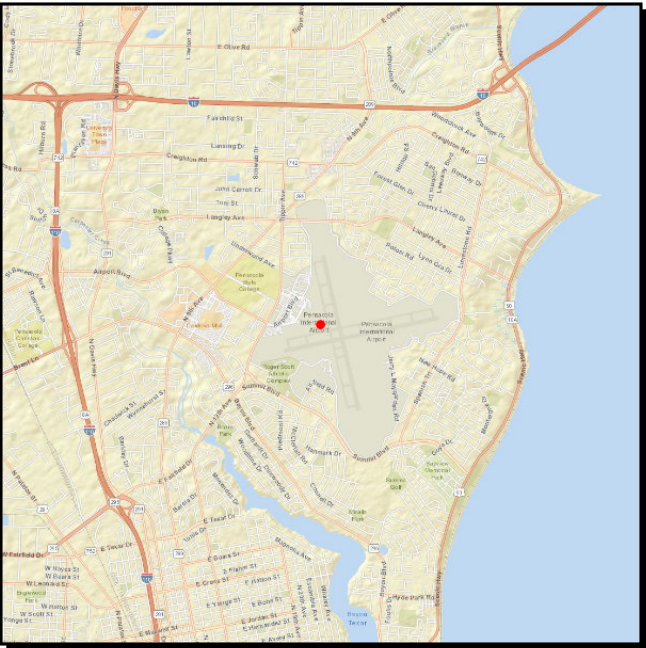
Project Description:

TPO Pensacola International Airport Project Priority #1 in FY24.
Pensacola International Airport Construct Industrial Apron Phase II.

4357179

PENSACOLA INTERNATIONAL AIRPORT

SIS



Work Summary: AVIATION CAPACITY PROJECT

From: AIRPORT

To: CONSTRUCT GENERAL AVIATION RAMP EXT

Lead Agency: City of Pensacola

LRTP #: Final Report p. 1-32

| Phase | Fund Source | 2020/21 | 2021/22 | 2022/23 | 2023/24 | 2024/25 | Total |
|-------|-------------|---------|---------|---------|-----------|---------|-----------|
| CAP | DPTO | 0 | 0 | 0 | 150,000 | 0 | 150,000 |
| CAP | LF | 0 | 0 | 0 | 150,000 | 0 | 150,000 |
| CAP | FAA | 0 | 0 | 0 | 2,700,000 | 0 | 2,700,000 |
| Total | | 0 | 0 | 0 | 3,000,000 | 0 | 3,000,000 |

Prior Cost < 2020/21:

0

Future Cost > 2024/25:

0

Total Project Cost:

3,000,000

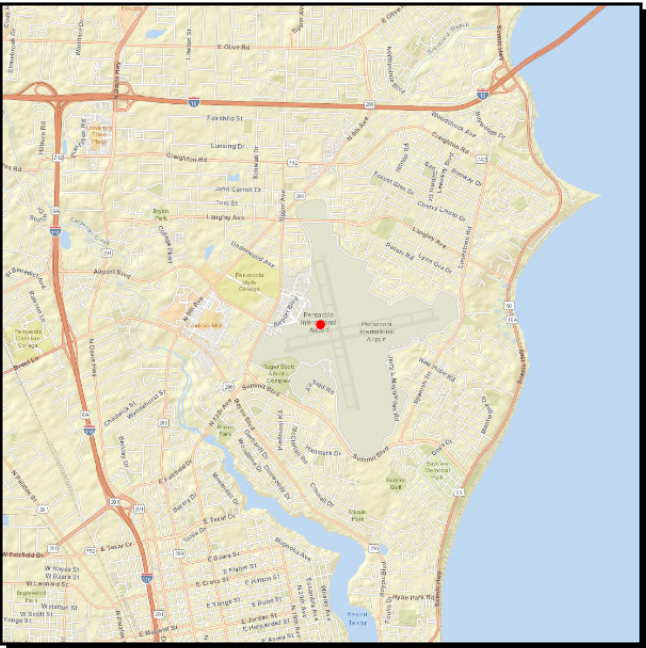
Project Description:

TPO Pensacola International Airport Project Priority #3 in FY24.
Pensacola International Airport Construction General Aviation Ramp Expansion.

4414942

PENSACOLA INTERNATIONAL AIRPORT

SIS



Work Summary: AVIATION
REVENUE/OPERATIONAL

From: AIRPORT

To: FACILITIES DEVELOPMENT

Lead Agency: City of Pensacola

LRTP #: Final Report p. 1-32

| Phase | Fund Source | 2020/21 | 2021/22 | 2022/23 | 2023/24 | 2024/25 | Total |
|-------|-------------|------------|-----------|-----------|---------|---------|------------|
| CAP | GMR | 20,000,000 | 0 | 0 | 0 | 0 | 20,000,000 |
| CAP | DPTO | 14,000,000 | 1,000,000 | 2,000,000 | 0 | 0 | 17,000,000 |
| CAP | LF | 34,000,000 | 1,000,000 | 2,000,000 | 0 | 0 | 37,000,000 |
| Total | | 68,000,000 | 2,000,000 | 4,000,000 | 0 | 0 | 74,000,000 |

Prior Cost < 2020/21:

19,000,000

Future Cost > 2024/25:

0

Total Project Cost:

93,000,000

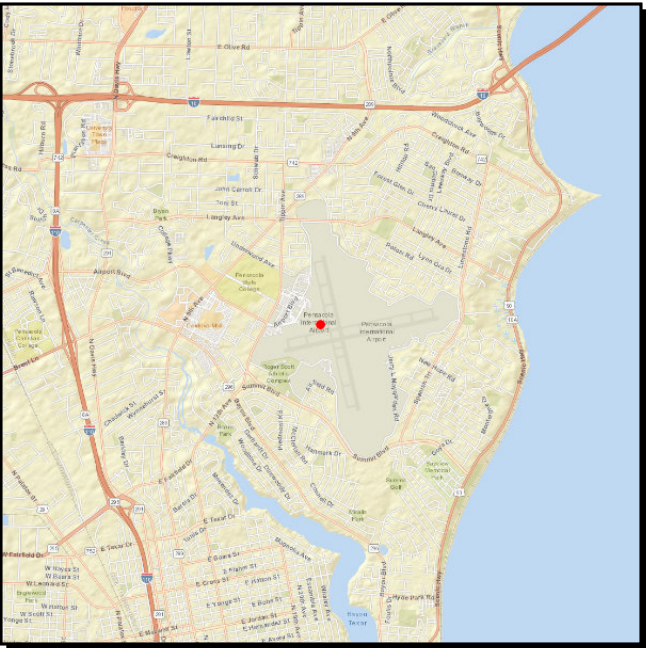
Project Description:

Pensacola International Airport Project Priority.
Commercial Aircraft Maintenance Repair Overhaul (MRO) Campus Expansion.

4414943

PENSACOLA INTERNATIONAL AIRPORT

SIS



Work Summary: AVIATION CAPACITY PROJECT

From: AIRPORT

To: INBOUND BAGGAGE ROOM RELOCATION

Lead Agency: City of Pensacola

LRTP #: Final Report p. 1-32

| Phase | Fund Source | 2020/21 | 2021/22 | 2022/23 | 2023/24 | 2024/25 | Total |
|-------|-------------|---------|---------|---------|---------|---------|---------|
| CAP | LF | 370,000 | 0 | 0 | 0 | 0 | 370,000 |
| CAP | DIS | 370,000 | 0 | 0 | 0 | 0 | 370,000 |
| Total | | 740,000 | 0 | 0 | 0 | 0 | 740,000 |

Prior Cost < 2020/21: 0

Future Cost > 2024/25: 0

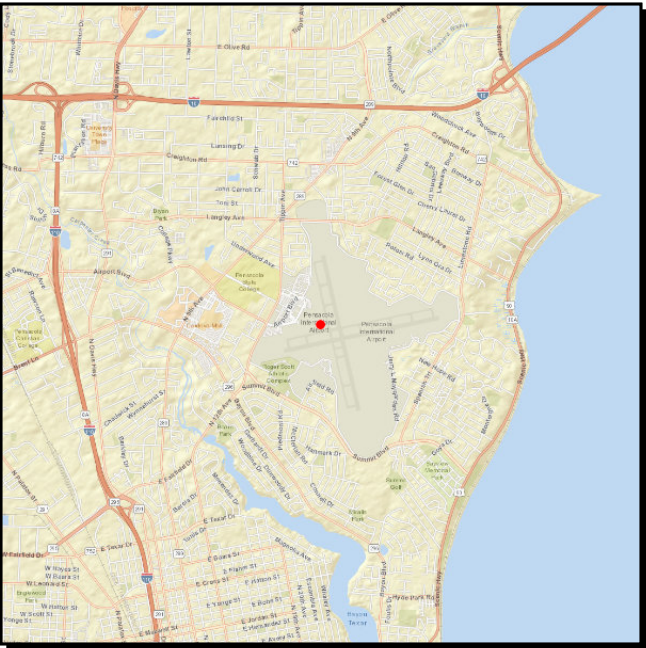
Total Project Cost: 740,000

Project Description: TPO Pensacola International Airport Project Priority #5 in FY21.
Pensacola International Airport Inbound Baggage Room Relocation.

4414944

PENSACOLA INTERNATIONAL AIRPORT

SIS



Work Summary: AVIATION CAPACITY PROJECT

From: AIRPORT

To: BAGGAGE CLAIM EXPANSION

Lead Agency: City of Pensacola

LRTP #: Final Report p. 1-32

| Phase | Fund Source | 2020/21 | 2021/22 | 2022/23 | 2023/24 | 2024/25 | Total |
|-------|-------------|---------|---------|---------|---------|---------|---------|
| CAP | LF | 130,000 | 0 | 0 | 0 | 0 | 130,000 |
| CAP | DIS | 130,000 | 0 | 0 | 0 | 0 | 130,000 |
| Total | | 260,000 | 0 | 0 | 0 | 0 | 260,000 |

Prior Cost < 2020/21:

Future Cost > 2024/25:

Total Project Cost:

Project Description:

0

0

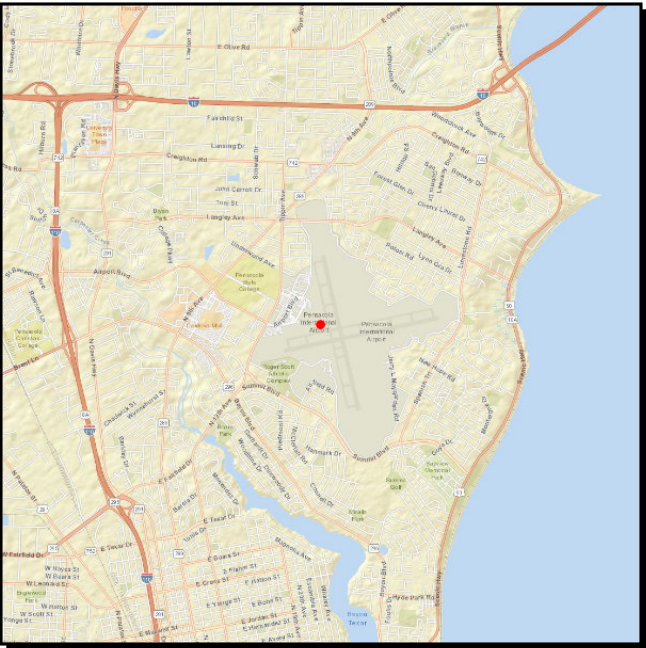
260,000

TPO Pensacola International Airport Project Priority #6 in FY 21.
Pensacola International Airport Baggage Claim Expansion.

4466451

PENSACOLA INTERNATIONAL AIRPORT

SIS



Work Summary: AVIATION
REVENUE/OPERATIONAL

From: AIRPORT

To: RUNWAY 35 MALSR INSTALLATION

Lead Agency: City of Pensacola

LRTP #: Final Report p. 1-32

| Phase | Fund Source | 2020/21 | 2021/22 | 2022/23 | 2023/24 | 2024/25 | Total |
|-------|-------------|---------|---------|---------|---------|-----------|-----------|
| CAP | DDR | 0 | 0 | 0 | 0 | 1,325,000 | 1,325,000 |
| CAP | LF | 0 | 0 | 0 | 0 | 1,325,000 | 1,325,000 |
| Total | | 0 | 0 | 0 | 0 | 2,650,000 | 2,650,000 |

Prior Cost < 2020/21:

0

Future Cost > 2024/25:

0

Total Project Cost:

2,650,000

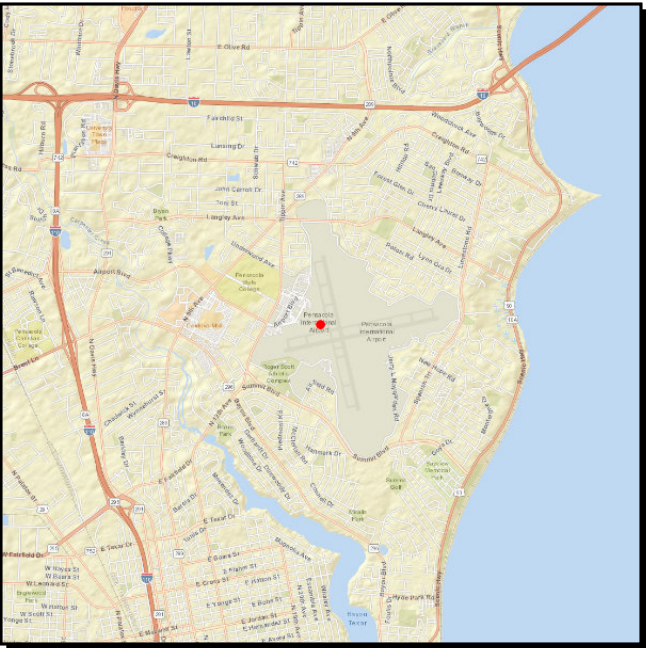
Project Description:

TPO Pensacola International Airport Project Priority #2 in FY25.
Pensacola International Airport Runway 35 MALSR installation.

4466501

PENSACOLA INTERNATIONAL AIRPORT

SIS



Work Summary: AVIATION
REVENUE/OPERATIONAL

From: AIRPORT

To: RUNWAY 26 MALSR INSTALLATION

Lead Agency: City of Pensacola

LRTP #: Final Report p. 1-32

| Phase | Fund Source | 2020/21 | 2021/22 | 2022/23 | 2023/24 | 2024/25 | Total |
|-------|-------------|---------|---------|---------|---------|-----------|-----------|
| CAP | DPTO | 0 | 0 | 0 | 0 | 1,325,000 | 1,325,000 |
| CAP | LF | 0 | 0 | 0 | 0 | 1,325,000 | 1,325,000 |
| Total | | 0 | 0 | 0 | 0 | 2,650,000 | 2,650,000 |

Prior Cost < 2020/21:

0

Future Cost > 2024/25:

0

Total Project Cost:

2,650,000

Project Description:

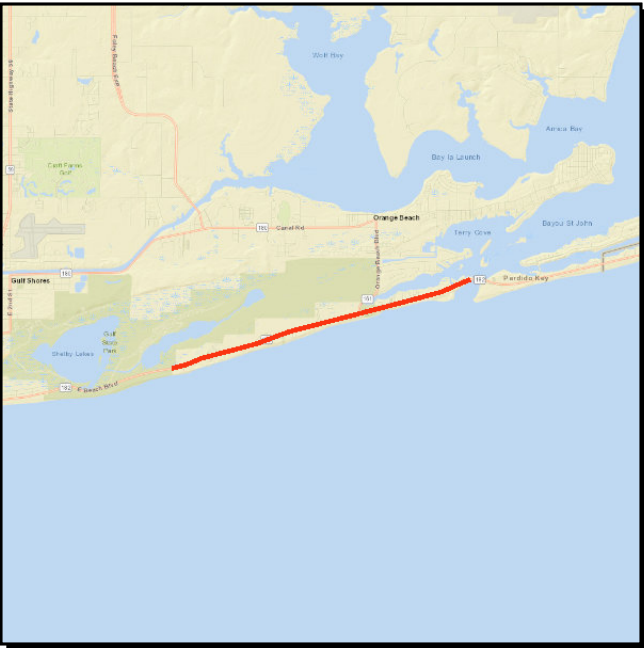
TPO Pensacola International Airport Project Priority #1 in FY25.
Pensacola International Airport Runway 26 MALSR Installation.

Section 9 - Resurfacing

100070124

SR 182 (PERDIDO BEACH BOULEVARD)

Non-SIS



Work Summary: RESURFACING

From: W CITY LIMITS OF ORANGE BEACH

To: PERDIDO PASS BRIDGE

Lead Agency: ALDOT

Length: 5.54 MI

LRTP #: Final Report p. 7-6

| Phase | Fund Source | 2020/21 | 2021/22 | 2022/23 | 2023/24 | 2024/25 | Total |
|-------|-------------|-----------|---------|---------|---------|---------|-----------|
| CST | ST | 409,032 | 0 | 0 | 0 | 0 | 409,032 |
| CST | NH | 1,636,130 | 0 | 0 | 0 | 0 | 1,636,130 |
| Total | | 2,045,162 | 0 | 0 | 0 | 0 | 2,045,162 |

Prior Cost < 2020/21: 0

Future Cost > 2024/25: 0

Total Project Cost: 2,045,162

Project Description: Resurfacing of SR 182 (Perdido Beach Boulevard) from West City Limits of Orange Beach to Perdido Pass Bridge.

4325631

SR 295 NAVY BLVD

Non-SIS



Work Summary: RESURFACING

From: BAYOU GRANDE BRIDGE

To: SR 292 GULF BEACH HWY

Lead Agency: FDOT

Length: 1.048 MI

LRTP #: Final Report p. 7-6

| Phase | Fund Source | 2020/21 | 2021/22 | 2022/23 | 2023/24 | 2024/25 | Total |
|-------|-------------|---------|-----------|---------|---------|---------|-----------|
| ROW | DIH | 10,000 | 0 | 0 | 0 | 0 | 10,000 |
| ROW | DDR | 119,000 | 0 | 0 | 0 | 0 | 119,000 |
| CST | DIH | 0 | 31,874 | 0 | 0 | 0 | 31,874 |
| CST | SA | 0 | 2,656,180 | 0 | 0 | 0 | 2,656,180 |
| CST | DDR | 0 | 318,742 | 0 | 0 | 0 | 318,742 |
| Total | | 129,000 | 3,006,796 | 0 | 0 | 0 | 3,135,796 |

Prior Cost < 2020/21:662,160

Future Cost > 2024/25:0

Total Project Cost:3,797,956

Project Description:Resurfacing of SR 295 (Navy Boulevard) from Bayou Grande Bridge to SR 292 (Gulf Beach Highway).

4325681

SR 95 (US 29) N PALAFOX ST

SIS



Work Summary: RESURFACING

From: W SCOTT ST

To: SR 296 BRENT LN

Lead Agency: FDOT

Length: 2.524 MI

LRTP #: Final Report 7-6

| Phase | Fund Source | 2020/21 | 2021/22 | 2022/23 | 2023/24 | 2024/25 | Total |
|-------|-------------|-----------|---------|-----------|---------|---------|------------|
| PE | DIH | 125,800 | 0 | 0 | 0 | 0 | 125,800 |
| PE | DDR | 1,258,000 | 0 | 0 | 0 | 0 | 1,258,000 |
| ROW | DIH | 0 | 80,000 | 0 | 0 | 0 | 80,000 |
| ROW | DDR | 0 | 322,800 | 0 | 0 | 0 | 322,800 |
| CST | DS | 0 | 0 | 6,309,093 | 0 | 0 | 6,309,093 |
| CST | DIH | 0 | 0 | 89,849 | 0 | 0 | 89,849 |
| CST | DDR | 0 | 0 | 2,076,884 | 0 | 0 | 2,076,884 |
| Total | | 1,383,800 | 402,800 | 8,475,826 | 0 | 0 | 10,262,426 |

Prior Cost < 2020/21: 500

Future Cost > 2024/25: 0

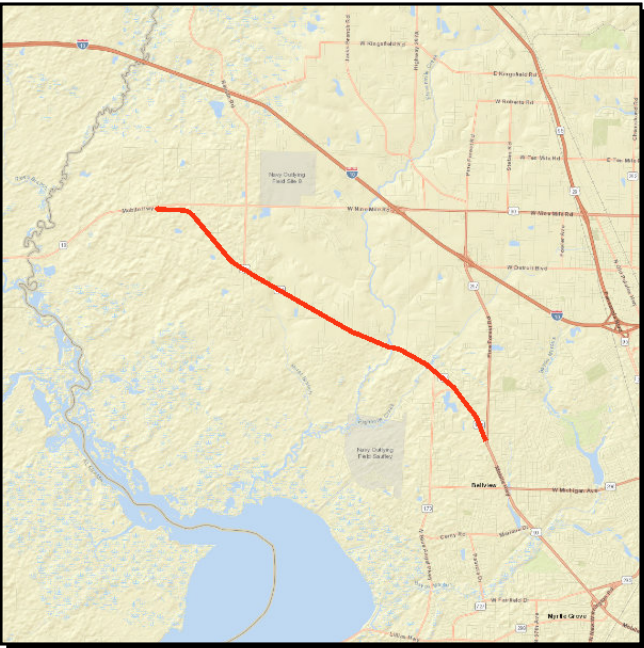
Total Project Cost: 10,262,926

Project Description: Resurfacing of SR 95 (US 29) North Palafox Street from West Scott Street to SR 296 (Brent Lane).

4377641

SR 10A (US 90)

Non-SIS



| Work Summary: RESURFACING | | From: | SR 10 (US 90A) 9MI | | | | |
|---------------------------|-------------|---------|----------------------------|---------|---------|---------|-----------|
| | | To: | W OF SR 297 PINE FOREST RD | | | | |
| Lead Agency: FDOT | | Length: | 7.602 MI | | | | |
| | | LRTP #: | Final Report p. 7-6 | | | | |
| Phase | Fund Source | 2020/21 | 2021/22 | 2022/23 | 2023/24 | 2024/25 | Total |
| ROW | DIH | 5,000 | 0 | 0 | 0 | 0 | 5,000 |
| ROW | DDR | 45,000 | 0 | 0 | 0 | 0 | 45,000 |
| CST | DS | 0 | 583,628 | 0 | 0 | 0 | 583,628 |
| CST | DIH | 0 | 87,100 | 0 | 0 | 0 | 87,100 |
| CST | DDR | 0 | 7,545,671 | 0 | 0 | 0 | 7,545,671 |
| Total | | 50,000 | 8,216,399 | 0 | 0 | 0 | 8,266,399 |

Prior Cost < 2020/21: 1,321,585

Future Cost > 2024/25: 0

Total Project Cost: 9,587,984

Project Description: Resurfacing of SR 10A (US 90) from SR 10 (US 90A) Nine Mile Road to West of SR 297 (Pine Forest Road).

4397351

SR 292 N PACE BLVD

Non-SIS



Work Summary: RESURFACING

From: BARRANCAS AVE

To: MASSACHUSETTS AVE

Lead Agency: FDOT

Length: 3.909 MI

LRTP #: Final Report p. 7-6

| Phase | Fund Source | 2020/21 | 2021/22 | 2022/23 | 2023/24 | 2024/25 | Total |
|-------|-------------|---------|-----------|---------|---------|---------|-----------|
| RRU | DDR | 0 | 200,000 | 0 | 0 | 0 | 200,000 |
| CST | DIH | 0 | 102,079 | 0 | 0 | 0 | 102,079 |
| CST | SA | 0 | 9,166,543 | 0 | 0 | 0 | 9,166,543 |
| CST | DDR | 0 | 360,821 | 0 | 0 | 0 | 360,821 |
| Total | | 0 | 9,829,443 | 0 | 0 | 0 | 9,829,443 |

Prior Cost < 2020/21:734,161

Future Cost > 2024/25:0

Total Project Cost:10,563,604

Project Description:Resurfacing of SR 292 (North Pace Boulevard) from Barrancas Avenue to Massachusetts Avenue.

4415881

SR 8 (I-10)

SIS



Work Summary: RESURFACING

From: E OF SR 281 AVALON BLVD

To: E OF SR 87

Lead Agency: FDOT

Length: 14.355 MI

LRTP #: Final Report p. 7-6

| Phase | Fund Source | 2020/21 | 2021/22 | 2022/23 | 2023/24 | 2024/25 | Total |
|-------|-------------|------------|---------|---------|---------|---------|------------|
| CST | ACNP | 23,154,227 | 0 | 0 | 0 | 0 | 23,154,227 |
| Total | | 23,154,227 | 0 | 0 | 0 | 0 | 23,154,227 |

Prior Cost < 2020/21:1,584,332

Future Cost > 2024/25:0

Total Project Cost:24,738,559

Project Description:Resurfacing of SR 8 (I-10) from East of SR 281 (Avalon Boulevard) to East of SR 87.

4415931

SR 8 (I-10) ESCAMBIA COUNTY WELCOME CENTER

SIS



Work Summary: RESURFACING

From: OFF RAMP

To: ON RAMP

Lead Agency: FDOT

Length: .357 MI

LRTP #: Final Report p. 7-6

| Phase | Fund Source | 2020/21 | 2021/22 | 2022/23 | 2023/24 | 2024/25 | Total |
|-------|-------------|-----------|---------|---------|---------|---------|-----------|
| CST | DRA | 4,800,964 | 0 | 0 | 0 | 0 | 4,800,964 |
| CST | DIH | 51,439 | 0 | 0 | 0 | 0 | 51,439 |
| CST | ACNP | 332,631 | 0 | 0 | 0 | 0 | 332,631 |
| Total | | 5,185,034 | 0 | 0 | 0 | 0 | 5,185,034 |

Prior Cost < 2020/21: 538,670

Future Cost > 2024/25: 0

Total Project Cost: 5,723,704

Project Description: Resurfacing of SR 8 (I-10) Escambia County Welcome Center from Off Ramp to On Ramp including parking lot.

4436481

SR 292 BARRANCAS AVE

Non-SIS



Work Summary: RESURFACING

From: MANCHESTER ST

To: BAYOU CHICO BRIDGE

Lead Agency: FDOT

Length: 1.740 MI

LRTP #: Final Report p. 7-6

| Phase | Fund Source | 2020/21 | 2021/22 | 2022/23 | 2023/24 | 2024/25 | Total |
|-------|-------------|---------|-----------|---------|---------|---------|-----------|
| CST | DS | 0 | 3,315,952 | 0 | 0 | 0 | 3,315,952 |
| CST | DIH | 0 | 39,792 | 0 | 0 | 0 | 39,792 |
| CST | DDR | 0 | 397,914 | 0 | 0 | 0 | 397,914 |
| Total | | 0 | 3,753,658 | 0 | 0 | 0 | 3,753,658 |

Prior Cost < 2020/21:535,326

Future Cost > 2024/25:0

Total Project Cost:4,288,984

Project Description:Resurfacing of SR 292 (Barrancas Avenue) from Manchester Street to Bayou Chico Bridge.

4436511

SR 298

Non-SIS



Work Summary: RESURFACING

From: N OF SR 30 (US 98)

To: E OF SR 727 FAIRFIELD DR

Lead Agency: FDOT

Length: 4.092 MI

LRTP #: Final Report p. 7-6

| Phase | Fund Source | 2020/21 | 2021/22 | 2022/23 | 2023/24 | 2024/25 | Total |
|-------|-------------|---------|-----------|---------|---------|---------|-----------|
| CST | DS | 0 | 6,733,516 | 0 | 0 | 0 | 6,733,516 |
| CST | DIH | 0 | 80,802 | 0 | 0 | 0 | 80,802 |
| CST | DDR | 0 | 808,022 | 0 | 0 | 0 | 808,022 |
| Total | | 0 | 7,622,340 | 0 | 0 | 0 | 7,622,340 |

Prior Cost < 2020/21:1,446,505

Future Cost > 2024/25:0

Total Project Cost:9,068,845

Project Description:Resurfacing of SR 298 from North of SR 30 (US 98) to East of SR 727 (Fairfield Drive).

4436561

SR 292 SORRENTO RD

Non-SIS



Work Summary: RESURFACING

From: THEO BAARS BRIDGE

To: S OF CR 293 BAUER RD

Lead Agency: FDOT

Length: 2.248 MI

LRTP #: Final Report p. 7-6

| Phase | Fund Source | 2020/21 | 2021/22 | 2022/23 | 2023/24 | 2024/25 | Total |
|-------|-------------|---------|-----------|---------|---------|---------|-----------|
| CST | DIH | 0 | 37,715 | 0 | 0 | 0 | 37,715 |
| CST | SA | 0 | 3,142,923 | 0 | 0 | 0 | 3,142,923 |
| CST | DDR | 0 | 377,151 | 0 | 0 | 0 | 377,151 |
| Total | | 0 | 3,557,789 | 0 | 0 | 0 | 3,557,789 |

Prior Cost < 2020/21:740,611

Future Cost > 2024/25:0

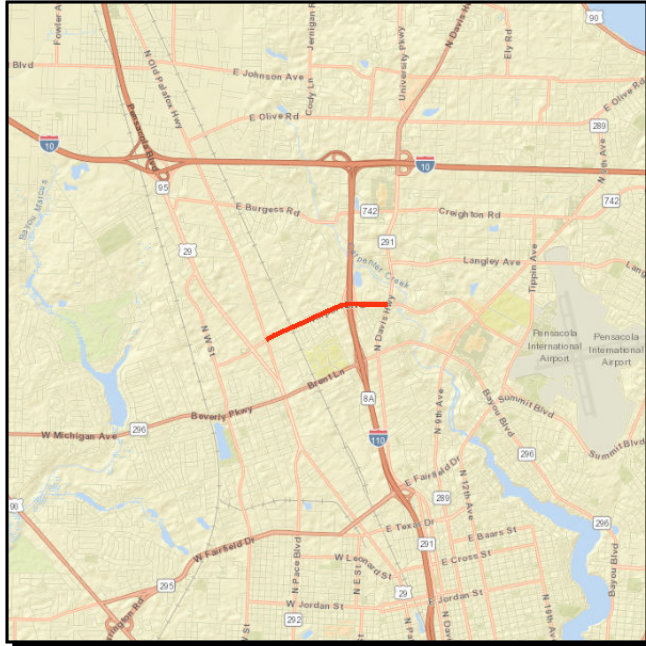
Total Project Cost:4,298,400

Project Description:Resurfacing of SR 292 (Sorrento Road) from Theo Baars Bridge to South of CR 293 (Bauer Road).

4436581

SR 750 AIRPORT BLVD

SIS



Work Summary: RESURFACING

From: W OF CR 95A N PALAFOX ST

To: SR 291 DAVIS HWY

Lead Agency: FDOT

Length: 1.422 MI

LRTP #: Final Report p. 7-6

| Phase | Fund Source | 2020/21 | 2021/22 | 2022/23 | 2023/24 | 2024/25 | Total |
|--------------|-------------|----------|------------------|----------|----------|----------|------------------|
| RRU | DS | 0 | 200,000 | 0 | 0 | 0 | 200,000 |
| CST | DS | 0 | 3,033,880 | 0 | 0 | 0 | 3,033,880 |
| CST | DIH | 0 | 36,406 | 0 | 0 | 0 | 36,406 |
| CST | DDR | 0 | 364,065 | 0 | 0 | 0 | 364,065 |
| Total | | 0 | 3,634,351 | 0 | 0 | 0 | 3,634,351 |

Prior Cost < 2020/21: 569,560

Future Cost > 2024/25: 0

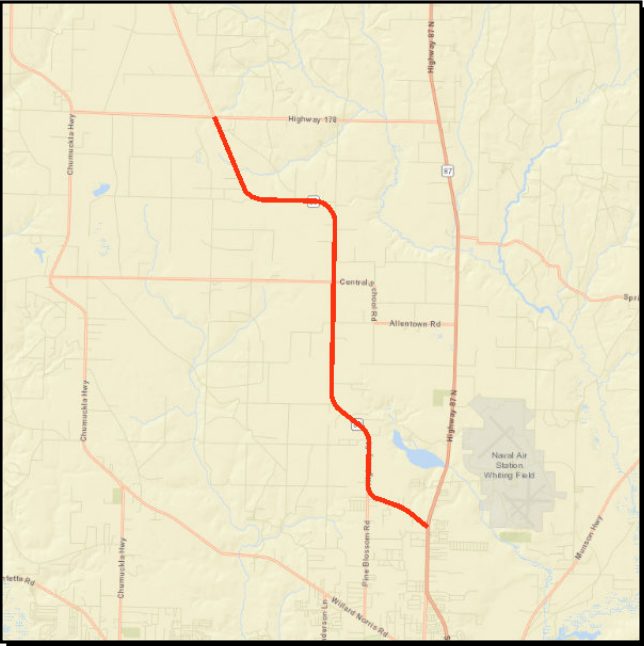
Total Project Cost: 4,203,911

Project Description: Resurfacing of SR 750 (Airport Boulevard) from West of CR 95A (North Palafox Street) to SR 291 (Davis Highway).

4455901

SR 89

Non-SIS



Work Summary: RESURFACING

From: N OF SR 87 NORTH

To: S OF CR 178

Lead Agency: FDOT

Length: 12.933 MI

LRTP #: Final Report p. 7-6

| Phase | Fund Source | 2020/21 | 2021/22 | 2022/23 | 2023/24 | 2024/25 | Total |
|-------|-------------|-----------|---------|------------|---------|---------|------------|
| PE | DIH | 131,100 | 0 | 0 | 0 | 0 | 131,100 |
| PE | DS | 1,311,000 | 0 | 0 | 0 | 0 | 1,311,000 |
| CST | DS | 0 | 0 | 10,874,700 | 0 | 0 | 10,874,700 |
| CST | DIH | 0 | 0 | 116,515 | 0 | 0 | 116,515 |
| Total | | 1,442,100 | 0 | 10,991,215 | 0 | 0 | 12,433,315 |

Prior Cost < 2020/21: 0

Future Cost > 2024/25: 0

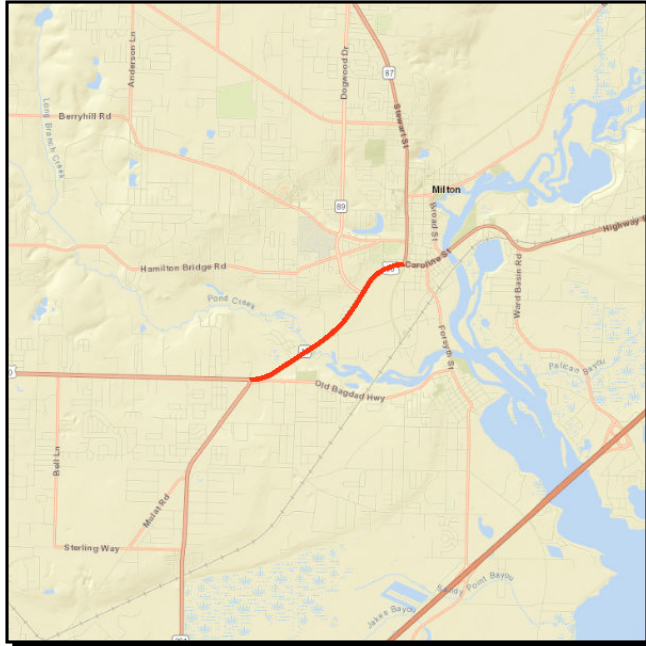
Total Project Cost: 12,433,315

Project Description: Please note the segment from Pond Creek Road to CR 178 is NOT within the TPO Planning area. That segment is included for Rural Work Program reference.
Resurfacing of SR 89 from north of SR 87 North to south of CR 178.

4455911

SR 10 (US 90)

Non-SIS



Work Summary: RESURFACING

From: W OF SR 281 AVALON BLVD

To: E OF SR 87 STEWART ST

Lead Agency: FDOT

Length: 2.544 MI

LRTP #: Final Report 7-6

| Phase | Fund Source | 2020/21 | 2021/22 | 2022/23 | 2023/24 | 2024/25 | Total |
|--------------|-------------|----------------|----------|------------------|----------|----------|------------------|
| PE | DIH | 83,500 | 0 | 0 | 0 | 0 | 83,500 |
| PE | DS | 835,000 | 0 | 0 | 0 | 0 | 835,000 |
| CST | DS | 0 | 0 | 6,902,713 | 0 | 0 | 6,902,713 |
| CST | DIH | 0 | 0 | 73,958 | 0 | 0 | 73,958 |
| Total | | 918,500 | 0 | 6,976,671 | 0 | 0 | 7,895,171 |

Prior Cost < 2020/21: 0

Future Cost > 2024/25: 0


Total Project Cost: 7,895,171

Project Description: Resurfacing of SR 10 (US 90) from west of SR 281 (Avalon Boulevard) to east of SR 87 (Stewart Street).

4456291

SR 10A (US 90) SCENIC

Non-SIS



Work Summary: RESURFACING

From: N OF SR 8 (I-10)

To: SR 10 (US 90A) DAVIS

Lead Agency: FDOT

Length: 3.152 MI

LRTP #: Final Report 7-6

| Phase | Fund Source | 2020/21 | 2021/22 | 2022/23 | 2023/24 | 2024/25 | Total |
|-------|-------------|---------|---------|-----------|---------|---------|-----------|
| PE | DIH | 73,000 | 0 | 0 | 0 | 0 | 73,000 |
| PE | GFSU | 730,000 | 0 | 0 | 0 | 0 | 730,000 |
| RRU | DS | 0 | 0 | 20,000 | 0 | 0 | 20,000 |
| CST | DS | 0 | 0 | 3,539,511 | 0 | 0 | 3,539,511 |
| CST | DIH | 0 | 0 | 37,924 | 0 | 0 | 37,924 |
| Total | | 803,000 | 0 | 3,597,435 | 0 | 0 | 4,400,435 |

Prior Cost < 2020/21:

0

Future Cost > 2024/25:

0

Total Project Cost:

4,400,435

Project Description:

Resurfacing of SR 10A (US 90) Scenic Highway from North of SR 8 (I-10) to SR 10 (US 90A) Davis Highway.

Appendix A

Acronyms/Definitions

ALDOT Alabama Department of Transportation: State agency responsible for transportation issues and planning in Alabama

BPAC Bicycle/Pedestrian Advisory Committee: Advisory committee utilized by metropolitan planning organizations (MPOs) for specialized citizen input into the transportation planning process.

BRATS Baldwin Rural Area Transportation System: Public Transit System

CAC Citizens' Advisory Committee: Advisory committee utilized by most metropolitan planning organizations (MPOs) for citizen input into the transportation planning process.

CFR Code of Federal Regulations: Compilation of the rules of the executive department and agencies of the federal government

CMAQ Congestion Mitigation and Air Quality Improvement Program: A new categorical funding program created under ISTEA which directs funding to projects that contribute to meeting national air quality standards in non-attainment areas for ozone and carbon monoxide.

CMPP Congestion Management Process Plan: This plan assists decision-makers in selecting cost effective, short term strategies to enhance the mobility of people and goods by rating the performance of existing transportation facilities

CTC Community Transportation Coordinators: People contracted by the Transportation Disadvantaged Commission to provide complete, cost-effective and efficient transportation services to transportation disadvantaged (TD) persons.

CTST Community Traffic Safety Team: Florida's Community Traffic Safety Teams (CTSTs) are locally based groups of highway safety advocates who are committed to solving traffic safety problems through a comprehensive, multi-jurisdictional, multi-disciplinary approach. Members include local city, county, state, and occasionally federal agencies, as well as private industry representatives and local citizens.

DEO Department of Economic Opportunity: State land planning and community development agency responsible for a number of programs, including Chapters 163 and 380 of the Florida Statutes (F.S.).

DEP Florida Department of Environmental Protection: State agency responsible for the implementation of most of Florida's environmental regulations, including air monitoring and assessment; formerly the Departments of Natural Resources and Environmental Regulation.

ECAT Escambia County Area Transit: Public transportation system.

EMO Environmental Management Office: The office at the Florida Department of Transportation responsible for protecting and enhancing a sustainable human and natural environment while developing safe, cost effective, and efficient transportation systems.

EPA Environmental Protection Agency: A federal agency responsible for dealing with national environmental issues.

FAA Federal Aviation Administration: Federal entity responsible for overseeing air commerce, air traffic control, noise abatement and other related issues.

FAST Fixing America's Surface Transportation Act. Federal legislation that was signed into law on December 4 2015 that funds surface transportation programs at over \$300 billion for fiscal years 2016 through 2020.

FDOT Florida Department of Transportation: State agency responsible for transportation issues and planning in Florida.

FHWA Federal Highway Administration: Division of the U.S. Department of Transportation responsible for administering federal highway transportation programs.

F.S. Florida Statutes: Documents in which Florida's laws are found.

FTA Federal Transit Administration: A statewide, comprehensive transportation plan which establishes long-range goals to be accomplished over a 20-25 year time frame; developed by Florida Department of Transportation (FDOT); updated on an annual basis.

FTP Florida Transportation Plan: A statewide, comprehensive transportation plan which establishes long-range goals to be accomplished over a 20-25 year time frame; developed by Florida Department of Transportation (FDOT); updated on an annual basis.

FY Fiscal Year: A budget year; runs from July 1 through June 30 for the state of Florida, and from October 1 through September 30 for the federal government.

ICE Intergovernmental Coordination Element: Required element of a local government comprehensive plan addressing coordination between adjacent local governments, and regional and state agencies; requirements for content are found in Rule 9J-5.015, F.A.C. and 163.3177(6)(h), F.S.

ITS Intelligent Transportation System: The use of computer and communications technology to facilitate the flow of information between traveler and system operators to improve mobility and transportation productivity.

JPA Joint Participation Agreement: Legal instrument describing intergovernmental tasks to be accomplished and/or funds to be paid between government agencies. **K** Design Hour Factor: Used to convert daily traffic counts to hourly traffic counts, and annual average traffic counts to peak season traffic counts; most road are designed for peak hour, peak season traffic counts. **LDR** Land Development Regulations: Local development regulations used to implement comprehensive plans; required by 9J-5.006, F.A.C. and Chapter 163.3177(6)(a), F.S.

LAP Local Agency Program: Agreement negotiated between a Local Agency and FDOT allocating Federal funds to a transportation project.

LRC Long Range Component: The part of the Florida Transportation Plan (FTP) that addresses a time span of about 20 years; updated at least every five years to reflect changes in the issues, goals and long range objectives.

LRTP Long Range Transportation Plan: A 20 year forecast plan required of state planning agencies and TPO/MPOs; it must consider a wide range of social, environmental, energy and economic factors in determining overall regional goals and consider how transportation can best meet these goals.

MAP 21 Moving Ahead for Progress in the 21st Century Act. Federal legislation that was signed into law on July 6, 2012 that funds surface transportation programs at over \$105 billion for fiscal years 2013 and 2014.

MPO See TPO

MPOAC Metropolitan Planning Organization Advisory Council: An advisory council, consisting of one member from each TPO, which serves the principal forum for collaborative policy discussion in urban areas; it was created by law to assist the TPO/MPOs in carrying out the urbanized area transportation planning process.

NHS National Highway System: Specific major roads to be designated by September 30, 1995; the NHS will consist of 155,000 (plus or minus 15%) miles of road and represents one category of roads eligible for federal funds under ISTEA.

RTPO Regional Transportation Planning Organization:

ROW Right-of-Way: Real property that is used for transportation purposes; defines the extent of the corridor that can be used for the road and associated drainage.

RPC Regional Planning Council: A multipurpose organization composed of representatives of local governments and appointed representatives from the geographic area covered by the council, and designated as the primary organization to address problems and plan solutions that are of greater than local concern or scope; currently 11 regional planning councils exist in Florida.

SAFETEA-LU Safe, Accountable, Flexible, and Efficient Transportation Equity Act, a Legacy for Users: Federal legislation that was signed into law on August 10th 2005. This legislation built upon the ISTEA and TEA-21 premises but advocated a new direction in transportation planning, as evidenced by its name.

SIS Strategic Intermodal System: The SIS is a transportation system that is made up of statewide and regionally significant facilities and services (strategic), that contains all forms of transportation for moving both people and goods, including linkages that provide for smooth and efficient transfers between modes and major facilities (intermodal), and that integrates individual facilities, services, forms of transportation (modes) and linkages into a single, integrated transportation network (system)

SRTS Safe Routes to School: The Safe Routes to School Program (SRTS) was authorized in August 2005 by Section 1404 of the federal transportation act, SAFETEA-LU (the *Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users*). SRTS funds are administered through the seven FDOT Districts and overseen by the State Safe Routes to School Coordinator. Program guidelines and other program documents have been developed to create a competitive application process for infrastructure projects and non-infrastructure programs.

STIP State Transportation Improvement Program: A staged, multiyear, statewide, intermodal program that is consistent with the state and metropolitan transportation plans; identifies the priority transportation projects to be done over the next three years; is developed by the Florida Department of Transportation (FDOT) and must be approved by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) at least every two years.

TAP Transportation Alternatives Program. Provides funding for programs and projects defined as transportation alternatives, including on and off road pedestrian and bicycle facilities, infrastructure projects for improving non-driver access to public transportation and enhanced mobility, community improvement activities, and environmental mitigation, recreational trail program projects, safe routes to school projects, and projects for the planning design or construction of boulevards and other roadways largely in the right-of-way of former Interstate System routes or other divided highways.

TCC Technical Coordinating Committee: A standing committee of most metropolitan planning organizations (MPOs); function is to provide advice on plans or actions of the MPO from planners, engineers and other staff members (not general citizens.)

TD Transportation Disadvantaged: People who are unable to transport themselves or to purchase transportation due to disability, income status or age.

TDP Transit Development Program: A plan developed by the transit operator and endorsed by the TPO; it addresses public transportation needs, operations, services, and contains a financial plan. The plan has a 10-year horizon, with a major update every five years, and it also requires annual updates.

TDSP Transportation Disadvantage Service Plan: A five year plan which reviews the need for Transportation Disadvantaged services, goals, objectives, and performance measures; it is updated annually.

TIP Transportation Improvement Program: A priority list of transportation projects developed by a metropolitan planning organization that is to be carried out within the five year period following its adoption; must include documentation of federal and state funding sources for each project and be consistent with adopted local comprehensive plans.

TPO (MPO) Transportation or Metropolitan Planning Organization: The forum for cooperative transportation decision-making; required for urbanized areas with populations over 50,000.

TSM Transportation Systems Management: Strategies to improve the efficiency of the transportation system through operational improvements such as the use of bus priority or reserved lanes, signalization, access management, turn restrictions, etc.

UPWP Unified Planning Work Program: Developed by Metropolitan Planning Organizations (MPOs); identifies all transportation and transportation air quality activities anticipated within the next one to two years, including schedule for completing, who is doing it, and products to be produced

Appendix B

Phase and Fund Codes

FDOT FUNDING AND PHASE CODES

Work Program and Budget Lisa Saliba - Director**Work Program Instructions Appendix D Codes**

As Of: 1/14/2020

Code Type: Fund Code ▼

Submit

Reset

| Code | Description | Fund Group | Fund Group Description |
|------|--------------------------------|------------|-------------------------------|
| ACAN | ADVANCE CONSTRUCTION ANY AREA | F32 | O.F.A. - AC FUNDING |
| ACBR | ADVANCE CONSTRUCTION (BRT) | F22 | NH - AC FUNDING |
| ACBZ | ADVANCE CONSTRUCTION (BRTZ) | F32 | O.F.A. - AC FUNDING |
| ACCM | ADVANCE CONSTRUCTION (CM) | F32 | O.F.A. - AC FUNDING |
| ACEM | EARMARKS AC | F43 | 100% FEDERAL DEMO/EARMARK |
| ACER | ADVANCE CONSTRUCTION (ER) | F32 | O.F.A. - AC FUNDING |
| ACFP | AC FREIGHT PROG (NFP) | F32 | O.F.A. - AC FUNDING |
| ACID | ADV CONSTRUCTION SAFETY (HSID) | F32 | O.F.A. - AC FUNDING |
| ACLD | ADV CONSTRUCTION SAFETY (HSLD) | F32 | O.F.A. - AC FUNDING |
| ACNH | ADVANCE CONSTRUCTION (NH) | F22 | NH - AC FUNDING |
| ACNP | ADVANCE CONSTRUCTION NHPP | F22 | NH - AC FUNDING |
| ACSA | ADVANCE CONSTRUCTION (SA) | F32 | O.F.A. - AC FUNDING |
| ACSB | ADVANCE CONSTRUCTION (SABR) | F32 | O.F.A. - AC FUNDING |
| ACSL | ADVANCE CONSTRUCTION (SL) | F32 | O.F.A. - AC FUNDING |
| ACSN | ADVANCE CONSTRUCTION (SN) | F32 | O.F.A. - AC FUNDING |
| ACSS | ADVANCE CONSTRUCTION (SS,HSP) | F32 | O.F.A. - AC FUNDING |
| ACSU | ADVANCE CONSTRUCTION (SU) | F32 | O.F.A. - AC FUNDING |
| ACTA | ADVANCE CONSTRUCTION TALT | F32 | O.F.A. - AC FUNDING |
| ACTL | ADVANCE CONSTRUCTION TALL | F32 | O.F.A. - AC FUNDING |
| ACTN | ADVANCE CONSTRUCTION TALN | F32 | O.F.A. - AC FUNDING |
| ACTU | ADVANCE CONSTRUCTION TALU | F32 | O.F.A. - AC FUNDING |
| BNBR | AMENDMENT 4 BONDS (BRIDGES) | N31 | BONDS |
| BNDS | BOND - STATE | N31 | BONDS |
| BNIR | INTRASTATE R/W & BRIDGE BONDS | N31 | BONDS |
| BRAC | BRT (AC/REGULAR) | F34 | O.F.A. - AC/REGULAR |
| BRP | STATE BRIDGE REPLACEMENT | N11 | 100% STATE |
| BRRP | STATE BRIDGE REPAIR & REHAB | N11 | 100% STATE |
| BRT | FED BRIDGE REPL - ON SYSTEM | F31 | O.F.A. - REGULAR FUNDS |
| BRTD | FED BRIDGE REPL--DISCRETIONARY | F33 | O.F.A. - DEMO/EARMARK FUNDS |
| BRTZ | FED BRIDGE REPL - OFF SYSTEM | F31 | O.F.A. - REGULAR FUNDS |
| CFA | CONTRACTOR FUNDS ADVANCE | N49 | OTHER NON-FEDERAL FUNDS |
| CIGP | COUNTY INCENTIVE GRANT PROGRAM | N12 | 100% STATE - SINGLE AUDIT ACT |
| CM | CONGESTION MITIGATION - AQ | F31 | O.F.A. - REGULAR FUNDS |
| COE | CORP OF ENGINEERS (NON-BUDGET) | F49 | 100% FEDERAL NON-FHWA |
| COOP | COOPERATIVE AGREEMENTS - FHWA | F49 | 100% FEDERAL NON-FHWA |
| D | UNRESTRICTED STATE PRIMARY | N11 | 100% STATE |
| DC | STATE PRIMARY PE CONSULTANTS | N11 | 100% STATE |
| DDR | DISTRICT DEDICATED REVENUE | N11 | 100% STATE |
| DEM | ENVIRONMENTAL MITIGATION | N11 | 100% STATE |
| DER | EMERGENCY RELIEF - STATE FUNDS | N11 | 100% STATE |
| DFTA | FED PASS-THROUGH \$ FROM FTA | F49 | 100% FEDERAL NON-FHWA |
| DI | ST. - S/W INTER/INTRASTATE HWY | N11 | 100% STATE |
| DIH | STATE IN-HOUSE PRODUCT SUPPORT | N11 | 100% STATE |
| DIOH | STATE 100% - OVERHEAD | N11 | 100% STATE |
| DIS | STRATEGIC INTERMODAL SYSTEM | N11 | 100% STATE |
| DITS | STATEWIDE ITS - STATE 100%. | N11 | 100% STATE |
| DL | LOCAL FUNDS - PTO - BUDGETED | N44 | LOCAL |
| DPTO | STATE - PTO | N11 | 100% STATE |
| DRA | REST AREAS - STATE 100% | N11 | 100% STATE |
| DS | STATE PRIMARY HIGHWAYS & PTO | N11 | 100% STATE |
| DSB0 | UNALLOCATED TO FACILITY | N41 | TOLL CAPITAL IMPROVEMENT |
| DSB1 | SKYWAY | N41 | TOLL CAPITAL IMPROVEMENT |

| | | | |
|------|---------------------------------|-----|-------------------------------|
| DSB2 | EVERGLADES PKY/ALLIGATOR ALLEY | N41 | TOLL CAPITAL IMPROVEMENT |
| DSB3 | PINELLAS BAYWAY | N41 | TOLL CAPITAL IMPROVEMENT |
| DSB6 | TAMPA-HILLSBOROUGH EXPR. AUTH. | N41 | TOLL CAPITAL IMPROVEMENT |
| DSB7 | MID-BAY BRIDGE AUTHORITY | N41 | TOLL CAPITAL IMPROVEMENT |
| DSBC | GARCON POINT BRIDGE | N41 | TOLL CAPITAL IMPROVEMENT |
| DSBD | I-95 EXPRESS LANES | N41 | TOLL CAPITAL IMPROVEMENT |
| DSBF | I-595 | N41 | TOLL CAPITAL IMPROVEMENT |
| DSBG | I-75 ML TOLL CAP IMPROVEMENT | N41 | TOLL CAPITAL IMPROVEMENT |
| DSBH | I-4 ML TOLL CAP IMPROVEMENT | N41 | TOLL CAPITAL IMPROVEMENT |
| DSBI | PALMETTO ML TOLL CAP IMPROVE | N41 | TOLL CAPITAL IMPROVEMENT |
| DSBJ | I-295 EXPRESS LANES - CAPITAL | N41 | TOLL CAPITAL IMPROVEMENT |
| DSBK | TAMPA BAY EXPRESS LANES | N41 | TOLL CAPITAL IMPROVEMENT |
| DSBT | TURNPIKE/REIMBURSED BY TOLL | N41 | TOLL CAPITAL IMPROVEMENT |
| DSBW | WEKIVA PARKWAY | N41 | TOLL CAPITAL IMPROVEMENT |
| DSPC | SERVICE PATROL CONTRACT | N11 | 100% STATE |
| DU | STATE PRIMARY/FEDERAL REIMB | F49 | 100% FEDERAL NON-FHWA |
| DWS | WEIGH STATIONS - STATE 100% | N11 | 100% STATE |
| EB | EQUITY BONUS | F31 | O.F.A. - REGULAR FUNDS |
| EBBP | EQUITY BONUS SUPPLEMENTING BDG | F34 | O.F.A. - AC/REGULAR |
| EBNH | EQUITY BONUS SUPPLEMENTING NH | F34 | O.F.A. - AC/REGULAR |
| EBOH | EQUITY BONUS - OVERHEAD | F31 | O.F.A. - REGULAR FUNDS |
| EM18 | GAA EARMARKS FY 2018 | N11 | 100% STATE |
| EM19 | GAA EARMARKS FY 2019 | N11 | 100% STATE |
| EM20 | GAA EARMARKS FY 2020 | N11 | 100% STATE |
| ER12 | 2012 EMERGENCY RELIEF EVENTS | F42 | 100% FEDERAL EMERGENCY FUNDS |
| ER13 | 2013 EMERGENCY RELIEF EVENTS | F42 | 100% FEDERAL EMERGENCY FUNDS |
| ER14 | SPRING FLOODING 2014 | F42 | 100% FEDERAL EMERGENCY FUNDS |
| ER16 | 2016 EMERGENCY RELIEF EVENTS | F42 | 100% FEDERAL EMERGENCY FUNDS |
| ER17 | 2017 EMERGENCY RELIEF EVENTS | F42 | 100% FEDERAL EMERGENCY FUNDS |
| ER18 | 2018 EMERGENCY RELIEF EVENTS | F42 | 100% FEDERAL EMERGENCY FUNDS |
| ER19 | 2019 EMERGENCY RELIEF EVENTS | F42 | 100% FEDERAL EMERGENCY FUNDS |
| F001 | FEDERAL DISCRETIONARY - US19 | F33 | O.F.A. - DEMO/EARMARK FUNDS |
| F330 | SEC 330 STP EARMARKS 2003 | F43 | 100% FEDERAL DEMO/EARMARK |
| FAA | FEDERAL AVIATION ADMIN | F49 | 100% FEDERAL NON-FHWA |
| FBD | FERRYBOAT DISCRETIONARY | F33 | O.F.A. - DEMO/EARMARK FUNDS |
| FCO | PRIMARY/FIXED CAPITAL OUTLAY | N11 | 100% STATE |
| FD21 | FDM-DODGE ISLAND TUNNEL | F33 | O.F.A. - DEMO/EARMARK FUNDS |
| FEDR | FEDERAL RESEARCH ACTIVITIES | F43 | 100% FEDERAL DEMO/EARMARK |
| FEMA | FED EMERGENCY MGT AGENCY | F49 | 100% FEDERAL NON-FHWA |
| FHPP | FEDERAL HIGH PRIORITY PROJECTS | F33 | O.F.A. - DEMO/EARMARK FUNDS |
| FINC | FINANCING CORP | N51 | FINC - FINANCING CORP. |
| FLAP | FEDERAL LANDS ACCESS PROGRAM | F41 | 100% FEDERAL FUNDS |
| FLEM | FL DIV OF EMERGENCY MANAGEMENT | N49 | OTHER NON-FEDERAL FUNDS |
| FRA | FEDERAL RAILROAD ADMINISTRATION | F49 | 100% FEDERAL NON-FHWA |
| FSF1 | FED STIMULUS, S/W MANAGED | F45 | 100% FEDERAL STIMULUS PROGRAM |
| FTA | FEDERAL TRANSIT ADMINISTRATION | F49 | 100% FEDERAL NON-FHWA |
| FTAT | FHWA TRANSFER TO FTA (NON-BUD) | F43 | 100% FEDERAL DEMO/EARMARK |
| GFSA | GF STPBG ANY AREA | F31 | O.F.A. - REGULAR FUNDS |
| GFSL | GF STPBG <200K<5K (SMALL URB) | F31 | O.F.A. - REGULAR FUNDS |
| GFSN | GF STPBG <5K (RURAL) | F31 | O.F.A. - REGULAR FUNDS |
| GFSU | GF STPBG >200 (URBAN) | F31 | O.F.A. - REGULAR FUNDS |
| GMR | GROWTH MANAGEMENT FOR SIS | N11 | 100% STATE |
| GR17 | GENERAL REVENUE FOR FY2017 GAA | N11 | 100% STATE |
| GREM | GENERAL REVENUE EMERGENCY MGMT | N11 | 100% STATE |
| GRSC | GROWTH MANAGEMENT FOR SCOP | N11 | 100% STATE |
| HP | FEDERAL HIGHWAY PLANNING | F31 | O.F.A. - REGULAR FUNDS |
| HPP | HIGH PRIORITY PROJECTS | F43 | 100% FEDERAL DEMO/EARMARK |
| HR | FEDERAL HIGHWAY RESEARCH | F31 | O.F.A. - REGULAR FUNDS |
| HRRR | HIGH RISK RURAL ROAD | F31 | O.F.A. - REGULAR FUNDS |
| HSID | INTERSECTION CRASHES | F31 | O.F.A. - REGULAR FUNDS |
| HSLD | LANE DEPARTURE CRASHES | F31 | O.F.A. - REGULAR FUNDS |

| | | | |
|------|--------------------------------|-----|------------------------------|
| HSP | SAFETY (HIWAY SAFETY PROGRAM) | F31 | O.F.A. - REGULAR FUNDS |
| HSPT | SAFETY EDUCATIONAL-TRANSFERRED | F31 | O.F.A. - REGULAR FUNDS |
| IBRC | INNOVATIVE BRIDGE RES & CONST | F43 | 100% FEDERAL DEMO/EARMARK |
| IM | INTERSTATE MAINTENANCE | F11 | I, IM - REGULAR FUNDING |
| IMAC | IM (AC/REGULAR) | F13 | IM - AC/REGULAR |
| IMD | INTERSTATE MAINTENANCE DISCRET | F14 | I, IM - DISCRETIONARY |
| IVH | INTELLIGENT VEHICLE HIWAY SYST | F33 | O.F.A. - DEMO/EARMARK FUNDS |
| LF | LOCAL FUNDS | N44 | LOCAL |
| LFB | LOCAL FUNDS BUDGET | N44 | LOCAL |
| LFBN | LOCAL TO RESERVE BNDS BUDGET | N31 | BONDS |
| LFD | "LF" FOR STTF UTILITY WORK | N11 | 100% STATE |
| LFF | LOCAL FUND - FOR MATCHING F/A | N44 | LOCAL |
| LFI | LOCAL FUNDS INTEREST EARNED | N44 | LOCAL |
| LFNE | LOCAL FUNDS NOT IN ESCROW | N44 | LOCAL |
| LFP | LOCAL FUNDS FOR PARTICIPATING | N44 | LOCAL |
| LFR | LOCAL FUNDS/REIMBURSIBLE | N44 | LOCAL |
| LFRF | LOCAL FUND REIMBURSABLE-FUTURE | N44 | LOCAL |
| LFU | LOCAL FUNDS FOR UNFORSEEN WORK | N11 | 100% STATE |
| MCOR | MULTI-USE COR S.338.2278,F.S. | N11 | 100% STATE |
| MCSG | MOTOR CARRIER SAFETY GRANT | F49 | 100% FEDERAL NON-FHWA |
| NFP | NATIONAL FREIGHT PROGRAM | F31 | O.F.A. - REGULAR FUNDS |
| NFPD | NAT FREIGHT PGM-DISCRETIONARY | F31 | O.F.A. - REGULAR FUNDS |
| NH | PRINCIPAL ARTERIALS | F21 | NH - REGULAR FUNDING |
| NHAC | NH (AC/REGULAR) | F23 | NH - AC/REGULAR |
| NHBR | NATIONAL HIGWAYS BRIDGES | F21 | NH - REGULAR FUNDING |
| NHEX | NATIONAL PERFORM PROG. EXEMPT | F21 | NH - REGULAR FUNDING |
| NHPP | IM, BRDG REPL, NATNL HWY-MAP21 | F21 | NH - REGULAR FUNDING |
| NHRE | NAT HWY PERFORM - RESURFACING | F31 | O.F.A. - REGULAR FUNDS |
| NHTS | NATIONAL HWY TRAFFIC SAFETY | F49 | 100% FEDERAL NON-FHWA |
| NSTP | NEW STARTS TRANSIT PROGRAM | N11 | 100% STATE |
| NSWR | 2015 SB2514A-NEW STARTS TRANST | N11 | 100% STATE |
| PKBD | TURNPIKE MASTER BOND FUND | N21 | TURNPIKE CAPITAL IMPROVEMENT |
| PKED | 2012 SB1998-TURNPIKE FEEDER RD | N11 | 100% STATE |
| PKER | TPK MAINTENANCE RESERVE-ER | N24 | TURNPIKE EMERGENCY |
| PKLF | LOCAL SUPPORT FOR TURNPIKE | N45 | LOCAL - TURNPIKE |
| PKM1 | TURNPIKE TOLL MAINTENANCE | N21 | TURNPIKE CAPITAL IMPROVEMENT |
| PKOH | TURNPIKE INDIRECT COSTS | N21 | TURNPIKE CAPITAL IMPROVEMENT |
| PKYI | TURNPIKE IMPROVEMENT | N21 | TURNPIKE CAPITAL IMPROVEMENT |
| PKYO | TURNPIKE TOLL COLLECTION/OPER. | N22 | TURNPIKE OPERATIONS |
| PKYR | TURNPIKE RENEWAL & REPLACEMENT | N21 | TURNPIKE CAPITAL IMPROVEMENT |
| PL | METRO PLAN (85% FA; 15% OTHER) | F41 | 100% FEDERAL FUNDS |
| PLH | PUBLIC LANDS HIGHWAY | F41 | 100% FEDERAL FUNDS |
| PLHD | PUBLIC LANDS HIGHWAY DISCR | F43 | 100% FEDERAL DEMO/EARMARK |
| POED | 2012 SB1998-SEAPORT INVESTMENT | N11 | 100% STATE |
| PORB | PORT FUNDS RETURNED FROM BONDS | N11 | 100% STATE |
| PORT | SEAPORTS | N11 | 100% STATE |
| RBRP | REIMBURSABLE BRP FUNDS | N11 | 100% STATE |
| RECT | RECREATIONAL TRAILS | F31 | O.F.A. - REGULAR FUNDS |
| RED | REDISTR. OF FA (SEC 1102F) | F31 | O.F.A. - REGULAR FUNDS |
| REPE | REPURPOSED FEDERAL EARMARKS | F43 | 100% FEDERAL DEMO/EARMARK |
| RHH | RAIL HIGHWAY X-INGS - HAZARD | F31 | O.F.A. - REGULAR FUNDS |
| RHP | RAIL HIGHWAY X-INGS - PROT DEV | F31 | O.F.A. - REGULAR FUNDS |
| S112 | STP EARMARKS - 2006 | F43 | 100% FEDERAL DEMO/EARMARK |
| S115 | STP EARMARKS - 2004 | F43 | 100% FEDERAL DEMO/EARMARK |
| S117 | STP EARMARKS - 2005 | F43 | 100% FEDERAL DEMO/EARMARK |
| S125 | STP EARMARKS - 2009 | F43 | 100% FEDERAL DEMO/EARMARK |
| S129 | STP EARMARKS - 2008 | F43 | 100% FEDERAL DEMO/EARMARK |
| SA | STP, ANY AREA | F31 | O.F.A. - REGULAR FUNDS |
| SAAN | STP, ANY AREA - NOT ON NHS | F31 | O.F.A. - REGULAR FUNDS |
| SABR | STP, BRIDGES | F31 | O.F.A. - REGULAR FUNDS |
| SAFE | SECURE AIRPORTS FOR FL ECONOMY | N11 | 100% STATE |

| SB | SCENIC BYWAYS | F33 | O.F.A. - DEMO/EARMARK FUNDS |
|------|---------------------------------|-----|-------------------------------|
| SCED | 2012 SB1998-SMALL CO OUTREACH | N11 | 100% STATE |
| SCMC | SCOP M-CORR S.338.2278,F.S. | N11 | 100% STATE |
| SCOP | SMALL COUNTY OUTREACH PROGRAM | N12 | 100% STATE - SINGLE AUDIT ACT |
| SCRA | SMALL COUNTY RESURFACING | N12 | 100% STATE - SINGLE AUDIT ACT |
| SCRC | SCOP FOR RURAL COMMUNITIES | N11 | 100% STATE |
| SCWR | 2015 SB2514A-SMALL CO OUTREACH | N12 | 100% STATE - SINGLE AUDIT ACT |
| SE | STP, ENHANCEMENT | F31 | O.F.A. - REGULAR FUNDS |
| SED | STATE ECONOMIC DEVELOPMENT | N11 | 100% STATE |
| SIB1 | STATE INFRASTRUCTURE BANK | N48 | OTHER SIB FUNDS |
| SIBF | FEDERAL FUNDED SIB | F49 | 100% FEDERAL NON-FHWA |
| SIWR | 2015 SB2514A-STRATEGIC INT SYS | N11 | 100% STATE |
| SL | STP, AREAS <= 200K | F31 | O.F.A. - REGULAR FUNDS |
| SN | STP, MANDATORY NON-URBAN <= 5K | F31 | O.F.A. - REGULAR FUNDS |
| SPN | PROCEED FROM SPONSOR AGREEMENT | N11 | 100% STATE |
| SR2E | SAFE ROUTES - EITHER | F31 | O.F.A. - REGULAR FUNDS |
| SR2N | SAFE ROUTES NON-INFRASTRUCTURE | F31 | O.F.A. - REGULAR FUNDS |
| SR2S | SAFE ROUTES - INFRASTRUCTURE | F31 | O.F.A. - REGULAR FUNDS |
| SR2T | SAFE ROUTES - TRANSFER | F31 | O.F.A. - REGULAR FUNDS |
| SRMC | SCRAP M-CORR S.338.2278,F.S. | N11 | 100% STATE |
| SROM | SUNRAIL REVENUES FOR O AND M | N49 | OTHER NON-FEDERAL FUNDS |
| SSM | FED SUPPORT SERVICES/MINORITY | F41 | 100% FEDERAL FUNDS |
| ST10 | STP EARMARKS - 2010 | F43 | 100% FEDERAL DEMO/EARMARK |
| STED | 2012 SB1998-STRATEGIC ECON COR | N11 | 100% STATE |
| SU | STP, URBAN AREAS > 200K | F31 | O.F.A. - REGULAR FUNDS |
| TALL | TRANSPORTATION ALTS- <200K | F31 | O.F.A. - REGULAR FUNDS |
| TALN | TRANSPORTATION ALTS- < 5K | F31 | O.F.A. - REGULAR FUNDS |
| TALT | TRANSPORTATION ALTS- ANY AREA | F31 | O.F.A. - REGULAR FUNDS |
| TALU | TRANSPORTATION ALTS- >200K | F31 | O.F.A. - REGULAR FUNDS |
| TCP | FUEL TAX COMPLIANCE PROJECT | F41 | 100% FEDERAL FUNDS |
| TCSP | TRANS, COMMUNITY & SYSTEM PRES | F43 | 100% FEDERAL DEMO/EARMARK |
| TD18 | TD COMMISSION EARMARKS FY 2018 | N11 | 100% STATE |
| TD19 | TD COMMISSION EARMARKS FY 2019 | N11 | 100% STATE |
| TD20 | TD COMMISSION EARMARKS FY 2020 | N11 | 100% STATE |
| TDDR | TRANS DISADV - DDR USE | N49 | OTHER NON-FEDERAL FUNDS |
| TDED | TRANS DISADV TRUST FUND - \$10M | N49 | OTHER NON-FEDERAL FUNDS |
| TDMC | TD M-CORR S.338.2278,F.S. | N11 | 100% STATE |
| TDPD | TD PAYROLL REDIST D FUNDS | N11 | 100% STATE |
| TDTF | TRANS DISADV - TRUST FUND | N49 | OTHER NON-FEDERAL FUNDS |
| TGR | TIGER/BUILD GRANT THROUGH FHWA | F43 | 100% FEDERAL DEMO/EARMARK |
| TIFI | TRANS INFRAST FIN & INNOV ACT | F49 | 100% FEDERAL NON-FHWA |
| TIFR | TIFIA FUNDS REDISTRIBUTED | F41 | 100% FEDERAL FUNDS |
| TIGR | TIGER/BUILD HIGHWAY GRANT | F49 | 100% FEDERAL NON-FHWA |
| TIMP | TRANSPORTATION IMPROVEMENTS | F33 | O.F.A. - DEMO/EARMARK FUNDS |
| TLWR | 2015 SB2514A-TRAIL NETWORK | N11 | 100% STATE |
| TM01 | SUNSHINE SKYWAY | N43 | TOLL MAINTENANCE |
| TM02 | EVERGLADES PARKWAY | N43 | TOLL MAINTENANCE |
| TM03 | PINELLAS BAYWAY | N43 | TOLL MAINTENANCE |
| TM06 | TAMPA-HILLSBOROUGH EXPR. AUTH. | N43 | TOLL MAINTENANCE |
| TM07 | MID-BAY BRIDGE AUTHORITY | N43 | TOLL MAINTENANCE |
| TM11 | ORLANDO-ORANGE CO. EXPR. SYSTE | N43 | TOLL MAINTENANCE |
| TMBC | GARCON POINT BRIDGE | N43 | TOLL MAINTENANCE |
| TMBD | I-95 EXPRESS LANES | N43 | TOLL MAINTENANCE |
| TMBG | I-75 ML TOLL MAINTENANCE | N43 | TOLL MAINTENANCE |
| TMBH | I-4 ML TOLL MAINTENANCE | N43 | TOLL MAINTENANCE |
| TMBI | PALMETTO ML TOLL MAINTENANCE | N43 | TOLL MAINTENANCE |
| TMBJ | I-295 EXPRESS LANES - MAINT | N43 | TOLL MAINTENANCE |
| TMBK | TAMPA BAY EXPRESS LANES-MAINT | N43 | TOLL MAINTENANCE |
| TMBW | WEKIVA PARKWAY TOLL MAINT | N43 | TOLL MAINTENANCE |
| TO01 | SUNSHINE SKYWAY | N42 | TOLL OPERATIONS |
| TO02 | EVERGLADES PARKWAY | N42 | TOLL OPERATIONS |

| | | | |
|------|--------------------------------|-----|-------------------------------|
| TO03 | PINELLAS BAYWAY | N42 | TOLL OPERATIONS |
| TO04 | MIAMI-DADE EXPRESSWAY AUTH. | N42 | TOLL OPERATIONS |
| TO06 | TAMPA-HILLSBOROUGH EXPR. AUTH. | N42 | TOLL OPERATIONS |
| TO07 | MID-BAY BRIDGE AUTHORITY | N42 | TOLL OPERATIONS |
| TO11 | ORLANDO-ORANGE CO. EXPR. SYST. | N42 | TOLL OPERATIONS |
| TOBC | GARCON POINT BRIDGE | N42 | TOLL OPERATIONS |
| TOBD | I-95 EXPRESS LANES | N42 | TOLL OPERATIONS |
| TOBF | I-595 | N42 | TOLL OPERATIONS |
| TOBG | I-75 ML TOLL OPERATIONS | N42 | TOLL OPERATIONS |
| TOBH | I-4 ML TOLL OPERATIONS | N42 | TOLL OPERATIONS |
| TOBI | PALMETTO ML TOLL OPERATIONS | N42 | TOLL OPERATIONS |
| TOBJ | I-295 EXPRESS LANES-OPERATING | N42 | TOLL OPERATIONS |
| TOBK | TAMPA BAY EXP LANES OPERATING | N42 | TOLL OPERATIONS |
| TOBW | WEKIVA PARKWAY TOLL OPERATIONS | N42 | TOLL OPERATIONS |
| TPFP | TRUCK PARKING FACILITIES PGM | F33 | O.F.A. - DEMO/EARMARK FUNDS |
| TRIP | TRANS REGIONAL INCENTIVE PROGM | N12 | 100% STATE - SINGLE AUDIT ACT |
| TRWR | 2015 SB2514A-TRAN REG INCT PRG | N12 | 100% STATE - SINGLE AUDIT ACT |
| TSM | TRANSPORT SYSTEMS MANAGEMENT | F41 | 100% FEDERAL FUNDS |
| WFMC | WF M-CORR S.338.2278,F.S. | N11 | 100% STATE |
| WKBL | 2012 SB1998-TRANS BEACHLINE-TP | N11 | 100% STATE |
| WKOC | 2012 SB1998-REPAYMNT OOC DEBT | N11 | 100% STATE |

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Consistent, Predictable, Repeatable

ALDOT FUNDING AND PHASE CODES

| FUNDING CODES | | | | | | | |
|---------------|-------------------------|-----------|--------|-------------|--------------------------------|--|------------|
| FED_CAT_ID | Cat Description | PREFIX_ID | PGM_ID | FED_APPR_ID | PGM_NA | FED_APPR_DS | FED_ACT_CD |
| 01 | INTERSTATE | | EACI | 0080 | ADCON I 36MO PAYBK | ADV. CONST. INTERSTATE | N |
| 01 | INTERSTATE | ACI | ACIN | 0080 | ADCON I NO 36MO PYBK | ADV. CONST. INTERSTATE | N |
| 01 | INTERSTATE | | EACI | 0090 | ADCON I 36MO PAYBK | ADV. CONST. INTERSTATE GRADE CROSSINGS | N |
| 01 | INTERSTATE | ACI | ACIN | 0090 | ADCON I NO 36MO PYBK | ADV. CONST. INTERSTATE GRADE CROSSINGS | N |
| 01 | INTERSTATE | I | REGI | 0420 | INTERSTATE REGULAR ADV CONST | INTERSTATE REGULAR | I |
| 01 | INTERSTATE | I | IREG | 0420 | INTERSTATE REGULAR | INTERSTATE REGULAR | I |
| 01 | INTERSTATE | I | REGI | 0430 | INTERSTATE REGULAR ADV CONST | INTERSTATE, G FUNDS | N |
| 01 | INTERSTATE | I | IREG | 0430 | INTERSTATE REGULAR | INTERSTATE, G FUNDS | N |
| 01 | INTERSTATE | I | INGC | 0450 | INTERSTATE GAP CLOSE | INTERSTATE GAP CLOSING | N |
| 01 | INTERSTATE | ID | IDSC | 0540 | INTERSTATE DSCR FUND | INTERSTATE DISCRETIONARY | N |
| 01 | INTERSTATE | ID | IDSC | 0570 | INTERSTATE DSCR FUND | INTERSTATE DISCRETIONARY, G FUNDS | N |
| 01 | INTERSTATE | IM | IMODM | M001 | NHPP IM M001 - FOR ODD PERCENT | NHPP MAP-21 | M |
| 01 | INTERSTATE | I | IREG | X420 | INTERSTATE REGULAR | INTERSTATE, 1/4% NHI | N |
| 02 | INTERSTATE MAINTENANCE | ACIR | ACIR | 0070 | ADCON IR 36MO PAYBK | ADV. CONST. INTERSTATE 4R | N |
| 02 | INTERSTATE MAINTENANCE | I | IRRR | 0440 | INTERSTATE 4R PROGRAM | INTERSTATE 4R | I |
| 02 | INTERSTATE MAINTENANCE | IM | IMNT | 04M0 | INTERSTATE MAINT | INTERSTATE MAINTENANCE | I |
| 02 | INTERSTATE MAINTENANCE | IDR | IDRP | 0560 | INTRST DISCRENRY 4R | INTERSTATE DISCRETIONARY 4R | N |
| 02 | INTERSTATE MAINTENANCE | ACIM | ACIM | 0AB0 | INTERSTATE MAINTENANCE AC | ADV. CONST., INTERSTATE MAINTENANCE | I |
| 02 | INTERSTATE MAINTENANCE | ACIM | ACR01 | H010 | ADCON INTERSTATE MAINT Q010 | INTERSTATE MAINTENANCE FY 04 | N |
| 02 | INTERSTATE MAINTENANCE | IM | IM04 | H010 | INTERSTATE MAINTENANCE | INTERSTATE MAINTENANCE FY 04 | N |
| 02 | INTERSTATE MAINTENANCE | ACIM | ACR01 | L010 | ADCON INTERSTATE MAINT Q010 | INTERSTATE MAINTENANCE LU | L |
| 02 | INTERSTATE MAINTENANCE | IM | IM04L | L010 | INTERSTATE MAINTENANCE LU | INTERSTATE MAINTENANCE LU | L |
| 02 | INTERSTATE MAINTENANCE | IM | IM04E | L01E | INTERSTATE MAINT 5-LU EXT L01E | INTERSTATE MAINTENANCE 5-LU EXT | L |
| 02 | INTERSTATE MAINTENANCE | IM | IM04R | L01R | INTERSTATE MAINT 5-LU RES L04R | INTERSTATE MAINTENANCE 5-LU RESTORE | L |
| 02 | INTERSTATE MAINTENANCE | ACIM | IMA | M001 | INTERSTATE MAINTENANCE ADV CN | NHPP MAP-21 | M |
| 02 | INTERSTATE MAINTENANCE | IM | IM01M | M001 | NHPP INTERSTATE MAINT M001 | NHPP MAP-21 | M |
| 02 | INTERSTATE MAINTENANCE | IM | IM | M001 | INTERSTATE MAINTENANCE | NHPP MAP-21 | M |
| 02 | INTERSTATE MAINTENANCE | IM | IM1 | M001 | INTERSTATE MAINTENANCE 90/10 | NHPP MAP-21 | M |
| 02 | INTERSTATE MAINTENANCE | ACIM | ACIM | M001 | INTERSTATE MAINTENANCE AC | NHPP MAP-21 | M |
| 02 | INTERSTATE MAINTENANCE | IM | IM02M | M002 | NHPP INTERSTATE MAINT M002 | NHPP EXEMPT MAP-21 | M |
| 02 | INTERSTATE MAINTENANCE | IM | IM1 | M002 | INTERSTATE MAINTENANCE 90/10 | NHPP EXEMPT MAP-21 | M |
| 02 | INTERSTATE MAINTENANCE | ACIM | IMA | M002 | INTERSTATE MAINTENANCE ADV CN | NHPP EXEMPT MAP-21 | M |
| 02 | INTERSTATE MAINTENANCE | IM | IM | M002 | INTERSTATE MAINTENANCE | NHPP EXEMPT MAP-21 | M |
| 02 | INTERSTATE MAINTENANCE | IM | IM | M0E1 | INTERSTATE MAINTENANCE | NHPP MAP-21 EXTENTION | M |
| 02 | INTERSTATE MAINTENANCE | ACIM | IMA | M0E1 | INTERSTATE MAINTENANCE ADV CN | NHPP MAP-21 EXTENTION | M |
| 02 | INTERSTATE MAINTENANCE | IM | IM1 | M0E1 | INTERSTATE MAINTENANCE 90/10 | NHPP MAP-21 EXTENTION | M |
| 02 | INTERSTATE MAINTENANCE | IM | IM1ME | M0E1 | NHPP INTERSTATE MAINT M0E1 | NHPP MAP-21 EXTENTION | M |
| 02 | INTERSTATE MAINTENANCE | ACIM | IMA | M0E2 | INTERSTATE MAINTENANCE ADV CN | NHPP EXEMPT MAP-21 EXTENTION | M |
| 02 | INTERSTATE MAINTENANCE | IM | IM | M0E2 | INTERSTATE MAINTENANCE | NHPP EXEMPT MAP-21 EXTENTION | M |
| 02 | INTERSTATE MAINTENANCE | IM | IM2ME | M0E2 | NHPP INTERSTATE MAINT M0E2 | NHPP EXEMPT MAP-21 EXTENTION | M |
| 02 | INTERSTATE MAINTENANCE | IM | IM1 | M0E2 | INTERSTATE MAINTENANCE 90/10 | NHPP EXEMPT MAP-21 EXTENTION | M |
| 02 | INTERSTATE MAINTENANCE | IM | IM98 | Q010 | STEA INTERSTATE MAINTENANCE | INTERSTATE MAINTENANCE FY 98 | T |
| 02 | INTERSTATE MAINTENANCE | ACIM | ACR01 | Q010 | ADCON INTERSTATE MAINT Q010 | INTERSTATE MAINTENANCE FY 98 | T |
| 02 | INTERSTATE MAINTENANCE | I | IRRR | X440 | INTERSTATE 4R PROGRAM | INTERSTATE, 4R NHI | N |
| 02 | INTERSTATE MAINTENANCE | IM | IM1 | Z001 | INTERSTATE MAINTENANCE 90/10 | NHPP FAST | Z |
| 02 | INTERSTATE MAINTENANCE | IM | IM2 | Z001 | INTERSTATE MAINTENANCE 90/10 | NHPP FAST | Z |
| 02 | INTERSTATE MAINTENANCE | IM | IM | Z001 | INTERSTATE MAINTENANCE | NHPP FAST | Z |
| 02 | INTERSTATE MAINTENANCE | ACIM | ACIM | Z001 | INTERSTATE MAINTENANCE AC | NHPP FAST | Z |
| 02 | INTERSTATE MAINTENANCE | ACIM | IMA | Z001 | INTERSTATE MAINTENANCE ADV CN | NHPP FAST | Z |
| 02 | INTERSTATE MAINTENANCE | IM | IM2 | Z002 | INTERSTATE MAINTENANCE 90/10 | NHPP EXEMPT FAST | Z |
| 02 | INTERSTATE MAINTENANCE | ACIM | IMA | Z002 | INTERSTATE MAINTENANCE ADV CN | NHPP EXEMPT FAST | Z |
| 02 | INTERSTATE MAINTENANCE | IM | IM | Z002 | INTERSTATE MAINTENANCE | NHPP EXEMPT FAST | Z |
| 02 | INTERSTATE MAINTENANCE | IM | IM1 | Z002 | INTERSTATE MAINTENANCE 90/10 | NHPP EXEMPT FAST | Z |
| 02 | INTERSTATE MAINTENANCE | IM | IM | Z004 | INTERSTATE MAINTENANCE | HWY INF TRUMP STPAA | Z |
| 02 | INTERSTATE MAINTENANCE | IM | IM1 | Z004 | INTERSTATE MAINTENANCE 90/10 | HWY INF TRUMP STPAA | Z |
| 02 | INTERSTATE MAINTENANCE | IM | IM2 | Z240 | INTERSTATE MAINTENANCE 90/10 | STP ANY AREA FAST | Z |
| 03 | NATIONAL HIGHWAY SYSTEM | FRT | Z460 | | NATIONAL HWY FREIGHT PROGRAM | | |
| 03 | NATIONAL HIGHWAY SYSTEM | ACNH | ACNH | 0AC0 | ADCON NATIONAL HWY SYSTEM | ADV. CONST., NHS | I |
| 03 | NATIONAL HIGHWAY SYSTEM | NH | NHSP | 3150 | NATIONAL HWY SYSTEM | NATIONAL HIGHWAY SYSTEM | I |
| 03 | NATIONAL HIGHWAY SYSTEM | SPR | S37P | 37P0 | SOIL REMEDIATION | PRIORITY TECHNOLOGIES | T |
| 03 | NATIONAL HIGHWAY SYSTEM | NH | NH04 | H050 | NATIONAL HIGHWAY SYSTEM | NATIONAL HIGHWAY SYSTEM FY 04 | N |
| 03 | NATIONAL HIGHWAY SYSTEM | ACNH | ACR05 | H050 | ADCON NATIONAL HWY SYSTEM Q05 | NATIONAL HIGHWAY SYSTEM FY 04 | N |
| 03 | NATIONAL HIGHWAY SYSTEM | NH | NH04L | L050 | NATIONAL HIGHWAY SYSTEM LU | NATIONAL HIGHWAY SYSTEM LU | L |
| 03 | NATIONAL HIGHWAY SYSTEM | NH | NH4L | L050 | NATIONAL HIGHWAY SYSTEM LU | NATIONAL HIGHWAY SYSTEM LU | L |
| 03 | NATIONAL HIGHWAY SYSTEM | ACNH | ACR05 | L050 | ADCON NATIONAL HWY SYSTEM Q05 | NATIONAL HIGHWAY SYSTEM LU | L |
| 03 | NATIONAL HIGHWAY SYSTEM | ACNH | ACR05 | L05E | ADCON NATIONAL HWY SYSTEM Q05 | NATIONAL HIGHWAY SYSTEM 5-LU EXT | L |
| 03 | NATIONAL HIGHWAY SYSTEM | NH | NH04 | L05E | NATIONAL HIGHWAY SYSTEM | NATIONAL HIGHWAY SYSTEM 5-LU EXT | L |
| 03 | NATIONAL HIGHWAY SYSTEM | NH | NH04E | L05E | NATIONAL HIGHWAY SYSTEM L05E | NATIONAL HIGHWAY SYSTEM 5-LU EXT | L |
| 03 | NATIONAL HIGHWAY SYSTEM | NH | NH04R | L05R | NATIONAL HIGHWAY SYSTEM L05R | NATIONAL HIGHWAY SYSTEM 5-LU RESTORE | L |
| 03 | NATIONAL HIGHWAY SYSTEM | ACNH | ACR05 | L05R | ADCON NATIONAL HWY SYSTEM Q05 | NATIONAL HIGHWAY SYSTEM 5-LU RESTORE | L |
| 03 | NATIONAL HIGHWAY SYSTEM | ACNH | 01AC | M001 | ADV CN NHPP M001, M0E1 | NHPP MAP-21 | M |
| 03 | NATIONAL HIGHWAY SYSTEM | NH | NH | M001 | NATIONAL HIGHWAY SYSTEM | NHPP MAP-21 | M |
| 03 | NATIONAL HIGHWAY SYSTEM | ACNH | NHA | M001 | NATIONAL HWY SYS ADV CN | NHPP MAP-21 | M |
| 03 | NATIONAL HIGHWAY SYSTEM | NH | NH01M | M001 | NATIONAL HIGHWAY M001 | NHPP MAP-21 | M |
| 03 | NATIONAL HIGHWAY SYSTEM | NH | NH1 | M001 | NATIONAL HIGHWAY SYSTEM | NHPP MAP-21 | M |
| 03 | NATIONAL HIGHWAY SYSTEM | NH | NH2 | M001 | NATIONAL HIGHWAY SYSTEM | NHPP MAP-21 | M |
| 03 | NATIONAL HIGHWAY SYSTEM | NH | NH | M002 | NATIONAL HIGHWAY SYSTEM | NHPP EXEMPT MAP-21 | M |
| 03 | NATIONAL HIGHWAY SYSTEM | ACNH | NHA | M002 | NATIONAL HWY SYS ADV CN | NHPP EXEMPT MAP-21 | M |
| 03 | NATIONAL HIGHWAY SYSTEM | NH | NH02M | M002 | NATIONAL HIGHWAY M002 EXEMPT | NHPP EXEMPT MAP-21 | M |
| 03 | NATIONAL HIGHWAY SYSTEM | NH | NH2 | M002 | NATIONAL HIGHWAY SYSTEM | NHPP EXEMPT MAP-21 | M |
| 03 | NATIONAL HIGHWAY SYSTEM | NH | NH1 | M002 | NATIONAL HIGHWAY SYSTEM | NHPP EXEMPT MAP-21 | M |
| 03 | NATIONAL HIGHWAY SYSTEM | NH | NH1 | M0E1 | NATIONAL HIGHWAY SYSTEM | NHPP MAP-21 EXTENTION | M |
| 03 | NATIONAL HIGHWAY SYSTEM | NH | NH | M0E1 | NATIONAL HIGHWAY SYSTEM | NHPP MAP-21 EXTENTION | M |
| 03 | NATIONAL HIGHWAY SYSTEM | ACNH | NHA | M0E1 | NATIONAL HWY SYS ADV CN | NHPP MAP-21 EXTENTION | M |
| 03 | NATIONAL HIGHWAY SYSTEM | ACNH | 01AC | M0E1 | ADV CN NHPP M001, M0E1 | NHPP MAP-21 EXTENTION | M |
| 03 | NATIONAL HIGHWAY SYSTEM | NH | NH1ME | M0E1 | NATIONAL HIGHWAY M0E1 | NHPP MAP-21 EXTENTION | M |
| 03 | NATIONAL HIGHWAY SYSTEM | NH | NH | M0E2 | NATIONAL HIGHWAY SYSTEM | NHPP EXEMPT MAP-21 EXTENTION | M |
| 03 | NATIONAL HIGHWAY SYSTEM | ACNH | NHA | M0E2 | NATIONAL HWY SYS ADV CN | NHPP EXEMPT MAP-21 EXTENTION | M |
| 03 | NATIONAL HIGHWAY SYSTEM | NH | NH1 | M0E2 | NATIONAL HIGHWAY SYSTEM | NHPP EXEMPT MAP-21 EXTENTION | M |
| 03 | NATIONAL HIGHWAY SYSTEM | NH | NH2ME | M0E2 | NATIONAL HIGHWAY M0E2 EXEMPT | NHPP EXEMPT MAP-21 EXTENTION | M |
| 03 | NATIONAL HIGHWAY SYSTEM | NH | NH981 | Q050 | STEA NATIONAL HIGHWAY SYSTEM | NATIONAL HIGHWAY SYSTEM FY 98 | T |
| 03 | NATIONAL HIGHWAY SYSTEM | NH | NH98 | Q050 | STEA NATIONAL HIGHWAY SYSTEM | NATIONAL HIGHWAY SYSTEM FY 98 | T |
| 03 | NATIONAL HIGHWAY SYSTEM | ACNH | ACR05 | Q050 | ADCON NATIONAL HWY SYSTEM Q05 | NATIONAL HIGHWAY SYSTEM FY 98 | T |
| 03 | NATIONAL HIGHWAY SYSTEM | NH | NH4L | Q050 | NATIONAL HIGHWAY SYSTEM LU | NATIONAL HIGHWAY SYSTEM FY 98 | T |
| 03 | NATIONAL HIGHWAY SYSTEM | NH | NH04L | Q050 | NATIONAL HIGHWAY SYSTEM LU | NATIONAL HIGHWAY SYSTEM FY 98 | T |
| 03 | NATIONAL HIGHWAY SYSTEM | NH | NH2 | Z001 | NATIONAL HIGHWAY SYSTEM | NHPP FAST | Z |
| 03 | NATIONAL HIGHWAY SYSTEM | ACNH | NHA | Z001 | NATIONAL HWY SYS ADV CN | NHPP FAST | Z |
| 03 | NATIONAL HIGHWAY SYSTEM | NH | NH1 | Z001 | NATIONAL HIGHWAY SYSTEM | NHPP FAST | Z |
| 03 | NATIONAL HIGHWAY SYSTEM | NH | NH | Z001 | NATIONAL HIGHWAY SYSTEM | NHPP FAST | Z |
| 03 | NATIONAL HIGHWAY SYSTEM | NH | NH | Z002 | NATIONAL HIGHWAY SYSTEM | NHPP EXEMPT FAST | Z |
| 03 | NATIONAL HIGHWAY SYSTEM | NH | NH2 | Z002 | NATIONAL HIGHWAY SYSTEM | NHPP EXEMPT FAST | Z |
| 03 | NATIONAL HIGHWAY SYSTEM | ACNH | NHA | Z002 | NATIONAL HWY SYS ADV CN | NHPP EXEMPT FAST | Z |

| FUNDING CODES | | | | | | | |
|---------------|-------------------------|-----------|--------|-------------|--------------------------------|---|------------|
| FED_CAT_ID | Cat Description | PREFIX_ID | PGM_ID | FED_APPR_ID | PGM_NA | FED_APPR_DS | FED_ACT_CD |
| 03 | NATIONAL HIGHWAY SYSTEM | NH | NH1 | 2002 | NATIONAL HIGHWAY SYSTEM | NHPP EXEMPT FAST | Z |
| 03 | NATIONAL HIGHWAY SYSTEM | NH | NH | 2004 | NATIONAL HIGHWAY SYSTEM | HWY INF TRUMP STPAA | Z |
| 03 | NATIONAL HIGHWAY SYSTEM | NH | NH1 | 2004 | NATIONAL HIGHWAY SYSTEM | HWY INF TRUMP STPAA | Z |
| 03 | NATIONAL HIGHWAY SYSTEM | NH | NH2 | 2004 | NATIONAL HIGHWAY SYSTEM | HWY INF TRUMP STPAA | Z |
| 03 | NATIONAL HIGHWAY SYSTEM | NH | NH1 | 2006 | NATIONAL HIGHWAY SYSTEM | HWY INF TRUMP STPOA | Z |
| 03 | NATIONAL HIGHWAY SYSTEM | NH | NH2 | 2006 | NATIONAL HIGHWAY SYSTEM | HWY INF TRUMP STPOA | Z |
| 03 | NATIONAL HIGHWAY SYSTEM | NH | NH | 2006 | NATIONAL HIGHWAY SYSTEM | HWY INF TRUMP STPOA | Z |
| 04 | SURFACE TRANSPORTATION | STMHV | STHV2 | | URBAN AREA HUNTS ARRA FY-2 | | |
| 04 | SURFACE TRANSPORTATION | ACGBSTPNU | GRV51 | 0AR0 | GARVEY BONDS ISSUE 1 "STP" | ADV. CONST., STP- OPTIONAL SAFETY | I |
| 04 | SURFACE TRANSPORTATION | ACSTP | ASTP | 0AR0 | ADVANCED CONST STP | ADV. CONST., STP- OPTIONAL SAFETY | I |
| 04 | SURFACE TRANSPORTATION | ACSTP | ASTP | 0AU0 | ADVANCED CONST STP | ADV. CONST., TRANS ENHANCEMENT | I |
| 04 | SURFACE TRANSPORTATION | ACSTP | ASTP | 0AV0 | ADVANCED CONST STP | ADV. CONST., STP- URBAN | I |
| 04 | SURFACE TRANSPORTATION | STPAA | AAST | 0AW0 | STEA ANY AREA | ADV. CONST., STP- ANY AREA | I |
| 04 | SURFACE TRANSPORTATION | ACSTP | ASTP | 0AW0 | ADVANCED CONST STP | ADV. CONST., STP- ANY AREA | I |
| 04 | SURFACE TRANSPORTATION | ACGBSTPNU | GRV51 | 0AW0 | GARVEY BONDS ISSUE 1 "STP" | ADV. CONST., STP- ANY AREA | I |
| 04 | SURFACE TRANSPORTATION | ACSTP | ASTP | 0AX0 | ADVANCED CONST STP | ADV., CONST., STP NON-URBAN | I |
| 04 | SURFACE TRANSPORTATION | ACGBSTPNU | GRV51 | 0AX0 | GARVEY BONDS ISSUE 1 "STP" | ADV., CONST., STP NON-URBAN | I |
| 04 | SURFACE TRANSPORTATION | ACSTP | ASTP | 0BA0 | ADVANCED CONST STP | ADV. CONST.,SAFETY PROTECT DEVICES | I |
| 04 | SURFACE TRANSPORTATION | ACSTP | ASTP | 0BB0 | ADVANCED CONST STP | ADV. CONST., SAFETY RR HAZARD ELIMINATION | I |
| 04 | SURFACE TRANSPORTATION | ACSTP | ASTP | 0BC0 | ADVANCED CONST STP | ADV. CONST., HAZARD ELIMINATION | I |
| 04 | SURFACE TRANSPORTATION | ACGBSTPNU | GRV51 | 0BD0 | GARVEY BONDS ISSUE 1 "STP" | AD CON OTHER THAN 200K | I |
| 04 | SURFACE TRANSPORTATION | ACSTP | ASTP | 0BD0 | ADVANCED CONST STP | AD CON OTHER THAN 200K | I |
| 04 | SURFACE TRANSPORTATION | STPTE | STTE | 3380 | TRANS ENHANCMENT | STP, TRANSPORTATION ENHANCEMENT | I |
| 04 | SURFACE TRANSPORTATION | STPTE | TEST | 3380 | STEA TRANSPORTATION ENHANCEMEN | STP, TRANSPORTATION ENHANCEMENT | I |
| 04 | SURFACE TRANSPORTATION | STPMT | STMT | 33C0 | URBAN AREA MONTGOMERY | STP, URBAN AREA | I |
| 04 | SURFACE TRANSPORTATION | STPPC | STPC | 33C0 | URBAN AREA PHENIX CITY | STP, URBAN AREA | I |
| 04 | SURFACE TRANSPORTATION | STPBH | STBH | 33C0 | URBAN AREA BIRMINGHAM | STP, URBAN AREA | I |
| 04 | SURFACE TRANSPORTATION | STPMB | STMB | 33C0 | URBAN AREA MOBILE | STP, URBAN AREA | I |
| 04 | SURFACE TRANSPORTATION | STPAA | STAA | 33D0 | ANY AREA | STP, ANY AREA | I |
| 04 | SURFACE TRANSPORTATION | STPNU | STNU | 33E0 | NON-URBAN AREAS | STP, NON URBAN AREA | I |
| 04 | SURFACE TRANSPORTATION | STPAA | STAA | 33F0 | ANY AREA | STP, 1/16 SKILL TRAINING | I |
| 04 | SURFACE TRANSPORTATION | STPBH | STBH | 33S0 | URBAN AREA BIRMINGHAM | STP, URBAN AREA SAFETY | I |
| 04 | SURFACE TRANSPORTATION | STPOA | STOA | 3AA0 | OTHER THAN 200K URBAN | STP URBAN OTHER THAN 200K | I |
| 04 | SURFACE TRANSPORTATION | STPMT | STMT | 3AK0 | URBAN AREA MONTGOMERY | >200K ISTE A TRANSFER TO TRANSIT | I |
| 04 | SURFACE TRANSPORTATION | STPPC | STPC | 3AK0 | URBAN AREA PHENIX CITY | >200K ISTE A TRANSFER TO TRANSIT | I |
| 04 | SURFACE TRANSPORTATION | STPMB | STMB | 3AK0 | URBAN AREA MOBILE | >200K ISTE A TRANSFER TO TRANSIT | I |
| 04 | SURFACE TRANSPORTATION | STPBH | STBH | 3AK0 | URBAN AREA BIRMINGHAM | >200K ISTE A TRANSFER TO TRANSIT | I |
| 04 | SURFACE TRANSPORTATION | STPAA | AAST | 3AN0 | STEA ANY AREA | AAST ISTE A TRANSFER TO TRANSIT | I |
| 04 | SURFACE TRANSPORTATION | STPOA | OAST | 3AY0 | STEA OTHER THAN 200K URBAN | OAST ISTE A TRANSFER TO TRANSIT | I |
| 04 | SURFACE TRANSPORTATION | | ATDG | ATDG | FEDERAL TIGER GRANT PROGRAM | FED HIGHWAY TIGER GRANT | N |
| 04 | SURFACE TRANSPORTATION | STMOA | SHSTC | C200 | OTHER THAN 200K SHOALS ARRA | STP <200K ARRA | N |
| 04 | SURFACE TRANSPORTATION | STMOA | TLSTC | C200 | OTHER THAN 200K TUSC ARRA | STP <200K ARRA | N |
| 04 | SURFACE TRANSPORTATION | STMOA | DCSTC | C200 | OTHER THAN 200K DECATUR ARRA | STP <200K ARRA | N |
| 04 | SURFACE TRANSPORTATION | STMOA | MNSTC | C200 | OTHER THAN 200K MONTG ARRA | STP <200K ARRA | N |
| 04 | SURFACE TRANSPORTATION | STMOA | DTSTC | C200 | OTHER THAN 200K DOTHAN ARRA | STP <200K ARRA | N |
| 04 | SURFACE TRANSPORTATION | STMOA | STOAC | C200 | OTHER THAN 200K URBAN ARRA | STP <200K ARRA | N |
| 04 | SURFACE TRANSPORTATION | STMOA | GDSTC | C200 | OTHER THAN 200K GADSDEN ARRA | STP <200K ARRA | N |
| 04 | SURFACE TRANSPORTATION | STMOA | AOSTC | C200 | OTHER THAN 200 K AUB/OPE ARRA | STP <200K ARRA | N |
| 04 | SURFACE TRANSPORTATION | STMOA | ANSTC | C200 | OTHER THAN 200K ANNISTON ARRA | STP <200K ARRA | N |
| 04 | SURFACE TRANSPORTATION | STMOA | STOA1 | C201 | OTHER THAN 200K URB ARRA FY-1 | STP <200K ARRA FY-1 | N |
| 04 | SURFACE TRANSPORTATION | STMOA | STOA3 | C203 | OTHER THAN 200K URB ARRA FY-3 | STP <200K ARRA FY-3 | N |
| 04 | SURFACE TRANSPORTATION | STMTE | STTEC | C220 | TRANSPORTATION ENHANCEMNT ARRA | STP ENHANCEMENT ARRA | N |
| 04 | SURFACE TRANSPORTATION | STMTE | STTE1 | C221 | TRANS ENHANCEMENT ARRA FY-1 | STP ENHANCEMENT ARRA FOR FY-1 | N |
| 04 | SURFACE TRANSPORTATION | STMTE | STTE3 | C223 | TRANS ENHANCEMENT ARRA FY-3 | STP ENHANCEMENT ARRA FOR FY-3 | N |
| 04 | SURFACE TRANSPORTATION | STMILL | STLLC | C230 | URBAN AREA LILLIAN/PENS ARRA | STP URBANIZED AREAS > 200K ARRA | N |
| 04 | SURFACE TRANSPORTATION | STMBH | STBHC | C230 | URBAN AREA BIRMINGHAM ARRA | STP URBANIZED AREAS > 200K ARRA | N |
| 04 | SURFACE TRANSPORTATION | STMHV | STHVC | C230 | URBAN AREA HUNTSVILLE ARRA | STP URBANIZED AREAS > 200K ARRA | N |
| 04 | SURFACE TRANSPORTATION | STMPCC | STPCC | C230 | URBAN AREA PHENIX CITY ARRA | STP URBANIZED AREAS > 200K ARRA | N |
| 04 | SURFACE TRANSPORTATION | STMMB | STMBC | C230 | URBAN AREA MOBILE ARRA | STP URBANIZED AREAS > 200K ARRA | N |
| 04 | SURFACE TRANSPORTATION | STMPC | STPC1 | C231 | URBAN AREA PHNIX CTY ARRA FY-1 | STP URBANIZED AREAS > 200K ARRA FY-1 | N |
| 04 | SURFACE TRANSPORTATION | STMMB | STMB1 | C231 | URBAN AREA MOBILE ARRA FY-1 | STP URBANIZED AREAS > 200K ARRA FY-1 | N |
| 04 | SURFACE TRANSPORTATION | STMMB | STMB2 | C232 | URBAN AREA MOBILE ARRA FY-2 | STP URBANIZED AREAS > 200K ARRA FY-2 | N |
| 04 | SURFACE TRANSPORTATION | STMBH | STBH4 | C234 | URBAN AREA BHAM ARRA FY-4 | STP URBANIZED AREAS > 200K ARRA FY-4 | N |
| 04 | SURFACE TRANSPORTATION | STMHV | STHV4 | C234 | URBAN AREA HUNTS ARRA FY-4 | STP URBANIZED AREAS > 200K ARRA FY-4 | N |
| 04 | SURFACE TRANSPORTATION | STMMB | STMB4 | C234 | URBAN AREA MOBILE ARRA FY-4 | STP URBANIZED AREAS > 200K ARRA FY-4 | N |
| 04 | SURFACE TRANSPORTATION | STMPC | STPC4 | C234 | URBAN AREA PHNIX CTY ARRA FY-4 | STP URBANIZED AREAS > 200K ARRA FY-4 | N |
| 04 | SURFACE TRANSPORTATION | STMAA | STAAC | C240 | STP ANY AREA ARRA | STP ANY AREA ARRA | N |
| 04 | SURFACE TRANSPORTATION | STMAA | STAA1 | C241 | STP ANY AREA ARRA FY-1 | STP ANY AREA ARRA FY-1 | N |
| 04 | SURFACE TRANSPORTATION | STMAA | STAA2 | C242 | STP ANY AREA ARRA FY-2 | STP ANY AREA ARRA FY-2 | N |
| 04 | SURFACE TRANSPORTATION | STMAA | STAA3 | C243 | STP ANY AREA ARRA FY-3 | STP ANY AREA ARRA FY-3 | N |
| 04 | SURFACE TRANSPORTATION | STMAA | STAA4 | C244 | STP ANY AREA ARRA FY-4 | STP ANY AREA ARRA FY-4 | N |
| 04 | SURFACE TRANSPORTATION | STMNU | STNUC | C250 | NON-URBAN AREAS ARRA | STP NON-URBAN AREAS ARRA | N |
| 04 | SURFACE TRANSPORTATION | STMNU | STNU1 | C251 | NON-URBAN AREAS ARRA FY-1 | STP NON-URBAN AREAS ARRA FY-1 | N |
| 04 | SURFACE TRANSPORTATION | STMNU | STNU4 | C254 | NON-URBAN AREAS ARRA FY-4 | STP NON-URBAN AREAS ARRA FY-4 | N |
| 04 | SURFACE TRANSPORTATION | | CTDA | CTDA | ARRA FED HIGHWAY TIGER GRANT | FED HIGHWAY TIGER GRANT | N |
| 04 | SURFACE TRANSPORTATION | STMOA | STOAC | CTDA | OTHER THAN 200K URBAN ARRA | FED HIGHWAY TIGER GRANT | N |
| 04 | SURFACE TRANSPORTATION | RECA | RECAH | H030 | REDIST CERTAIN AUTH H030 | REDISTRIBUTION OF CERTAIN AUTH H030 | N |
| 04 | SURFACE TRANSPORTATION | STPOA | MNST | H200 | STEA OTHER THAN 200K MONTG | STP<200K | N |
| 04 | SURFACE TRANSPORTATION | STPOA | TLSTH | H200 | STP < 200K TUSC | STP<200K | N |
| 04 | SURFACE TRANSPORTATION | STPOA | DTSTH | H200 | STP < 200K DOTHAN | STP<200K | N |
| 04 | SURFACE TRANSPORTATION | STPOA | MNSTH | H200 | STP < 200K MONTG | STP<200K | N |
| 04 | SURFACE TRANSPORTATION | STPOA | ANST | H200 | STEA OTHER THAN 200K ANNISTON | STP<200K | N |
| 04 | SURFACE TRANSPORTATION | STPOA | SHSTH | H200 | STP OTHER THAN 200K SHOALS H20 | STP<200K | N |
| 04 | SURFACE TRANSPORTATION | STPOA | DCSTH | H200 | STP < 200K DECATUR | STP<200K | N |
| 04 | SURFACE TRANSPORTATION | STPOA | GDST | H200 | STEA OTHER THAN 200K GADSDEN | STP<200K | N |
| 04 | SURFACE TRANSPORTATION | STPOA | DCST | H200 | STEA OTHER THAN 200K DECATUR | STP<200K | N |
| 04 | SURFACE TRANSPORTATION | STPOA | AOSTH | H200 | STP < 200K AUB/ OPE | STP<200K | N |
| 04 | SURFACE TRANSPORTATION | STPOA | ANSTH | H200 | STP < 200K ANNISTON | STP<200K | N |
| 04 | SURFACE TRANSPORTATION | STPOA | GDSTH | H200 | STP < 200K GADSDEN | STP<200K | N |
| 04 | SURFACE TRANSPORTATION | STPOA | AOST | H200 | STEA OTHER THAN 200K AUB/OPE | STP<200K | N |
| 04 | SURFACE TRANSPORTATION | STPOA | DTST | H200 | STEA OTHER THAN 200K DOTHAN | STP<200K | N |
| 04 | SURFACE TRANSPORTATION | STPOA | TLST | H200 | STEA OTHER THAN 200K TUSC | STP<200K | N |
| 04 | SURFACE TRANSPORTATION | ACGBSTPNU | GRS1 | H200 | GARVEY BONDS ISSUE 1 "STP" | STP<200K | N |
| 04 | SURFACE TRANSPORTATION | ACSTPOA | ACR20 | H200 | AC STEA OTHER THAN 200K URBAN | STP<200K | N |
| 04 | SURFACE TRANSPORTATION | STPOA | STOAH | H200 | OTHER THAN 200K URBAN H200 | STP<200K | N |
| 04 | SURFACE TRANSPORTATION | STPOA | SHST | H200 | STEA OTHER THAN 200K SHOALS | STP<200K | N |
| 04 | SURFACE TRANSPORTATION | ACGBSTPNU | GRS1 | H210 | GARVEY BONDS ISSUE 1 "STP" | STP OPTIONAL SAFETY STEA03 | N |
| 04 | SURFACE TRANSPORTATION | STPTE | STTEH | H220 | TRANSPORTATION ENHANCEMENT | STP ENHANCEMENT | N |
| 04 | SURFACE TRANSPORTATION | STPPC | STPCH | H230 | URBAN AREA PHENIX CITY | STP URBANIZED | N |

| FUNDING CODES | | | | | | | |
|---------------|------------------------|------------|--------|-------------|--------------------------------|---|------------|
| FED_CAT_ID | Cat Description | PREFIX_ID | PGM_ID | FED_APPR_ID | PGM_NA | FED_APPR_DS | FED_ACT_CD |
| 04 | SURFACE TRANSPORTATION | STPMB | STMBH | H230 | URBAN AREA MOBILE | STP URBANIZED | N |
| 04 | SURFACE TRANSPORTATION | STPHV | STHVV | H230 | URBAN AREA HUNTSVILLE | STP URBANIZED | N |
| 04 | SURFACE TRANSPORTATION | STPBH | STBHH | H230 | URBAN AREA BIRMINGHAM | STP URBANIZED | N |
| 04 | SURFACE TRANSPORTATION | STPLL | STLLH | H230 | URBAN AREA LILLIAN/PENS | STP URBANIZED | N |
| 04 | SURFACE TRANSPORTATION | ACSTPAA | ACR24 | H240 | ADV CONS STPAA REG Q240 H240 | STP ANY AREA | N |
| 04 | SURFACE TRANSPORTATION | STPAA | HNTOA | H240 | HUNTSVILLE STPOA FUNDS | STP ANY AREA | N |
| 04 | SURFACE TRANSPORTATION | STPAA | STAAH | H240 | ANY AREA | STP ANY AREA | N |
| 04 | SURFACE TRANSPORTATION | STPAA | HNTOH | H240 | HUNTSVILLE STPOA FUNDS H240 | STP ANY AREA | N |
| 04 | SURFACE TRANSPORTATION | ACGBSTPNU | GRSN1 | H240 | GARVEY BONDS ISSUE 1 "STP" | STP ANY AREA | N |
| 04 | SURFACE TRANSPORTATION | ACSTPNU | AC25 | H250 | ADVANCED CONSTRUCTION H25, L25 | STP NON-URBAN AREAS | N |
| 04 | SURFACE TRANSPORTATION | ACGBSTPNU | GRSN1 | H250 | GARVEY BONDS ISSUE 1 "STP" | STP NON-URBAN AREAS | N |
| 04 | SURFACE TRANSPORTATION | STPNU | STNUH | H250 | NON-URBAN AREAS | STP NON-URBAN AREAS | N |
| 04 | SURFACE TRANSPORTATION | NHI | NHI08 | H290 | STP 1/2% NHI TRAINING H29 | STP1/2%NHI TRAINING H240 | N |
| 04 | SURFACE TRANSPORTATION | RECA | RECAL | L030 | REDIST CERTAIN AUTH L030 | REDISTRIBUTION OF CERTAIN AUTH FUNDS | L |
| 04 | SURFACE TRANSPORTATION | ACRECA | L03AC | L030 | REDIST CERTAIN AUTH L03 ADV CN | REDISTRIBUTION OF CERTAIN AUTH FUNDS | L |
| 04 | SURFACE TRANSPORTATION | ACRECA | L03AC | L03E | REDIST CERTAIN AUTH L03 ADV CN | REDISTRIBUTION OF CERTAIN AUTH FUNDS | L |
| 04 | SURFACE TRANSPORTATION | RECA | RECAE | L03E | REDIST CERTAIN AUTH L03E | REDISTRIBUTION OF CERTAIN AUTH FUNDS | L |
| 04 | SURFACE TRANSPORTATION | STPOA | ANST | L200 | STEA OTHER THAN 200K ANNISTON | STP <200K LU | L |
| 04 | SURFACE TRANSPORTATION | STPOA | TLST | L200 | STEA OTHER THAN 200K TUSC | STP <200K LU | L |
| 04 | SURFACE TRANSPORTATION | STPOA | AOST | L200 | STEA OTHER THAN 200K AUB/OPE | STP <200K LU | L |
| 04 | SURFACE TRANSPORTATION | STPOA | DTST | L200 | STEA OTHER THAN 200K DOTHAN | STP <200K LU | L |
| 04 | SURFACE TRANSPORTATION | STPOA | MNST | L200 | STEA OTHER THAN 200K MONTG | STP <200K LU | L |
| 04 | SURFACE TRANSPORTATION | STPOA | STOAL | L200 | OTHER THAN 200K URBAN L200 | STP <200K LU | L |
| 04 | SURFACE TRANSPORTATION | STPOA | DCST | L200 | STEA OTHER THAN 200K DECATUR | STP <200K LU | L |
| 04 | SURFACE TRANSPORTATION | STPOA | GDST | L200 | STEA OTHER THAN 200K GADSDEN | STP <200K LU | L |
| 04 | SURFACE TRANSPORTATION | STPOA | SHST | L200 | STEA OTHER THAN 200K SHOALS | STP <200K LU | L |
| 04 | SURFACE TRANSPORTATION | STPOA | DTSTE | L20E | OTHER THAN 200K DOTHAN L20E | STP <200K S-LU EXT | L |
| 04 | SURFACE TRANSPORTATION | ACSTPOA | GDMEA | L20E | STP <200K GADSDEN AC | STP <200K S-LU EXT | L |
| 04 | SURFACE TRANSPORTATION | STPOA | GDST | L20E | STEA OTHER THAN 200K GADSDEN | STP <200K S-LU EXT | L |
| 04 | SURFACE TRANSPORTATION | STPOA | MNST | L20E | STEA OTHER THAN 200K MONTG | STP <200K S-LU EXT | L |
| 04 | SURFACE TRANSPORTATION | STPOA | ANST | L20E | STEA OTHER THAN 200K ANNISTON | STP <200K S-LU EXT | L |
| 04 | SURFACE TRANSPORTATION | STPOA | GDSTE | L20E | OTHER THAN 200K GADSDEN L20E | STP <200K S-LU EXT | L |
| 04 | SURFACE TRANSPORTATION | ACSTPOA | ACDT | L20E | ADVANCE CN DOTHAN L20 | STP <200K S-LU EXT | L |
| 04 | SURFACE TRANSPORTATION | STPOA | ANSTE | L20E | STP OTHER THAN 200K ANST L20E | STP <200K S-LU EXT | L |
| 04 | SURFACE TRANSPORTATION | STPOA | AOST | L20E | STEA OTHER THAN 200K AUB/OPE | STP <200K S-LU EXT | L |
| 04 | SURFACE TRANSPORTATION | STPOA | STOAE | L20E | OTHER THAN 200K URBAN L20E | STP <200K S-LU EXT | L |
| 04 | SURFACE TRANSPORTATION | STPOA | DTST | L20E | STEA OTHER THAN 200K DOTHAN | STP <200K S-LU EXT | L |
| 04 | SURFACE TRANSPORTATION | AC ATRIP## | A1CRD | L20E | ATRI BND ISSUE 1 RDWY CONVERT | STP <200K S-LU EXT | L |
| 04 | SURFACE TRANSPORTATION | STPOA | AOSTE | L20E | OTHER THAN 200K AUB/OPE | STP <200K S-LU EXT | L |
| 04 | SURFACE TRANSPORTATION | STPOA | DCST | L20E | STEA OTHER THAN 200K DECATUR | STP <200K S-LU EXT | L |
| 04 | SURFACE TRANSPORTATION | AC ATRIP## | A2RDY | L20E | ATRI BOND ISSUE 2 ROADWAY | STP <200K S-LU EXT | L |
| 04 | SURFACE TRANSPORTATION | AC ATRIP## | A1RDY | L20E | ATRI BOND ISSUE 1 ROADWAY | STP <200K S-LU EXT | L |
| 04 | SURFACE TRANSPORTATION | STPOA | SHST | L20E | STEA OTHER THAN 200K SHOALS | STP <200K S-LU EXT | L |
| 04 | SURFACE TRANSPORTATION | STPOA | SHSTE | L20E | OTHER THAN 200K SHOALS L20E | STP <200K S-LU EXT | L |
| 04 | SURFACE TRANSPORTATION | STPOA | STOAL | L20E | OTHER THAN 200K URBAN L200 | STP <200K S-LU EXT | L |
| 04 | SURFACE TRANSPORTATION | STPOA | TLST | L20E | STEA OTHER THAN 200K TUSC | STP <200K S-LU EXT | L |
| 04 | SURFACE TRANSPORTATION | STPOA | TLSTE | L20E | STEA OTHER THAN 200K TUSC L20E | STP <200K S-LU EXT | L |
| 04 | SURFACE TRANSPORTATION | STPOA | GDSTE | L20R | OTHER THAN 200K GADSDEN L20E | STP <200K S-LU RESTORE | L |
| 04 | SURFACE TRANSPORTATION | STPOA | DCST | L20R | STEA OTHER THAN 200K DECATUR | STP <200K S-LU RESTORE | L |
| 04 | SURFACE TRANSPORTATION | STPOA | ANST | L20R | STEA OTHER THAN 200K ANNISTON | STP <200K S-LU RESTORE | L |
| 04 | SURFACE TRANSPORTATION | STPOA | DTST | L20R | STEA OTHER THAN 200K DOTHAN | STP <200K S-LU RESTORE | L |
| 04 | SURFACE TRANSPORTATION | STPOA | GDST | L20R | STEA OTHER THAN 200K GADSDEN | STP <200K S-LU RESTORE | L |
| 04 | SURFACE TRANSPORTATION | STPOA | SHST | L20R | STEA OTHER THAN 200K SHOALS | STP <200K S-LU RESTORE | L |
| 04 | SURFACE TRANSPORTATION | STPOA | TLST | L20R | STEA OTHER THAN 200K TUSC | STP <200K S-LU RESTORE | L |
| 04 | SURFACE TRANSPORTATION | STPOA | AOST | L20R | STEA OTHER THAN 200K AUB/OPE | STP <200K S-LU RESTORE | L |
| 04 | SURFACE TRANSPORTATION | STPOA | MNST | L20R | STEA OTHER THAN 200K MONTG | STP <200K S-LU RESTORE | L |
| 04 | SURFACE TRANSPORTATION | STPOA | STOAR | L20R | OTHER THAN 200K URBAN L20R | STP <200K S-LU RESTORE | L |
| 04 | SURFACE TRANSPORTATION | STPTE | STTEL | L220 | TRANSPORTATION ENHANCEMENT L22 | STP ENHANCEMENT LU | L |
| 04 | SURFACE TRANSPORTATION | STPTE | STTEE | L22E | STP ENHANCE LU S-LU EXT L22E | STP ENHANCEMENT LU S-LU EXT | L |
| 04 | SURFACE TRANSPORTATION | STPTE | STTER | L22R | STP ENHANCE S-LU RESTORE L22R | STP ENHANCEMENT LU S-LU RESTORE | L |
| 04 | SURFACE TRANSPORTATION | STPHV | STHVL | L230 | URBAN AREA HUNTSVILLE L230 | STP URBANIZED AREAS > 200K LU | L |
| 04 | SURFACE TRANSPORTATION | STPOA | MNST | L230 | STEA OTHER THAN 200K MONTG | STP URBANIZED AREAS > 200K LU | L |
| 04 | SURFACE TRANSPORTATION | STPPC | STPCL | L230 | URBAN AREA PHENIX CITY L230 | STP URBANIZED AREAS > 200K LU | L |
| 04 | SURFACE TRANSPORTATION | STPLL | STLLL | L230 | URBAN AREA LILLIAN/PENS L230 | STP URBANIZED AREAS > 200K LU | L |
| 04 | SURFACE TRANSPORTATION | STPBH | STBHL | L230 | URBAN AREA BIRMINGHAM L230 | STP URBANIZED AREAS > 200K LU | L |
| 04 | SURFACE TRANSPORTATION | STPMB | STMBL | L230 | URBAN MOBILE L230 | STP URBANIZED AREAS > 200K LU | L |
| 04 | SURFACE TRANSPORTATION | STPBH | ARBH | L230 | ARRA OVERRUN BHAM L230, L23E | STP URBANIZED AREAS > 200K LU | L |
| 04 | SURFACE TRANSPORTATION | STPMB | STMBE | L23E | URBAN AREA MOBILE L23E | STP URBANIZED AREAS > 200K S-LU EXT | L |
| 04 | SURFACE TRANSPORTATION | STPLL | STLLE | L23E | URBAN AREA LILLIAN/PENS L23E | STP URBANIZED AREAS > 200K S-LU EXT | L |
| 04 | SURFACE TRANSPORTATION | STPHV | STHVE | L23E | URBAN AREA HUNTSVILLE L23E | STP URBANIZED AREAS > 200K S-LU EXT | L |
| 04 | SURFACE TRANSPORTATION | STPBH | ARBH | L23E | ARRA OVERRUN BHAM L230, L23E | STP URBANIZED AREAS > 200K S-LU EXT | L |
| 04 | SURFACE TRANSPORTATION | ACSTPBH | SBHMA | L23E | STP >200K BIRMINGHAM AC | STP URBANIZED AREAS > 200K S-LU EXT | L |
| 04 | SURFACE TRANSPORTATION | STPPC | STPCE | L23E | URBAN AREA PHENIX CITY L23E | STP URBANIZED AREAS > 200K S-LU EXT | L |
| 04 | SURFACE TRANSPORTATION | STPBH | STBHE | L23E | URBAN AREA BIRMINGHAM L23E | STP URBANIZED AREAS > 200K S-LU EXT | L |
| 04 | SURFACE TRANSPORTATION | STPPC | STPCR | L23R | URBAN AREA PHENIX CITY L23R | STP URBANIZED AREAS > 200K S-LU RESTORE | L |
| 04 | SURFACE TRANSPORTATION | STPBH | STBHR | L23R | URBAN AREA BIRMINGHAM L23R | STP URBANIZED AREAS > 200K S-LU RESTORE | L |
| 04 | SURFACE TRANSPORTATION | STPMB | STMBR | L23R | URBAN AREA MOBILE L23R | STP URBANIZED AREAS > 200K S-LU RESTORE | L |
| 04 | SURFACE TRANSPORTATION | STPHV | STHVR | L23R | URBAN AREA HUNTSVILLE L23R | STP URBANIZED AREAS > 200K S-LU RESTORE | L |
| 04 | SURFACE TRANSPORTATION | STPLL | STLLR | L23R | URBAN AREA LILLIAN/PENS L23R | STP URBANIZED AREAS > 200K S-LU RESTORE | L |
| 04 | SURFACE TRANSPORTATION | ACSTPAA | 24AC1 | L240 | AC STPAA REG L240 (100%) | STP ANY AREA LU | L |
| 04 | SURFACE TRANSPORTATION | STMAA | AROV | L240 | ARRA OVERRUN FUNDING | STP ANY AREA LU | L |
| 04 | SURFACE TRANSPORTATION | STPAA | HNTOA | L240 | HUNTSVILLE STPOA FUNDS | STP ANY AREA LU | L |
| 04 | SURFACE TRANSPORTATION | ACSTPAA | L24AC | L240 | ADV CONS STPAA REG L240 | STP ANY AREA LU | L |
| 04 | SURFACE TRANSPORTATION | STPAA | STAAL | L240 | STP ANY AREA LU | STP ANY AREA LU | L |
| 04 | SURFACE TRANSPORTATION | STPAA | STAL | L240 | STP ANY AREA LU | STP ANY AREA LU | L |
| 04 | SURFACE TRANSPORTATION | AC ATRIP## | A2RDY | L24E | ATRI BOND ISSUE 2 ROADWAY | STP ANY AREA S-LU EXT | L |
| 04 | SURFACE TRANSPORTATION | STPAA | AAMN | L24E | AA / OA CONVERSION FOR MGY TMA | STP ANY AREA S-LU EXT | L |
| 04 | SURFACE TRANSPORTATION | AC ATRIP## | A1CRD | L24E | ATRI BND ISSUE 1 RDWY CONVERT | STP ANY AREA S-LU EXT | L |
| 04 | SURFACE TRANSPORTATION | AC ATRIP## | A1RDY | L24E | ATRI BOND ISSUE 1 ROADWAY | STP ANY AREA S-LU EXT | L |
| 04 | SURFACE TRANSPORTATION | STMAA | AROV | L24E | ARRA OVERRUN FUNDING | STP ANY AREA S-LU EXT | L |
| 04 | SURFACE TRANSPORTATION | STPAA | STAE | L24E | STP ANY AREA L24E | STP ANY AREA S-LU EXT | L |
| 04 | SURFACE TRANSPORTATION | ACSTPAA | L24AC | L24E | ADV CONS STPAA REG L240 | STP ANY AREA S-LU EXT | L |
| 04 | SURFACE TRANSPORTATION | STPAA | STAAR | L24R | STP ANY AREA L24R | STP ANY AREA S-LU RESTORE | L |
| 04 | SURFACE TRANSPORTATION | ACSTPAA | L24AC | L24R | ADV CONS STPAA REG L240 | STP ANY AREA S-LU RESTORE | L |
| 04 | SURFACE TRANSPORTATION | AC ATRIP## | A2RDY | L250 | ATRI BOND ISSUE 2 ROADWAY | STP NON-URBAN AREAS LU | L |
| 04 | SURFACE TRANSPORTATION | ACSTPNU | AC25 | L250 | ADVANCED CONSTRUCTION H25, L25 | STP NON-URBAN AREAS LU | L |
| 04 | SURFACE TRANSPORTATION | STPNU | STNUL | L250 | NON-URBAN AREAS LU | STP NON-URBAN AREAS LU | L |
| 04 | SURFACE TRANSPORTATION | AC ATRIP## | A1RDY | L250 | ATRI BOND ISSUE 1 ROADWAY | STP NON-URBAN AREAS LU | L |
| 04 | SURFACE TRANSPORTATION | AC ATRIP## | A1CRD | L250 | ATRI BND ISSUE 1 RDWY CONVERT | STP NON-URBAN AREAS LU | L |
| 04 | SURFACE TRANSPORTATION | AC ATRIP## | A1CRD | L25E | ATRI BND ISSUE 1 RDWY CONVERT | STP NON-URBAN AREAS S-LU EXT | L |
| 04 | SURFACE TRANSPORTATION | STPNU | STNUE | L25E | NON URBAN AREAS L25E | STP NON-URBAN AREAS S-LU EXT | L |

| FUNDING CODES | | | | | | | |
|---------------|------------------------|------------|--------|-------------|--------------------------------|---|------------|
| FED_CAT_ID | Cat Description | PREFIX_ID | PGM_ID | FED_APPR_ID | PGM_NA | FED_APPR_DS | FED_ACT_CD |
| 04 | SURFACE TRANSPORTATION | AC ATRIP## | A2RDY | L2SE | ATRIP BOND ISSUE 2 ROADWAY | STP NON-URBAN AREAS S-LU EXT | L |
| 04 | SURFACE TRANSPORTATION | ACSTPNU | AC25 | L2SE | ADVANCED CONSTRUCTION H25, L25 | STP NON-URBAN AREAS S-LU EXT | L |
| 04 | SURFACE TRANSPORTATION | AC ATRIP## | A1RDY | L2SE | ATRIP BOND ISSUE 1 ROADWAY | STP NON-URBAN AREAS S-LU EXT | L |
| 04 | SURFACE TRANSPORTATION | ACSTPNU | AC25 | L25R | ADVANCED CONSTRUCTION H25, L25 | STP NON-URBAN AREAS S-LU RESTORE | L |
| 04 | SURFACE TRANSPORTATION | STPNU | STNUR | L25R | NON URBAN AREAS L25R | STP NON-URBAN AREAS S-LU RESTORE | L |
| 04 | SURFACE TRANSPORTATION | NHI | NHI29 | L290 | STP 1/2% NHI TRSAFETEAU L29 | STP 1/2% NHI TRSAFETEA LU | L |
| 04 | SURFACE TRANSPORTATION | ACFBD | FBDAC | L95E | FERRY BOAT DISCR ADVANCE CONST | FERRY BOAT DISCRETIONARY 2011 | N |
| 04 | SURFACE TRANSPORTATION | AC ATRIP## | A2RDY | M001 | ATRIP BOND ISSUE 2 ROADWAY | NHPP MAP-21 | M |
| 04 | SURFACE TRANSPORTATION | AC ATRIP## | A1RDY | M001 | ATRIP BOND ISSUE 1 ROADWAY | NHPP MAP-21 | M |
| 04 | SURFACE TRANSPORTATION | AC ATRIP## | A2CR2 | M001 | ATRIP BND 2 RDWY CONVERT 2 | NHPP MAP-21 | M |
| 04 | SURFACE TRANSPORTATION | AC ATRIP## | A2CRD | M001 | ATRIP BND ISSUE 2 RDWY CONVERT | NHPP MAP-21 | M |
| 04 | SURFACE TRANSPORTATION | RCAM1 | RCAM1 | M030 | REDIST CERTAIN AUTH M030 | REDISTRIBUTION OF CERTAIN AUTHORIZED FUNDS MAP-21 | M |
| 04 | SURFACE TRANSPORTATION | RECA | REC | M030 | REDIST CERTAIN AUTH | REDISTRIBUTION OF CERTAIN AUTHORIZED FUNDS MAP-21 | M |
| 04 | SURFACE TRANSPORTATION | ACRECA | RECAC | M030 | REDIST CERTAIN AUTH ADV CN | REDISTRIBUTION OF CERTAIN AUTHORIZED FUNDS MAP-21 | M |
| 04 | SURFACE TRANSPORTATION | RECA | RECAM | M030 | REDIST CERTAIN AUTH M030 | REDISTRIBUTION OF CERTAIN AUTHORIZED FUNDS MAP-21 | M |
| 04 | SURFACE TRANSPORTATION | RECA | RECAM | M03E | REDIST CERTAIN AUTH M030 | REDISTRIBUTION OF CERTAIN AUTHORIZED FUNDS MAP-21 EXT | M |
| 04 | SURFACE TRANSPORTATION | ACRECA | RECAC | M03E | REDIST CERTAIN AUTH ADV CN | REDISTRIBUTION OF CERTAIN AUTHORIZED FUNDS MAP-21 EXT | M |
| 04 | SURFACE TRANSPORTATION | RCAM1 | RCAM1 | M03E | REDIST CERTAIN AUTH M030 | REDISTRIBUTION OF CERTAIN AUTHORIZED FUNDS MAP-21 EXT | M |
| 04 | SURFACE TRANSPORTATION | RECA | REC | M03E | REDIST CERTAIN AUTH | REDISTRIBUTION OF CERTAIN AUTHORIZED FUNDS MAP-21 EXT | M |
| 04 | SURFACE TRANSPORTATION | AC ATRIP## | A2CR2 | M0E1 | ATRIP BND 2 RDWY CONVERT 2 | NHPP MAP-21 EXTENTION | M |
| 04 | SURFACE TRANSPORTATION | AC ATRIP## | A1RDY | M0E1 | ATRIP BOND ISSUE 1 ROADWAY | NHPP MAP-21 EXTENTION | M |
| 04 | SURFACE TRANSPORTATION | AC ATRIP## | A2CRD | M0E1 | ATRIP BND ISSUE 2 RDWY CONVERT | NHPP MAP-21 EXTENTION | M |
| 04 | SURFACE TRANSPORTATION | AC ATRIP## | A2RDY | M0E1 | ATRIP BOND ISSUE 2 ROADWAY | NHPP MAP-21 EXTENTION | M |
| 04 | SURFACE TRANSPORTATION | ACSTPPC | ULPCA | M230 | URBAN LARGE >200K PHNIX CTY AC | STP >200K MAP-21 | M |
| 04 | SURFACE TRANSPORTATION | STPHV | ULHV | M230 | URBAN LARGE >200K HUNTSVILLE | STP >200K MAP-21 | M |
| 04 | SURFACE TRANSPORTATION | STPPC | STPCM | M230 | STP >200K M230 PHENIX CITY | STP >200K MAP-21 | M |
| 04 | SURFACE TRANSPORTATION | STPBH | ULBH | M230 | URBAN LARGE >200K BIRMINGHAM | STP >200K MAP-21 | M |
| 04 | SURFACE TRANSPORTATION | STPBH | STBHM | M230 | STP >200K M230 BIRMINGHAM | STP >200K MAP-21 | M |
| 04 | SURFACE TRANSPORTATION | STPMN | ARMNM | M230 | ARRA OVERRUN MONT M230 | STP >200K MAP-21 | M |
| 04 | SURFACE TRANSPORTATION | ACSTPBH | ULBHA | M230 | URBAN SMALL <200K BHAM AC | STP >200K MAP-21 | M |
| 04 | SURFACE TRANSPORTATION | STPHV | STHYM | M230 | STP >200K M230 HUNTSVILLE | STP >200K MAP-21 | M |
| 04 | SURFACE TRANSPORTATION | STPLL | STLUM | M230 | STP >200K M230 LILLIAN | STP >200K MAP-21 | M |
| 04 | SURFACE TRANSPORTATION | STPPC | ULPC | M230 | URBAN LARGE >200K PHENIX CITY | STP >200K MAP-21 | M |
| 04 | SURFACE TRANSPORTATION | STPMN | STMNM | M230 | STP >200K M230 MONTGOMERY | STP >200K MAP-21 | M |
| 04 | SURFACE TRANSPORTATION | STPMB | STMBM | M230 | STP >200K M230 MOBILE | STP >200K MAP-21 | M |
| 04 | SURFACE TRANSPORTATION | ACSTPMN | SMNAM | M230 | STP >200K MONTGOMERY AC | STP >200K MAP-21 | M |
| 04 | SURFACE TRANSPORTATION | STPMB | ULMB | M230 | URBAN LARGE >200K MOBILE | STP >200K MAP-21 | M |
| 04 | SURFACE TRANSPORTATION | STPBH | ULBH1 | M230 | URBAN LARGE >200K BIRMINGHAM | STP >200K MAP-21 | M |
| 04 | SURFACE TRANSPORTATION | ACSTPLL | ULLLA | M230 | URBAN SMALL <200K LILLIAN AC | STP >200K MAP-21 | M |
| 04 | SURFACE TRANSPORTATION | STPMN | ULMN | M230 | URBAN LARGE STP >200K MONT | STP >200K MAP-21 | M |
| 04 | SURFACE TRANSPORTATION | STPLL | ULLL | M230 | URBAN LARGE >200K LILLIAN | STP >200K MAP-21 | M |
| 04 | SURFACE TRANSPORTATION | ACSTPHV | ULHVA | M230 | URBAN SMALL <200K HUNTS AC | STP >200K MAP-21 | M |
| 04 | SURFACE TRANSPORTATION | ACSTPMN | ULMNA | M230 | URBAN SMALL <200K MONT AC | STP >200K MAP-21 | M |
| 04 | SURFACE TRANSPORTATION | ACSTPMB | ULMBA | M230 | URBAN SMALL <200K MOBILE AC | STP >200K MAP-21 | M |
| 04 | SURFACE TRANSPORTATION | STPOA | STOAM | M231 | STP <200K ALDOT PORTION M231 | STP <200K MAP-21 | M |
| 04 | SURFACE TRANSPORTATION | ACSTPOA | DTMEA | M231 | STP <200K DOTHAN AC | STP <200K MAP-21 | M |
| 04 | SURFACE TRANSPORTATION | ACSTPOA | USGDA | M231 | URBAN SMALL <200K GADSDEN AC | STP <200K MAP-21 | M |
| 04 | SURFACE TRANSPORTATION | STPOA | USTLA | M231 | URBAN SMALL <200K TUSC AC | STP <200K MAP-21 | M |
| 04 | SURFACE TRANSPORTATION | STPOA | AUSTM | M231 | STP <200K M231 AUBURN | STP <200K MAP-21 | M |
| 04 | SURFACE TRANSPORTATION | STP** | ST1 | M231 | ALDOT ALLOCATED STPAA, OA, NU | STP <200K MAP-21 | M |
| 04 | SURFACE TRANSPORTATION | STPOA | GDSTM | M231 | STP <200K M231 GADSDEN | STP <200K MAP-21 | M |
| 04 | SURFACE TRANSPORTATION | ACSTP** | STA | M231 | ALDOT ALLOCATED STP ADV CN | STP <200K MAP-21 | M |
| 04 | SURFACE TRANSPORTATION | STPOA | USSH | M231 | URBAN SMALL <200K SHOALS | STP <200K MAP-21 | M |
| 04 | SURFACE TRANSPORTATION | ACSTPOA | USSHA | M231 | URBAN SMALL <200K SHOALS AC | STP <200K MAP-21 | M |
| 04 | SURFACE TRANSPORTATION | STPOA | DCSTM | M231 | STP <200K M231 DECATUR | STP <200K MAP-21 | M |
| 04 | SURFACE TRANSPORTATION | STP** | ST2 | M231 | ALDOT ALLOCATED STPAA, OA,NU | STP <200K MAP-21 | M |
| 04 | SURFACE TRANSPORTATION | STP** | ST3 | M231 | ALDOT ALLOCATED STPAA, OA, NU | STP <200K MAP-21 | M |
| 04 | SURFACE TRANSPORTATION | AC ATRIP## | A1CRD | M231 | ATRIP BND ISSUE 1 RDWY CONVERT | STP <200K MAP-21 | M |
| 04 | SURFACE TRANSPORTATION | ACSTPOA | USDCA | M231 | URBAN SMALL <200K DECATUR AC | STP <200K MAP-21 | M |
| 04 | SURFACE TRANSPORTATION | STPOA | USTL | M231 | URBAN SMALL <200K TUSCALOOSA | STP <200K MAP-21 | M |
| 04 | SURFACE TRANSPORTATION | STPOA | TLSTM | M231 | STP <200K M231 TUSCALOOSA | STP <200K MAP-21 | M |
| 04 | SURFACE TRANSPORTATION | STP** | ST | M231 | ALDOT ALLOCATED STPAA, OA, NU | STP <200K MAP-21 | M |
| 04 | SURFACE TRANSPORTATION | STPOA | DTSTM | M231 | STP <200K M231 DOTHAN | STP <200K MAP-21 | M |
| 04 | SURFACE TRANSPORTATION | STPOA | HSSTM | M231 | STP <200K M231 SHOALS | STP <200K MAP-21 | M |
| 04 | SURFACE TRANSPORTATION | ACSTPOA | ACTLM | M231 | ADVANCE CN TUSC MAP-21 M231 | STP <200K MAP-21 | M |
| 04 | SURFACE TRANSPORTATION | STPOA | USAU | M231 | URBAN SMALL <200K AUBURN | STP <200K MAP-21 | M |
| 04 | SURFACE TRANSPORTATION | STPOA | USDT | M231 | URBAN SMALL <200K DOTHAN | STP <200K MAP-21 | M |
| 04 | SURFACE TRANSPORTATION | ACSTPOA | USAUJA | M231 | URBAN SMALL <200K AUBURN AC | STP <200K MAP-21 | M |
| 04 | SURFACE TRANSPORTATION | STPOA | DASTM | M231 | STP <200K M231 EASTERN SHORE | STP <200K MAP-21 | M |
| 04 | SURFACE TRANSPORTATION | STPOA | USGD | M231 | URBAN SMALL <200K GADSDEN | STP <200K MAP-21 | M |
| 04 | SURFACE TRANSPORTATION | STPNU-OA-A | CORD | M231 | COUNTY SUB ALLOCATED RDY | STP <200K MAP-21 | M |
| 04 | SURFACE TRANSPORTATION | ACSTPOA | SOAMA | M231 | STP <200K ALDOT M231 AC | STP <200K MAP-21 | M |
| 04 | SURFACE TRANSPORTATION | STPOA | USDC | M231 | URBAN SMALL <200K DECATUR | STP <200K MAP-21 | M |
| 04 | SURFACE TRANSPORTATION | STPOA | USAN | M231 | URBAN SMALL <200K ANNISTON | STP <200K MAP-21 | M |
| 04 | SURFACE TRANSPORTATION | ACSTPOA | USESA | M231 | URBAN SMALL <200K EAST SHOR AC | STP <200K MAP-21 | M |
| 04 | SURFACE TRANSPORTATION | STPOA | ANSTM | M231 | STP <200K M231 ANNISTON | STP <200K MAP-21 | M |
| 04 | SURFACE TRANSPORTATION | NU-OA-AA | CORDA | M231 | COUNTY SUB ALLOCATED RDY AC | STP <200K MAP-21 | M |
| 04 | SURFACE TRANSPORTATION | STPOA | USE5 | M231 | URBAN SMALL <200K EASTERN SHOR | STP <200K MAP-21 | M |
| 04 | SURFACE TRANSPORTATION | ACSTPOA | USANA | M231 | URBAN SMALL <200K ANNISTON AC | STP <200K MAP-21 | M |
| 04 | SURFACE TRANSPORTATION | STP** | ST4 | M231 | ALDOT ALLOCATED STPAA, OA, NU | STP <200K MAP-21 | M |
| 04 | SURFACE TRANSPORTATION | ACSTPOA | USDTA | M231 | URBAN SMALL <200K DOTHAN AC | STP <200K MAP-21 | M |
| 04 | SURFACE TRANSPORTATION | ACSTPNU | AC232 | M232 | ADVANCE CN NON URBAN M232 | STP NON-URBAN AREAS MAP-21 | M |
| 04 | SURFACE TRANSPORTATION | STP** | ST4 | M232 | ALDOT ALLOCATED STPAA, OA, NU | STP NON-URBAN AREAS MAP-21 | M |
| 04 | SURFACE TRANSPORTATION | AC ATRIP## | A1CRD | M232 | ATRIP BND ISSUE 1 RDWY CONVERT | STP NON-URBAN AREAS MAP-21 | M |
| 04 | SURFACE TRANSPORTATION | STP** | ST2 | M232 | ALDOT ALLOCATED STPAA, OA,NU | STP NON-URBAN AREAS MAP-21 | M |
| 04 | SURFACE TRANSPORTATION | STP** | ST3 | M232 | ALDOT ALLOCATED STPAA, OA, NU | STP NON-URBAN AREAS MAP-21 | M |
| 04 | SURFACE TRANSPORTATION | STP** | ST | M232 | ALDOT ALLOCATED STPAA, OA, NU | STP NON-URBAN AREAS MAP-21 | M |
| 04 | SURFACE TRANSPORTATION | NU-OA-AA | CORDA | M232 | COUNTY SUB ALLOCATED RDY AC | STP NON-URBAN AREAS MAP-21 | M |
| 04 | SURFACE TRANSPORTATION | AC ATRIP## | A1CR2 | M232 | ATRIP BND 1 RDWY CONVERT 2 | STP NON-URBAN AREAS MAP-21 | M |
| 04 | SURFACE TRANSPORTATION | STPNU-OA-A | CORD | M232 | COUNTY SUB ALLOCATED RDY | STP NON-URBAN AREAS MAP-21 | M |
| 04 | SURFACE TRANSPORTATION | STPNU | STNUM | M232 | STP <5K M232 NON URBAN | STP NON-URBAN AREAS MAP-21 | M |
| 04 | SURFACE TRANSPORTATION | STP** | ST1 | M232 | ALDOT ALLOCATED STPAA, OA, NU | STP NON-URBAN AREAS MAP-21 | M |

| FUNDING CODES | | | | | | | |
|---------------|------------------------|------------|--------|-------------|---------------------------------|--------------------------------------|------------|
| FED_CAT_ID | Cat Description | PREFIX_ID | PGM_ID | FED_APPR_ID | PGM_NA | FED_APPR_DS | FED_ACT_CD |
| 04 | SURFACE TRANSPORTATION | ACSTP** | STA | M232 | ALDOT ALLOCATED STP ADV CN | STP NON-URBAN AREAS MAP-21 | M |
| 04 | SURFACE TRANSPORTATION | STP** | ST4 | M233 | ALDOT ALLOCATED STPAA, OA, NU | STP BR OFF SYSTEM MAP-21 | M |
| 04 | SURFACE TRANSPORTATION | STPBH | ULBH | M23E | URBAN LARGE >200K BIRMINGHAM | STP >200K MAP-21 EXTENTION | M |
| 04 | SURFACE TRANSPORTATION | ACSTPBH | ULBHA | M23E | URBAN SMALL <200K BHAM AC | STP >200K MAP-21 EXTENTION | M |
| 04 | SURFACE TRANSPORTATION | STPLL | ULLL | M23E | URBAN LARGE >200K LILLIAN | STP >200K MAP-21 EXTENTION | M |
| 04 | SURFACE TRANSPORTATION | STPMN | ULMN | M23E | URBAN LARGE STP >200K MONT | STP >200K MAP-21 EXTENTION | M |
| 04 | SURFACE TRANSPORTATION | STPLL | SLLM | M23E | STP >200K M23E LILLIAN | STP >200K MAP-21 EXTENTION | M |
| 04 | SURFACE TRANSPORTATION | ACSTPLL | ULLLA | M23E | URBAN SMALL <200K LILLIAN AC | STP >200K MAP-21 EXTENTION | M |
| 04 | SURFACE TRANSPORTATION | STPHV | SHVME | M23E | STP >200K M23E HUNTSVILLE | STP >200K MAP-21 EXTENTION | M |
| 04 | SURFACE TRANSPORTATION | STPHV | ULHV | M23E | URBAN LARGE >200K HUNTSVILLE | STP >200K MAP-21 EXTENTION | M |
| 04 | SURFACE TRANSPORTATION | ACSTPHV | ULHVA | M23E | URBAN SMALL <200K HUNTS AC | STP >200K MAP-21 EXTENTION | M |
| 04 | SURFACE TRANSPORTATION | STPMN | SMNME | M23E | STP >200K M23E MONTGOMERY | STP >200K MAP-21 EXTENTION | M |
| 04 | SURFACE TRANSPORTATION | ACSTPMN | ULMNA | M23E | URBAN SMALL <200K MONT AC | STP >200K MAP-21 EXTENTION | M |
| 04 | SURFACE TRANSPORTATION | STPMB | SMBME | M23E | STP >200K M23E MOBILE | STP >200K MAP-21 EXTENTION | M |
| 04 | SURFACE TRANSPORTATION | STPPC | SPCME | M23E | STP >200K M23E PHENIX CITY | STP >200K MAP-21 EXTENTION | M |
| 04 | SURFACE TRANSPORTATION | ACSTPMN | SMNAM | M23E | STP >200K MONTGOMERY AC | STP >200K MAP-21 EXTENTION | M |
| 04 | SURFACE TRANSPORTATION | ACSTPPC | ULPCA | M23E | URBAN LARGE >200K PHNIX CTY AC | STP >200K MAP-21 EXTENTION | M |
| 04 | SURFACE TRANSPORTATION | ACSTPMB | ULMBA | M23E | URBAN SMALL <200K MOBILE AC | STP >200K MAP-21 EXTENTION | M |
| 04 | SURFACE TRANSPORTATION | STPBH | SBHME | M23E | STP >200K M23E BIRMINGHAM | STP >200K MAP-21 EXTENTION | M |
| 04 | SURFACE TRANSPORTATION | STPPC | ULPC | M23E | URBAN LARGE >200K PHENIX CITY | STP >200K MAP-21 EXTENTION | M |
| 04 | SURFACE TRANSPORTATION | STPBH | ULBH1 | M23E | URBAN LARGE >200K BIRMINGHAM | STP >200K MAP-21 EXTENTION | M |
| 04 | SURFACE TRANSPORTATION | STPMB | ULMB | M23E | URBAN LARGE >200K MOBILE | STP >200K MAP-21 EXTENTION | M |
| 04 | SURFACE TRANSPORTATION | STP** | ST4 | M240 | ALDOT ALLOCATED STPAA, OA, NU | STP ANY AREA MAP-21 | M |
| 04 | SURFACE TRANSPORTATION | STPAA | AAMN | M240 | AA / OA CONVERSION FOR MGY TMA | STP ANY AREA MAP-21 | M |
| 04 | SURFACE TRANSPORTATION | STP** | ST | M240 | ALDOT ALLOCATED STPAA, OA, NU | STP ANY AREA MAP-21 | M |
| 04 | SURFACE TRANSPORTATION | STPAA | AAMNA | M240 | AA / OA CONVERSION MGY TMA AC | STP ANY AREA MAP-21 | M |
| 04 | SURFACE TRANSPORTATION | STPAA | STAAM | M240 | STP ANY AREA MAP-21 M240 | STP ANY AREA MAP-21 | M |
| 04 | SURFACE TRANSPORTATION | STPNU-OA-A | CORD | M240 | COUNTY SUB ALLOCATED RDY | STP ANY AREA MAP-21 | M |
| 04 | SURFACE TRANSPORTATION | ACSTPAA | 24AC | M240 | ADV CONS STP ANY AREA M240 | STP ANY AREA MAP-21 | M |
| 04 | SURFACE TRANSPORTATION | STP** | ST2 | M240 | ALDOT ALLOCATED STPAA, OA,NU | STP ANY AREA MAP-21 | M |
| 04 | SURFACE TRANSPORTATION | NU-OA-AA | CORDA | M240 | COUNTY SUB ALLOCATED RDY AC | STP ANY AREA MAP-21 | M |
| 04 | SURFACE TRANSPORTATION | ACSTP** | STA | M240 | ALDOT ALLOCATED STP ADV CN | STP ANY AREA MAP-21 | M |
| 04 | SURFACE TRANSPORTATION | STP** | ST1 | M240 | ALDOT ALLOCATED STPAA, OA, NU | STP ANY AREA MAP-21 | M |
| 04 | SURFACE TRANSPORTATION | STMAA | AROV | M240 | ARRA OVERRUN FUNDING | STP ANY AREA MAP-21 | M |
| 04 | SURFACE TRANSPORTATION | STP** | ST3 | M240 | ALDOT ALLOCATED STPAA, OA, NU | STP ANY AREA MAP-21 | M |
| 04 | SURFACE TRANSPORTATION | AC ATRIP## | A1CRD | M240 | ATRIP BND ISSUE 1 RDWY CONVERT | STP ANY AREA MAP-21 | M |
| 04 | SURFACE TRANSPORTATION | STPAA | SAAME | M24E | STP ANY AREA MAP-21 EXT M24E | STP ANY AREA MAP-21 EXTENTION | M |
| 04 | SURFACE TRANSPORTATION | ACSTP** | STA | M24E | ALDOT ALLOCATED STP ADV CN | STP ANY AREA MAP-21 EXTENTION | M |
| 04 | SURFACE TRANSPORTATION | STP** | ST | M24E | ALDOT ALLOCATED STPAA, OA, NU | STP ANY AREA MAP-21 EXTENTION | M |
| 04 | SURFACE TRANSPORTATION | ACSTPAA | 24AC | M24E | ADV CONS STP ANY AREA M240 | STP ANY AREA MAP-21 EXTENTION | M |
| 04 | SURFACE TRANSPORTATION | NU-OA-AA | CORDA | M24E | COUNTY SUB ALLOCATED RDY AC | STP ANY AREA MAP-21 EXTENTION | M |
| 04 | SURFACE TRANSPORTATION | AC ATRIP## | A2RDY | M24E | ATRIP BOND ISSUE 2 ROADWAY | STP ANY AREA MAP-21 EXTENTION | M |
| 04 | SURFACE TRANSPORTATION | STPAA | AAMN | M24E | AA / OA CONVERSION FOR MGY TMA | STP ANY AREA MAP-21 EXTENTION | M |
| 04 | SURFACE TRANSPORTATION | STP** | ST1 | M24E | ALDOT ALLOCATED STPAA, OA, NU | STP ANY AREA MAP-21 EXTENTION | M |
| 04 | SURFACE TRANSPORTATION | STP** | ST2 | M24E | ALDOT ALLOCATED STPAA, OA,NU | STP ANY AREA MAP-21 EXTENTION | M |
| 04 | SURFACE TRANSPORTATION | STPNU-OA-A | CORD | M24E | COUNTY SUB ALLOCATED RDY | STP ANY AREA MAP-21 EXTENTION | M |
| 04 | SURFACE TRANSPORTATION | STP** | ST3 | M24E | ALDOT ALLOCATED STPAA, OA, NU | STP ANY AREA MAP-21 EXTENTION | M |
| 04 | SURFACE TRANSPORTATION | STPAA | AAMNA | M24E | AA / OA CONVERSION MGY TMA AC | STP ANY AREA MAP-21 EXTENTION | M |
| 04 | SURFACE TRANSPORTATION | NHI | NHI29 | M290 | STP 1/2% NHI TRSAFETALU L29 | NHI EDUCATION & TRAINING MAP-21 | M |
| 04 | SURFACE TRANSPORTATION | STPOA | DTME | M2E1 | STP <200K M2E1 DOTHAN | STP <200K MAP-21 EXTENTION | M |
| 04 | SURFACE TRANSPORTATION | STPOA | USTL | M2E1 | URBAN SMALL <200K TUSCALOOSA | STP <200K MAP-21 EXTENTION | M |
| 04 | SURFACE TRANSPORTATION | ACSTPOA | USANA | M2E1 | URBAN SMALL <200K ANNISTON AC | STP <200K MAP-21 EXTENTION | M |
| 04 | SURFACE TRANSPORTATION | STP** | ST3 | M2E1 | ALDOT ALLOCATED STPAA, OA, NU | STP <200K MAP-21 EXTENTION | M |
| 04 | SURFACE TRANSPORTATION | AC ATRIP## | A2RDY | M2E1 | ATRIIP BOND ISSUE 2 ROADWAY | STP <200K MAP-21 EXTENTION | M |
| 04 | SURFACE TRANSPORTATION | ACSTPOA | USDCA | M2E1 | URBAN SMALL <200K DECATUR AC | STP <200K MAP-21 EXTENTION | M |
| 04 | SURFACE TRANSPORTATION | AC ATRIP## | A1CRD | M2E1 | ATRIIP BND ISSUE 1 RDWY CONVERT | STP <200K MAP-21 EXTENTION | M |
| 04 | SURFACE TRANSPORTATION | STP** | ST | M2E1 | ALDOT ALLOCATED STPAA, OA, NU | STP <200K MAP-21 EXTENTION | M |
| 04 | SURFACE TRANSPORTATION | STPOA | SHME | M2E1 | STP <200K M2E1 SHOALS | STP <200K MAP-21 EXTENTION | M |
| 04 | SURFACE TRANSPORTATION | ACSTPOA | USSHA | M2E1 | URBAN SMALL <200K SHOALS AC | STP <200K MAP-21 EXTENTION | M |
| 04 | SURFACE TRANSPORTATION | STPOA | USSH | M2E1 | URBAN SMALL <200K SHOALS | STP <200K MAP-21 EXTENTION | M |
| 04 | SURFACE TRANSPORTATION | STPOA | TLME | M2E1 | STP <200K M2E1 TUSCALOOSA | STP <200K MAP-21 EXTENTION | M |
| 04 | SURFACE TRANSPORTATION | NU-OA-AA | CORDA | M2E1 | COUNTY SUB ALLOCATED RDY AC | STP <200K MAP-21 EXTENTION | M |
| 04 | SURFACE TRANSPORTATION | ACSTPOA | USGDA | M2E1 | URBAN SMALL <200K GADSDEN AC | STP <200K MAP-21 EXTENTION | M |
| 04 | SURFACE TRANSPORTATION | STPOA | GDME | M2E1 | STP <200K M2E1 GADSDEN | STP <200K MAP-21 EXTENTION | M |
| 04 | SURFACE TRANSPORTATION | STPOA | USAN | M2E1 | URBAN SMALL <200K ANNISTON | STP <200K MAP-21 EXTENTION | M |
| 04 | SURFACE TRANSPORTATION | STPOA | SOAME | M2E1 | STP <200K ALDOT PORTION M2E1 | STP <200K MAP-21 EXTENTION | M |
| 04 | SURFACE TRANSPORTATION | ACSTPOA | USESA | M2E1 | URBAN SMALL <200K EAST SHOR AC | STP <200K MAP-21 EXTENTION | M |
| 04 | SURFACE TRANSPORTATION | ACSTPOA | USDTA | M2E1 | URBAN SMALL <200K DOTHAN AC | STP <200K MAP-21 EXTENTION | M |
| 04 | SURFACE TRANSPORTATION | STPOA | DCME | M2E1 | STP <200K M2E1 DECATUR | STP <200K MAP-21 EXTENTION | M |
| 04 | SURFACE TRANSPORTATION | STPOA | USDC | M2E1 | URBAN SMALL <200K DECATUR | STP <200K MAP-21 EXTENTION | M |
| 04 | SURFACE TRANSPORTATION | STPOA | USDT | M2E1 | URBAN SMALL <200K DOTHAN | STP <200K MAP-21 EXTENTION | M |
| 04 | SURFACE TRANSPORTATION | STP** | ST1 | M2E1 | ALDOT ALLOCATED STPAA, OA, NU | STP <200K MAP-21 EXTENTION | M |
| 04 | SURFACE TRANSPORTATION | STPOA | DAME | M2E1 | STP <200K M2E1 EASTERN SHORE | STP <200K MAP-21 EXTENTION | M |
| 04 | SURFACE TRANSPORTATION | STPOA | USTLA | M2E1 | URBAN SMALL <200K TUSC AC | STP <200K MAP-21 EXTENTION | M |
| 04 | SURFACE TRANSPORTATION | STP** | ST4 | M2E1 | ALDOT ALLOCATED STPAA, OA, NU | STP <200K MAP-21 EXTENTION | M |
| 04 | SURFACE TRANSPORTATION | ACSTPOA | USAUA | M2E1 | URBAN SMALL <200K AUBURN AC | STP <200K MAP-21 EXTENTION | M |
| 04 | SURFACE TRANSPORTATION | STPOA | AUME | M2E1 | STP <200K M2E1 AUBURN | STP <200K MAP-21 EXTENTION | M |
| 04 | SURFACE TRANSPORTATION | STPOA | ANME | M2E1 | STP <200K M2E1 ANNISTON | STP <200K MAP-21 EXTENTION | M |
| 04 | SURFACE TRANSPORTATION | STPOA | USAU | M2E1 | URBAN SMALL <200K AUBURN | STP <200K MAP-21 EXTENTION | M |
| 04 | SURFACE TRANSPORTATION | STPOA | USES | M2E1 | URBAN SMALL <200K EASTERN SHOR | STP <200K MAP-21 EXTENTION | M |
| 04 | SURFACE TRANSPORTATION | AC ATRIP## | A1CR3 | M2E1 | ATRIIP BND 1 RDWY CONVERT 3 | STP <200K MAP-21 EXTENTION | M |
| 04 | SURFACE TRANSPORTATION | STP** | ST2 | M2E1 | ALDOT ALLOCATED STPAA, OA,NU | STP <200K MAP-21 EXTENTION | M |
| 04 | SURFACE TRANSPORTATION | STPNU-OA-A | CORD | M2E1 | COUNTY SUB ALLOCATED RDY | STP <200K MAP-21 EXTENTION | M |
| 04 | SURFACE TRANSPORTATION | AC ATRIP## | A1CR4 | M2E1 | ATRIIP BND 1 RDWY CONVERT 4 | STP <200K MAP-21 EXTENTION | M |
| 04 | SURFACE TRANSPORTATION | STPOA | USGD | M2E1 | URBAN SMALL <200K GADSDEN | STP <200K MAP-21 EXTENTION | M |
| 04 | SURFACE TRANSPORTATION | ACSTP** | STA | M2E1 | ALDOT ALLOCATED STP ADV CN | STP <200K MAP-21 EXTENTION | M |
| 04 | SURFACE TRANSPORTATION | STP** | ST3 | M2E2 | ALDOT ALLOCATED STPAA, OA, NU | STP NON-URBAN AREAS MAP-21 EXTENTION | M |
| 04 | SURFACE TRANSPORTATION | AC ATRIP## | A1CR2 | M2E2 | ATRIIP BND 1 RDWY CONVERT 2 | STP NON-URBAN AREAS MAP-21 EXTENTION | M |
| 04 | SURFACE TRANSPORTATION | STP** | ST2 | M2E2 | ALDOT ALLOCATED STPAA, OA,NU | STP NON-URBAN AREAS MAP-21 EXTENTION | M |
| 04 | SURFACE TRANSPORTATION | STPNU | SNUM | M2E2 | STP <5K NON URBAN M2E2 | STP NON-URBAN AREAS MAP-21 EXTENTION | M |
| 04 | SURFACE TRANSPORTATION | STP** | ST4 | M2E2 | ALDOT ALLOCATED STPAA, OA, NU | STP NON-URBAN AREAS MAP-21 EXTENTION | M |
| 04 | SURFACE TRANSPORTATION | AC ATRIP## | A1CRD | M2E2 | ATRIIP BND ISSUE 1 RDWY CONVERT | STP NON-URBAN AREAS MAP-21 EXTENTION | M |
| 04 | SURFACE TRANSPORTATION | STP** | ST1 | M2E2 | ALDOT ALLOCATED STPAA, OA, NU | STP NON-URBAN AREAS MAP-21 EXTENTION | M |
| 04 | SURFACE TRANSPORTATION | AC ATRIP## | A1CR3 | M2E2 | ATRIIP BND 1 RDWY CONVERT 3 | STP NON-URBAN AREAS MAP-21 EXTENTION | M |
| 04 | SURFACE TRANSPORTATION | AC ATRIP## | A2RDY | M2E2 | ATRIIP BOND ISSUE 2 ROADWAY | STP NON-URBAN AREAS MAP-21 EXTENTION | M |
| 04 | SURFACE TRANSPORTATION | AC ATRIP## | A1CR4 | M2E2 | ATRIIP BND 1 RDWY CONVERT 4 | STP NON-URBAN AREAS MAP-21 EXTENTION | M |
| 04 | SURFACE TRANSPORTATION | ACSTP** | STA | M2E2 | ALDOT ALLOCATED STP ADV CN | STP NON-URBAN AREAS MAP-21 EXTENTION | M |
| 04 | SURFACE TRANSPORTATION | STP** | ST | M2E2 | ALDOT ALLOCATED STPAA, OA, NU | STP NON-URBAN AREAS MAP-21 EXTENTION | M |
| 04 | SURFACE TRANSPORTATION | NU-OA-AA | CORDA | M2E2 | COUNTY SUB ALLOCATED RDY AC | STP NON-URBAN AREAS MAP-21 EXTENTION | M |

| FUNDING CODES | | | | | | | |
|---------------|------------------------|------------|--------|-------------|--------------------------------|--------------------------------------|------------|
| FED_CAT_ID | Cat Description | PREFIX_ID | PGM_ID | FED_APPR_ID | PGM_NA | FED_APPR_DS | FED_ACT_CD |
| 04 | SURFACE TRANSPORTATION | STPNU-OA-A | CORD | M2E2 | COUNTY SUB ALLOCATED RDY | STP NON-URBAN AREAS MAP-21 EXTENTION | M |
| 04 | SURFACE TRANSPORTATION | STP** | ST4 | M2E3 | ALDOT ALLOCATED STPAA, OA, NU | STP BR OFF SYSTEM MAP-21 EXTENTION | M |
| 04 | SURFACE TRANSPORTATION | STP** | ST1 | M2E3 | ALDOT ALLOCATED STPAA, OA, NU | STP BR OFF SYSTEM MAP-21 EXTENTION | M |
| 04 | SURFACE TRANSPORTATION | STP** | ST3 | M2E3 | ALDOT ALLOCATED STPAA, OA, NU | STP BR OFF SYSTEM MAP-21 EXTENTION | M |
| 04 | SURFACE TRANSPORTATION | STP** | ST2 | M2E3 | ALDOT ALLOCATED STPAA, OA, NU | STP BR OFF SYSTEM MAP-21 EXTENTION | M |
| 04 | SURFACE TRANSPORTATION | RECA | RECA | Q030 | REDIST CERTAIN AUTH | REDISTRIBUTION OF CERTAIN AUTH | T |
| 04 | SURFACE TRANSPORTATION | STPOA | ANST | Q200 | STEA OTHER THAN 200K ANNISTON | STP <200K TEA-21 | T |
| 04 | SURFACE TRANSPORTATION | STPOA | DTST | Q200 | STEA OTHER THAN 200K DOTHAN | STP <200K TEA-21 | T |
| 04 | SURFACE TRANSPORTATION | STPOA | DCST | Q200 | STEA OTHER THAN 200K DECATUR | STP <200K TEA-21 | T |
| 04 | SURFACE TRANSPORTATION | ACSTPOA | ACR20 | Q200 | AC STEA OTHER THAN 200K URBAN | STP <200K TEA-21 | T |
| 04 | SURFACE TRANSPORTATION | STPOA | MNST | Q200 | STEA OTHER THAN 200K MONTG | STP <200K TEA-21 | T |
| 04 | SURFACE TRANSPORTATION | STPOA | OAST | Q200 | STEA OTHER THAN 200K URBAN | STP <200K TEA-21 | T |
| 04 | SURFACE TRANSPORTATION | STPOA | TLST | Q200 | STEA OTHER THAN 200K TUSC | STP <200K TEA-21 | T |
| 04 | SURFACE TRANSPORTATION | STPOA | AOST | Q200 | STEA OTHER THAN 200K AUB/OPE | STP <200K TEA-21 | T |
| 04 | SURFACE TRANSPORTATION | ACGBSTPNU | GRSN1 | Q200 | GARVEY BONDS ISSUE 1 "STP" | STP <200K TEA-21 | T |
| 04 | SURFACE TRANSPORTATION | STPOA | GRST | Q200 | STEA OTHER THAN 200K GADSDEN | STP <200K TEA-21 | T |
| 04 | SURFACE TRANSPORTATION | STPOA | SHST | Q200 | STEA OTHER THAN 200K SHOALS | STP <200K TEA-21 | T |
| 04 | SURFACE TRANSPORTATION | ACGBSTPNU | GRSN1 | Q210 | GARVEY BONDS ISSUE 1 "STP" | STP ANY SAFETY TEA-21 | T |
| 04 | SURFACE TRANSPORTATION | STPTE | TEST | Q220 | STEA TRANSPORTATION ENHANCEMEN | STP ENHANCEMENT TEA-21 | T |
| 04 | SURFACE TRANSPORTATION | STPBH | ARBH | Q230 | ARRA OVERRUN BHAM L230, L23E | STP URBANIZED TEA-21 | T |
| 04 | SURFACE TRANSPORTATION | STPMB | MBST | Q230 | STEA URBAN AREA MOBILE | STP URBANIZED TEA-21 | T |
| 04 | SURFACE TRANSPORTATION | STPLL | LLST | Q230 | STEA URBAN AREA LILLIAN/PENS | STP URBANIZED TEA-21 | T |
| 04 | SURFACE TRANSPORTATION | STPBH | BHST | Q230 | STEA URBAN AREA BIRMINGHAM | STP URBANIZED TEA-21 | T |
| 04 | SURFACE TRANSPORTATION | STPHV | HVST | Q230 | STEA URBAN AREA HUNTSVILLE | STP URBANIZED TEA-21 | T |
| 04 | SURFACE TRANSPORTATION | STPPC | PCST | Q230 | STEA URBAN AREA PHENIX CITY | STP URBANIZED TEA-21 | T |
| 04 | SURFACE TRANSPORTATION | STPMT | MTST | Q230 | STEA URBAN AREA MONTGOMERY | STP URBANIZED TEA-21 | T |
| 04 | SURFACE TRANSPORTATION | ACGBSTPNU | GRSN1 | Q240 | GARVEY BONDS ISSUE 1 "STP" | STP ANY AREA TEA-21 | T |
| 04 | SURFACE TRANSPORTATION | STMAA | AROV | Q240 | ARRA OVERRUN FUNDING | STP ANY AREA TEA-21 | T |
| 04 | SURFACE TRANSPORTATION | STPAA | AAST | Q240 | STEA ANY AREA | STP ANY AREA TEA-21 | T |
| 04 | SURFACE TRANSPORTATION | STPAA | HINTOA | Q240 | HUNTSVILLE STPOA FUNDS | STP ANY AREA TEA-21 | T |
| 04 | SURFACE TRANSPORTATION | ACSTPAA | ACR24 | Q240 | ADV CONS STPAA REG Q240 H240 | STP ANY AREA TEA-21 | T |
| 04 | SURFACE TRANSPORTATION | STPAA | AAMN | Q240 | AA / OA CONVERSION FOR MGY TMA | STP ANY AREA TEA-21 | T |
| 04 | SURFACE TRANSPORTATION | ACGBSTPNU | GRSN1 | Q250 | GARVEY BONDS ISSUE 1 "STP" | STP NON-URBAN AREAS TEA-21 | T |
| 04 | SURFACE TRANSPORTATION | STPNU | NUST | Q250 | STEA NON URBAN AREAS | STP NON-URBAN AREAS TEA-21 | T |
| 04 | SURFACE TRANSPORTATION | NHI | NHITP | Q290 | NHI TRAINING PROGRAM | NHI TRAINING PROGRAM | T |
| 04 | SURFACE TRANSPORTATION | STPTE | TEST | Q340 | STEA TRANSPORTATION ENHANCEMEN | STPTE, 100% | T |
| 04 | SURFACE TRANSPORTATION | STPOA | OAST | QB10 | STEA OTHER THAN 200K URBAN | OAST TEA21 TRANSFER TO TRANSIT | T |
| 04 | SURFACE TRANSPORTATION | STPPC | PCST | QB40 | STEA URBAN AREA PHENIX CITY | >200K TEA21 TRANSFER TO TRANSIT | T |
| 04 | SURFACE TRANSPORTATION | STPMB | MBST | QB40 | STEA URBAN AREA MOBILE | >200K TEA21 TRANSFER TO TRANSIT | T |
| 04 | SURFACE TRANSPORTATION | STPMT | MTST | QB40 | STEA URBAN AREA MONTGOMERY | >200K TEA21 TRANSFER TO TRANSIT | T |
| 04 | SURFACE TRANSPORTATION | STPBH | BHST | QB40 | STEA URBAN AREA BIRMINGHAM | >200K TEA21 TRANSFER TO TRANSIT | T |
| 04 | SURFACE TRANSPORTATION | STPAA | AAST | QB50 | STEA ANY AREA | AAST TEA21 TRANSFER TO TRANSIT | T |
| 04 | SURFACE TRANSPORTATION | QTDG | QTDG | QTDG | ARRA FED HIGHWAY TIGER V GRANT | FED HIGHWAY TIGER V GRANT | N |
| 04 | SURFACE TRANSPORTATION | AC ATRIP## | AZCRD | 2001 | ATRI BND ISSUE 2 RDWY CONVERT | NHPP FAST | Z |
| 04 | SURFACE TRANSPORTATION | STPMN | ULMN | 2005 | URBAN LARGE STP >200K MONT | HWY INF TRUMP >200K | Z |
| 04 | SURFACE TRANSPORTATION | STPBH | ULBH1 | 2005 | URBAN LARGE >200K BIRMINGHAM | HWY INF TRUMP >200K | Z |
| 04 | SURFACE TRANSPORTATION | STPBH | ULBH | 2005 | URBAN LARGE >200K BIRMINGHAM | HWY INF TRUMP >200K | Z |
| 04 | SURFACE TRANSPORTATION | STPLL | ULLL | 2005 | URBAN LARGE >200K LILLIAN | HWY INF TRUMP >200K | Z |
| 04 | SURFACE TRANSPORTATION | STPPC | ULPC | 2005 | URBAN LARGE >200K PHENIX CITY | HWY INF TRUMP >200K | Z |
| 04 | SURFACE TRANSPORTATION | STPMB | ULMB | 2005 | URBAN LARGE >200K MOBILE | HWY INF TRUMP >200K | Z |
| 04 | SURFACE TRANSPORTATION | STPHV | ULHV | 2005 | URBAN LARGE >200K HUNTSVILLE | HWY INF TRUMP >200K | Z |
| 04 | SURFACE TRANSPORTATION | STPOA | 20069 | 2006 | TRUMP ALLOCATED STOA FUNDS 90% | HWY INF TRUMP STPOA | Z |
| 04 | SURFACE TRANSPORTATION | STPNU | 20079 | 2007 | TRUMP ALLOCATED STNU FUNDS 90% | HWY INF TRUMP STPNU | Z |
| 04 | SURFACE TRANSPORTATION | RECA | REC | 2030 | REDIST CERTAIN AUTH | RECA FAST | Z |
| 04 | SURFACE TRANSPORTATION | ACRECA | RECAC | 2030 | REDIST CERTAIN AUTH ADV CN | RECA FAST | Z |
| 04 | SURFACE TRANSPORTATION | ACSTPLL | ULLLA | 2230 | URBAN SMALL <200K LILLIAN AC | STP >200K FAST | Z |
| 04 | SURFACE TRANSPORTATION | STPLL | ULLL | 2230 | URBAN LARGE >200K LILLIAN | STP >200K FAST | Z |
| 04 | SURFACE TRANSPORTATION | ACSTPHV | ULHVA | 2230 | URBAN SMALL <200K HUNTS AC | STP >200K FAST | Z |
| 04 | SURFACE TRANSPORTATION | ACSTPMB | ULMBA | 2230 | URBAN SMALL <200K MOBILE AC | STP >200K FAST | Z |
| 04 | SURFACE TRANSPORTATION | STPMB | ULMB | 2230 | URBAN LARGE >200K MOBILE | STP >200K FAST | Z |
| 04 | SURFACE TRANSPORTATION | STPMN | ULMN | 2230 | URBAN LARGE STP >200K MONT | STP >200K FAST | Z |
| 04 | SURFACE TRANSPORTATION | STPBH | ULBH1 | 2230 | URBAN LARGE >200K BIRMINGHAM | STP >200K FAST | Z |
| 04 | SURFACE TRANSPORTATION | STPBH | ULBH | 2230 | URBAN LARGE >200K BIRMINGHAM | STP >200K FAST | Z |
| 04 | SURFACE TRANSPORTATION | STPPC | ULPC | 2230 | URBAN LARGE >200K PHENIX CITY | STP >200K FAST | Z |
| 04 | SURFACE TRANSPORTATION | ACSTPPC | ULPCA | 2230 | URBAN LARGE >200K PHNIX CTY AC | STP >200K FAST | Z |
| 04 | SURFACE TRANSPORTATION | ACSTPMN | ULMNA | 2230 | URBAN SMALL <200K MONT AC | STP >200K FAST | Z |
| 04 | SURFACE TRANSPORTATION | ACSTPBH | ULBHA | 2230 | URBAN SMALL <200K BHAM AC | STP >200K FAST | Z |
| 04 | SURFACE TRANSPORTATION | STPHV | ULHV | 2230 | URBAN LARGE >200K HUNTSVILLE | STP >200K FAST | Z |
| 04 | SURFACE TRANSPORTATION | STPOA | USDT | 2231 | URBAN SMALL <200K DOTHAN | STP <200K FAST | Z |
| 04 | SURFACE TRANSPORTATION | ACSTPOA | USDTA | 2231 | URBAN SMALL <200K DOTHAN AC | STP <200K FAST | Z |
| 04 | SURFACE TRANSPORTATION | STPOA | USE5 | 2231 | URBAN SMALL <200K EASTERN SHOR | STP <200K FAST | Z |
| 04 | SURFACE TRANSPORTATION | STP** | ST4 | 2231 | ALDOT ALLOCATED STPAA, OA, NU | STP <200K FAST | Z |
| 04 | SURFACE TRANSPORTATION | ACSTPOA | USESA | 2231 | URBAN SMALL <200K EAST SHOR AC | STP <200K FAST | Z |
| 04 | SURFACE TRANSPORTATION | STPOA | USTLA | 2231 | URBAN SMALL <200K TUSC AC | STP <200K FAST | Z |
| 04 | SURFACE TRANSPORTATION | STPOA | USDC | 2231 | URBAN SMALL <200K DECATUR | STP <200K FAST | Z |
| 04 | SURFACE TRANSPORTATION | ACSTPOA | USGDA | 2231 | URBAN SMALL <200K GADSDEN AC | STP <200K FAST | Z |
| 04 | SURFACE TRANSPORTATION | ACSTPOA | USANA | 2231 | URBAN SMALL <200K ANNISTON AC | STP <200K FAST | Z |
| 04 | SURFACE TRANSPORTATION | ACSTPOA | USOCA | 2231 | URBAN SMALL <200K DECATUR AC | STP <200K FAST | Z |
| 04 | SURFACE TRANSPORTATION | STPNU-OA-A | CORD | 2231 | COUNTY SUB ALLOCATED RDY | STP <200K FAST | Z |
| 04 | SURFACE TRANSPORTATION | STP** | ST3 | 2231 | ALDOT ALLOCATED STPAA, OA, NU | STP <200K FAST | Z |
| 04 | SURFACE TRANSPORTATION | STPOA | USSH | 2231 | URBAN SMALL <200K SHOALS | STP <200K FAST | Z |
| 04 | SURFACE TRANSPORTATION | ACSTPOA | USSHA | 2231 | URBAN SMALL <200K SHOALS AC | STP <200K FAST | Z |
| 04 | SURFACE TRANSPORTATION | STPOA | USAN | 2231 | URBAN SMALL <200K ANNISTON | STP <200K FAST | Z |
| 04 | SURFACE TRANSPORTATION | STP** | ST2 | 2231 | ALDOT ALLOCATED STPAA, OA, NU | STP <200K FAST | Z |
| 04 | SURFACE TRANSPORTATION | AC ATRIP## | A1CRD | 2231 | ATRI BND ISSUE 1 RDWY CONVERT | STP <200K FAST | Z |
| 04 | SURFACE TRANSPORTATION | STP** | ST1 | 2231 | ALDOT ALLOCATED STPAA, OA, NU | STP <200K FAST | Z |
| 04 | SURFACE TRANSPORTATION | NU-OA-AA | CORDA | 2231 | COUNTY SUB ALLOCATED RDY AC | STP <200K FAST | Z |
| 04 | SURFACE TRANSPORTATION | AC ATRIP## | A1CR4 | 2231 | ATRI BND 1 RDWY CONVERT 4 | STP <200K FAST | Z |
| 04 | SURFACE TRANSPORTATION | STP** | ST | 2231 | ALDOT ALLOCATED STPAA, OA, NU | STP <200K FAST | Z |
| 04 | SURFACE TRANSPORTATION | AC ATRIP## | A2RDY | 2231 | ATRI BOND ISSUE 2 ROADWAY | STP <200K FAST | Z |
| 04 | SURFACE TRANSPORTATION | ACSTPOA | USAUA | 2231 | URBAN SMALL <200K AUBURN AC | STP <200K FAST | Z |
| 04 | SURFACE TRANSPORTATION | STPOA | USAU | 2231 | URBAN SMALL <200K AUBURN | STP <200K FAST | Z |
| 04 | SURFACE TRANSPORTATION | STPOA | USTL | 2231 | URBAN SMALL <200K TUSCALOOSA | STP <200K FAST | Z |
| 04 | SURFACE TRANSPORTATION | AC ATRIP## | A1RDY | 2231 | ATRI BOND ISSUE 1 ROADWAY | STP <200K FAST | Z |
| 04 | SURFACE TRANSPORTATION | ACSTP** | STA | 2231 | ALDOT ALLOCATED STP ADV CN | STP <200K FAST | Z |
| 04 | SURFACE TRANSPORTATION | AC ATRIP## | A1CR3 | 2231 | ATRI BND 1 RDWY CONVERT 3 | STP <200K FAST | Z |
| 04 | SURFACE TRANSPORTATION | AC ATRIP## | A1CR2 | 2231 | ATRI BND 1 RDWY CONVERT 2 | STP <200K FAST | Z |
| 04 | SURFACE TRANSPORTATION | STPOA | USGD | 2231 | URBAN SMALL <200K GADSDEN | STP <200K FAST | Z |

| FUNDING CODES | | | | | | | |
|---------------|------------------------|-------------|--------|-------------|---------------------------------|---|------------|
| FED_CAT_ID | Cat Description | PREFIX_ID | PGM_ID | FED_APPR_ID | PGM_NA | FED_APPR_DS | FED_ACT_CD |
| 04 | SURFACE TRANSPORTATION | ACSTP** | STA | Z232 | ALDOT ALLOCATED STP ADV CN | STP NON-URBAN AREAS FAST | Z |
| 04 | SURFACE TRANSPORTATION | STPNU-OA-A | CORD | Z232 | COUNTY SUB ALLOCATED RDY | STP NON-URBAN AREAS FAST | Z |
| 04 | SURFACE TRANSPORTATION | AC ATRIP### | A1CR2 | Z232 | ATRIP BND 1 RDWY CONVERT 2 | STP NON-URBAN AREAS FAST | Z |
| 04 | SURFACE TRANSPORTATION | STP** | ST3 | Z232 | ALDOT ALLOCATED STPAA, OA, NU | STP NON-URBAN AREAS FAST | Z |
| 04 | SURFACE TRANSPORTATION | AC ATRIP### | A2RDY | Z232 | ATRIP BOND ISSUE 2 ROADWAY | STP NON-URBAN AREAS FAST | Z |
| 04 | SURFACE TRANSPORTATION | STP** | ST | Z232 | ALDOT ALLOCATED STPAA, OA, NU | STP NON-URBAN AREAS FAST | Z |
| 04 | SURFACE TRANSPORTATION | AC ATRIP### | A1CR3 | Z232 | ATRIP BND 1 RDWY CONVERT 3 | STP NON-URBAN AREAS FAST | Z |
| 04 | SURFACE TRANSPORTATION | AC ATRIP### | A1CR4 | Z232 | ATRIP BND 1 RDWY CONVERT 4 | STP NON-URBAN AREAS FAST | Z |
| 04 | SURFACE TRANSPORTATION | NU-OA-AA | CORDA | Z232 | COUNTY SUB ALLOCATED RDY AC | STP NON-URBAN AREAS FAST | Z |
| 04 | SURFACE TRANSPORTATION | STP** | ST2 | Z232 | ALDOT ALLOCATED STPAA, OA,NU | STP NON-URBAN AREAS FAST | Z |
| 04 | SURFACE TRANSPORTATION | AC ATRIP### | A1CRD | Z232 | ATRIP BND ISSUE 1 RDWY CONVERT | STP NON-URBAN AREAS FAST | Z |
| 04 | SURFACE TRANSPORTATION | STP** | ST1 | Z232 | ALDOT ALLOCATED STPAA, OA, NU | STP NON-URBAN AREAS FAST | Z |
| 04 | SURFACE TRANSPORTATION | STP** | ST4 | Z232 | ALDOT ALLOCATED STPAA, OA, NU | STP NON-URBAN AREAS FAST | Z |
| 04 | SURFACE TRANSPORTATION | STP** | ST1 | Z233 | ALDOT ALLOCATED STPAA, OA, NU | STP BR OFF SYSTEM FAST | Z |
| 04 | SURFACE TRANSPORTATION | STP** | ST2 | Z233 | ALDOT ALLOCATED STPAA, OA,NU | STP BR OFF SYSTEM FAST | Z |
| 04 | SURFACE TRANSPORTATION | STP** | ST4 | Z233 | ALDOT ALLOCATED STPAA, OA, NU | STP BR OFF SYSTEM FAST | Z |
| 04 | SURFACE TRANSPORTATION | STP** | ST3 | Z233 | ALDOT ALLOCATED STPAA, OA, NU | STP BR OFF SYSTEM FAST | Z |
| 04 | SURFACE TRANSPORTATION | STPNU-OA-A | CORD | Z240 | COUNTY SUB ALLOCATED RDY | STP ANY AREA FAST | Z |
| 04 | SURFACE TRANSPORTATION | STPAA | AAMN | Z240 | AA / OA CONVERSION FOR MGY TMA | STP ANY AREA FAST | Z |
| 04 | SURFACE TRANSPORTATION | STP** | ST1 | Z240 | ALDOT ALLOCATED STPAA, OA, NU | STP ANY AREA FAST | Z |
| 04 | SURFACE TRANSPORTATION | AC ATRIP### | A2RDY | Z240 | ATRIP BOND ISSUE 2 ROADWAY | STP ANY AREA FAST | Z |
| 04 | SURFACE TRANSPORTATION | STP** | ST | Z240 | ALDOT ALLOCATED STPAA, OA, NU | STP ANY AREA FAST | Z |
| 04 | SURFACE TRANSPORTATION | STPAA | AAMNA | Z240 | AA / OA CONVERSION MGY TMA AC | STP ANY AREA FAST | Z |
| 04 | SURFACE TRANSPORTATION | STP** | ST3 | Z240 | ALDOT ALLOCATED STPAA, OA, NU | STP ANY AREA FAST | Z |
| 04 | SURFACE TRANSPORTATION | ACSTP** | STA | Z240 | ALDOT ALLOCATED STP ADV CN | STP ANY AREA FAST | Z |
| 04 | SURFACE TRANSPORTATION | AC ATRIP### | A1CR4 | Z240 | ATRIP BND 1 RDWY CONVERT 4 | STP ANY AREA FAST | Z |
| 04 | SURFACE TRANSPORTATION | AC ATRIP### | A1CR2 | Z240 | ATRIP BND 1 RDWY CONVERT 2 | STP ANY AREA FAST | Z |
| 04 | SURFACE TRANSPORTATION | AC ATRIP### | A2CRD | Z240 | ATRIP BND ISSUE 2 RDWY CONVERT | STP ANY AREA FAST | Z |
| 04 | SURFACE TRANSPORTATION | STP** | ST2 | Z240 | ALDOT ALLOCATED STPAA, OA,NU | STP ANY AREA FAST | Z |
| 04 | SURFACE TRANSPORTATION | NU-OA-AA | CORDA | Z240 | COUNTY SUB ALLOCATED RDY AC | STP ANY AREA FAST | Z |
| 04 | SURFACE TRANSPORTATION | AC ATRIP### | A1CRD | Z240 | ATRIP BND ISSUE 1 RDWY CONVERT | STP ANY AREA FAST | Z |
| 04 | SURFACE TRANSPORTATION | STP** | ST4 | Z240 | ALDOT ALLOCATED STPAA, OA, NU | STP ANY AREA FAST | Z |
| 04 | SURFACE TRANSPORTATION | AC ATRIP### | A1CR3 | Z240 | ATRIP BND 1 RDWY CONVERT 3 | STP ANY AREA FAST | Z |
| 05 | MINIMUM GUARANTEE | MG | MGSPH | H760 | MIN GUARANTEE SPEC OBLG H760 | MINIMUM GUARANTEE SPECIAL H760 | N |
| 05 | MINIMUM GUARANTEE | MG | MGEXH | H770 | MIN GAURANTEE EXEMPT STEA03 | MIN GUARANTEE EXEMPT FROM OBLIG STEA03 | N |
| 05 | MINIMUM GUARANTEE | MG | MGSLH | H780 | MIN GAURANTEE REG OBLIG H780 | MIN GUARANTEE SUBJ TO REG OBLIGATION H780 | N |
| 05 | MINIMUM GUARANTEE | EB | EBEXH | HZ10 | EQUITY BONUS EXEMPT LIM | EQUITY BONUS EXEMPT LIM | N |
| 05 | MINIMUM GUARANTEE | EB | EBSPH | HZ20 | EQUITY BONUS SPECIAL LIM | EQUITY BONUS SPECIAL LIM | N |
| 05 | MINIMUM GUARANTEE | MG | MGEXR | L77R | MIN GUARANTEE EXEMPT FR OBL LI | MIN GUARANTEE EXEMPT FROM OBLIG RESTORE | L |
| 05 | MINIMUM GUARANTEE | EB | EBEXL | LZ10 | EQUITY BONUS EXEMPT LU | EQUITY BONUS EXEMPT LU | L |
| 05 | MINIMUM GUARANTEE | EB | EBEXE | LZ1E | EQUITY BONUS EXEMPT LZ1E | EQUITY BONUS EXEMPT S-LU EXT | L |
| 05 | MINIMUM GUARANTEE | EB | EBEXR | LZ1R | EQUITY BONUS EXEMPT LZ1R | EQUITY BONUS EXEMPT S-LU RESTORE | L |
| 05 | MINIMUM GUARANTEE | EB | EB SPL | LZ20 | EQUITY BONUS SPECIAL LIM LZ20 | EQUITY BONUS SPECIAL LIM | L |
| 05 | MINIMUM GUARANTEE | EB | EB SPE | LZ2E | EQUITY BONUS SPECIAL LIM LZ2E | EQUITY BONUS SPECIAL LIM S-LU EXT | L |
| 05 | MINIMUM GUARANTEE | MG | MGSP | Q760 | MIN GUARNTY SPECIAL OBLG | MINIMUM GUARANTEE SPECIAL | T |
| 05 | MINIMUM GUARANTEE | MG | MGEX | Q770 | MIN GUARANTEE EXEMPT FR OBL LI | MIN GUARANTEE EXEMPT FROM OBLIG | T |
| 05 | MINIMUM GUARANTEE | MG | MGSL | Q780 | MIN GUARNTY SUB TO OBLIG LIMITS | MIN GUARANTEE SUBJ TO OBLIG LIMITS | T |
| 06 | SPECIAL PROJECTS | ACHPP | AHPP | OAG0 | AC HIGH PRIORITY CORR | AC HIGH PRIORITY CORR | T |
| 06 | SPECIAL PROJECTS | DPR-APD | ACRA | 0AK0 | ADCON RURAL ACCESS | ADV. CONST., RURAL ACCESS PROJECTS | I |
| 06 | SPECIAL PROJECTS | DPI | ACIP | 0AM0 | ADCON INNOVATV PROJ | ADV. CONST., INNOVATIVE PROJECTS | I |
| 06 | SPECIAL PROJECTS | DE | DEMO | 3070 | 87 ACT DEMO PROJECTS | 87 ACT DEMO PROJECTS | N |
| 06 | SPECIAL PROJECTS | DE | DEMO | 3090 | 87 ACT DEMO PROJECTS | 87 ACT DEMO PROJECTS | N |
| 06 | SPECIAL PROJECTS | FLEX | FLEX | 31K0 | FLEXIBLE ACCT FUNDS | FLEXIBLE ACCOUNT ANY AREA | I |
| 06 | SPECIAL PROJECTS | MCAA | MCAA0 | 31Q0 | MILITARY CONST APPR ACT (31Q) | MILITARY CONST APPR ACT | I |
| 06 | SPECIAL PROJECTS | IVH | IVHS | 3260 | CONGESTION MANAGEMENT | CONGESTION MANAGEMENT PROJECT | N |
| 06 | SPECIAL PROJECTS | FBD | FBDF | 3270 | FERRY BOAT DISC FUNDS | FERRY BOAT, DISCRETIONARY | I |
| 06 | SPECIAL PROJECTS | SB | SBGP | 32C0 | SCENIC BYWAYS GRANTS | SCENIC BYWAYS | I |
| 06 | SPECIAL PROJECTS | DE | DEJ3 | 3450 | JASPER BP DEMO PROJ | JASPER BYPASS DEMO FUNDS | N |
| 06 | SPECIAL PROJECTS | DPS | DPSP | 3620 | HIGH PRIORITY NHS CORRIDORS | HIGH PRIORITY NHS CORRIDORS | I |
| 06 | SPECIAL PROJECTS | DPS | DPSD | 3630 | HI PRI NHS CORR DISC | HIGH PRIORITY NHS DISCRETIONARY | I |
| 06 | SPECIAL PROJECTS | DPR | DPRA | 3650 | RURAL ACCESS | RURAL ACCESS | I |
| 06 | SPECIAL PROJECTS | DPI | DPPI | 3670 | INNOVATIVE PROJECTS | INNOVATIVE PROJECTS | I |
| 06 | SPECIAL PROJECTS | DESTP | DEM03 | 4260 | STP DEMOS PL108-7, SECTION 330 | STP DEMOS PL 108-7 SEC 330 | N |
| 06 | SPECIAL PROJECTS | DEMO | MHP01 | 45A0 | MISC HIGHWAY PROJ BHAM N BELT | MISC HIGHWAY PROJ BHAM N BELT | N |
| 06 | SPECIAL PROJECTS | DE | DEJ8 | 5050 | JASPER BYPASS DEMO PROJ | DEMO FDS JASPER BYPASS | N |
| 06 | SPECIAL PROJECTS | DE | DEJ81 | 5050 | JASPER BYPASS DEMO PROJ 100% | DEMO FDS JASPER BYPASS | N |
| 06 | SPECIAL PROJECTS | AFS | DBNB | 5170 | DEMO N BHAM BELTUNE | DEMO N B'HAM BELTLINE | N |
| 06 | SPECIAL PROJECTS | HDP | CDEM | 5280 | I10/I65 CONNECT DEMO | I10/I65 CONNECTOR DEMO | N |
| 06 | SPECIAL PROJECTS | DE | DE59 | 5590 | ORANGE BEACH/JASPER BYPASS | JASPER BYPASS DEMO FUNDS | I |
| 06 | SPECIAL PROJECTS | DEMO | STP09 | 56A0 | SURF TRANS PRIORITIES 09 56A | SURF TRANS PRIORITIES 09 | N |
| 06 | SPECIAL PROJECTS | DEMO | STP10 | 56C0 | SURF TRANS PRIORITIES 2010 56C | SURFACE TRANS PRIORITIES | N |
| 06 | SPECIAL PROJECTS | DEMO | STP11 | 56C0 | SURF TR PRIORITY 2010 56C 100% | SURFACE TRANS PRIORITIES | N |
| 06 | SPECIAL PROJECTS | FDR | FDRP | 7000 | FOREST DEVELOPMNT RD | FOREST DEVELOPMENT ROAD | N |
| 06 | SPECIAL PROJECTS | DE | DETB | 9420 | TUSCALOOSA BYPASS DEMO | FHWA OPERATING FUNDS(VARIOUS RESEARCH PROJECTS) | N |
| 06 | SPECIAL PROJECTS | IVH | IVHS | 94H0 | CONGESTION MANAGEMENT | INTELEGENT VEHICLE HIGHWAY SYSTEM PROJECT | N |
| 06 | SPECIAL PROJECTS | HCBBP | HCBBP | 9BA0 | HISTORIC COVERED BR PRES PROG | HISTORIC COVERED BR PRESERVATION PROG | N |
| 06 | SPECIAL PROJECTS | STMTF8 | FBDFC | C950 | FERRY BOAT DISCRETIONARY ARRA | FERRY BOAT DISCRETIONARY ARRA | N |
| 06 | SPECIAL PROJECTS | STMTF8 | C953 | C953 | FERRY BOAT DISCRETIONARY ARRA | FERRY BOAT DISCRETIONARY ARRA FY-3 | N |
| 06 | SPECIAL PROJECTS | IMD | IMD05 | H020 | INTERSTATE MAINT DISCRETIONARY | INTERSTATE MAINT DISCRETIONARY | N |
| 06 | SPECIAL PROJECTS | DE | DEM04 | H170 | SEC 115 UNOBL BAL TRANSF | SEC 115 UNOBL BAL TRANSF | N |
| 06 | SPECIAL PROJECTS | DE | DEM04 | H17A | SEC 115 UNOBL BAL TRANSF | SEC 115 UNOBL BAL TRANSF MAP-21 | M |
| 06 | SPECIAL PROJECTS | NCPD | NCPDH | H640 | NAT CORRIDOR PLAN AND DEV H640 | NAT CORRIDOR PLAN AND DEV H640 | N |
| 06 | SPECIAL PROJECTS | | GSPHD | H650 | GRANTS SUP PLAN HWY DEL SEC117 | GRANTS SUP PLAN HWY DEL SEC 117 | N |
| 06 | SPECIAL PROJECTS | DE | GSPHM | H660 | GRANTS SUP PLN HWY SEC117 H66A | GRANTS SUP PLAN HWY STP SEC 117 | N |
| 06 | SPECIAL PROJECTS | DE | GSPH5 | H660 | GRANTS SUP PLAN HWY SEC 117 | GRANTS SUP PLAN HWY STP SEC 117 | N |
| 06 | SPECIAL PROJECTS | DE | GSPHM | H66A | GRANTS SUP PLN HWY SEC117 H66A | GRANTS SUP PLAN HWY STP SEC 117 MAP-21 | M |
| 06 | SPECIAL PROJECTS | DE | GSPH5 | H66A | GRANTS SUP PLAN HWY SEC 117 | GRANTS SUP PLAN HWY STP SEC 117 MAP-21 | M |
| 06 | SPECIAL PROJECTS | HPP | HPHPH | H920 | HI PRIORITY PRJ PGM TEA-LU | HI PRIORITY PROJECT PROGRAM TEA-LU 2004 | N |
| 06 | SPECIAL PROJECTS | FBD | FBDO4 | H950 | FERRY BOAT DISCR 2004 H950 | FERRY BOAT DISCRETIONARY 2004 | N |
| 06 | SPECIAL PROJECTS | SB | SBPH | H970 | SCENIC BYWAYS H97 | SCENIC BYWAYS H97 | N |
| 06 | SPECIAL PROJECTS | HPP | ACHPL | HY10 | AC HIGH PRIORITY LU | HI PRIORITY PROJECT WITH LIM TEA-LU 2005 | L |
| 06 | SPECIAL PROJECTS | HPP | HPHPH1 | HY10 | HI PRIORITY TEA-LU W LIM 2005 | HI PRIORITY PROJECT WITH LIM TEA-LU 2005 | L |
| 06 | SPECIAL PROJECTS | HPP | ACHPL | HY20 | AC HIGH PRIORITY LU | HI PRIORITY PROJECT ST LIM TEA-LU 2005 | L |
| 06 | SPECIAL PROJECTS | HPP | HPHPH2 | HY20 | HI PRIORITY ST LIM 2005 | HI PRIORITY PROJECT ST LIM TEA-LU 2005 | L |
| 06 | SPECIAL PROJECTS | IMD | IMD02 | L020 | INTERSTATE MAINT DISCRETIONARY | INTERSTATE MAINTENANCE S-LU | L |

| FUNDING CODES | | | | | | | |
|---------------|--------------------|-----------|--------|-------------|--------------------------------|---|------------|
| FED_CAT_ID | Cat Description | PREFIX_ID | PGM_ID | FED_APPR_ID | PGM_NA | FED_APPR_DS | FED_ACT_CD |
| 06 | SPECIAL PROJECTS | IMD | IMD11 | L020 | INTERSTATEMAINT DISCRETIONARY | INTERSTATE MAINTENANCE S-LU | L |
| 06 | SPECIAL PROJECTS | IMD | IMD02 | L02E | INTERSTATE MAINT DISCRETIONARY | INTERSTATE MAINT DISCRETIONARY | N |
| 06 | SPECIAL PROJECTS | IMD | IMD11 | L02E | INTERSTATEMAINT DISCRETIONARY | INTERSTATE MAINT DISCRETIONARY | N |
| 06 | SPECIAL PROJECTS | FBD | FBD11 | L95E | FERRY BOAT DISCR 2011 L95E | FERRY BOAT DISCRETIONARY 2011 | N |
| 06 | SPECIAL PROJECTS | FBD | FBD | L95E | FERRY BOAT DISCR | FERRY BOAT DISCRETIONARY 2011 | N |
| 06 | SPECIAL PROJECTS | SB | SBL97 | L970 | SCENIC BYWAYS LU L97 | SCENIC BYWAYS L97 | L |
| 06 | SPECIAL PROJECTS | SB | SBL97 | L97E | SCENIC BYWAYS LU L97 | SCENIC BYWAYS L97E | L |
| 06 | SPECIAL PROJECTS | NHBP | NHBP | LE30 | NAT HISTORIC BRDG PROG LE30 | NATIONAL HISTORIC BRDGE PROG | L |
| 06 | SPECIAL PROJECTS | NHBP | NHBP | LE3E | NAT HISTORIC BRDG PROG LE3E | NATIONAL HISTORIC BRDGE PROG EXT | L |
| 06 | SPECIAL PROJECTS | HPP | HPPL1 | LY10 | HI PRIORITY W LIM 06-09 | HI PRIORITY PROJECT WITH LIM TEA-LU 2006-09 | L |
| 06 | SPECIAL PROJECTS | HPP | ACHPL | LY10 | AC HIGH PRIORITY LU | HI PRIORITY PROJECT WITH LIM TEA-LU 2006-09 | L |
| 06 | SPECIAL PROJECTS | HPP | HPPL2 | LY20 | HI PRIORITY ST LIM 06-09 | HI PRIORITY PROJECT ST LIM TEA-LU 2006-09 | L |
| 06 | SPECIAL PROJECTS | HPP | ACHPL | LY20 | AC HIGH PRIORITY LU | HI PRIORITY PROJECT ST LIM TEA-LU 2006-09 | L |
| 06 | SPECIAL PROJECTS | TRIMP | TRIMP | LY30 | TRANSPORTATION IMP PROJ LY30 | TRANSPORTATION IMP PROJ | L |
| 06 | SPECIAL PROJECTS | HPP | STP06 | LY60 | 2006 SURFACE TRANS PROJ | 2006 SURFACE TRANS PROJ | L |
| 06 | SPECIAL PROJECTS | DEMO | STP13 | LY6A | 2013 SURF TRAN PRJ LY7A LY6A | 2013 SURFACE TRANS PROJ | M |
| 06 | SPECIAL PROJECTS | DEMO | STP13 | LY7A | 2013 SURF TRAN PRJ LY7A LY6A | 2013 SURFACE TRANS PROJ SEC 112 | M |
| 06 | SPECIAL PROJECTS | DEMO | STP08 | LY90 | 2008 SURF TRAN PROJ SEC129 LY9 | 2008 SURFACE TRANS PROJ SEC 129 | N |
| 06 | SPECIAL PROJECTS | DRTD | DRTD8 | LZ50 | DELTA REGION TRANSP DEVEL LZ50 | DELTA REGION TRANSP DEVEL | N |
| 06 | SPECIAL PROJECTS | DE | D37AM | M37A | DEMO FOR MAP-21 M37A | TECH DEPLOY AID DEMO PROGRAM | M |
| 06 | SPECIAL PROJECTS | RECTR | RECTR | M940 | RECREATION TRAIL | RECREATIONAL TRAILS MAP-21 | M |
| 06 | SPECIAL PROJECTS | RECTR | RECTR | M94E | RECREATION TRAIL | RECREATIONAL TRAILS MAP-21 EXT | N |
| 06 | SPECIAL PROJECTS | FB | FB95M | M950 | FERRY BOAT M950 MAP-21 | CN OF FERRY BOATS & FERRY TERMINAL FACILITIES | M |
| 06 | SPECIAL PROJECTS | IMD | IMDIS | Q020 | INTERSTATE MAINT DISCRETIONARY | INTERSTATE MAINT DISCRETIONARY | T |
| 06 | SPECIAL PROJECTS | HPP | SPRAB | Q160 | SPECIAL PROJECTS - RABA | SPECIAL PROJECTS - RABA | N |
| 06 | SPECIAL PROJECTS | ITS | ITSEV | Q2R0 | ITS PROGRAM EVACUATION 2002 | ITS PROGRAM EVACUATION ROUTES 2002 | T |
| 06 | SPECIAL PROJECTS | NCPD | NCPD1 | Q640 | NAT CORRIDOR PLAN AND DEV | NAT CORRIDOR PLAN AND DEV | N |
| 06 | SPECIAL PROJECTS | DPI | DHP8 | Q900 | STE A INNOVATIVE PROJECTS | INNOVATIVE PROJECTS PROGRAM | T |
| 06 | SPECIAL PROJECTS | HPP | HPPP | Q920 | HI PRIOITY PROJECT PROGRAM | HIGH PRIORITY PROJECT PROGRAM | T |
| 06 | SPECIAL PROJECTS | ACHPP | ACR92 | Q920 | AC HIGH PRIORITY CORR | HIGH PRIORITY PROJECT PROGRAM | T |
| 06 | SPECIAL PROJECTS | FBD | FBD0 | Q950 | FERRY BOAT 2000 (Q95) | FERRY BOAT 2000 | T |
| 06 | SPECIAL PROJECTS | SB | SB21 | Q970 | TEA-21 SCENIC BYWAYS | SCENIC BYWAYS Q97 | T |
| 06 | SPECIAL PROJECTS | RP | RP80 | RSN9 | EARMARK REPURPOSE 2016 80/20 | REPURPOSE 2017 EXEMPT | Z |
| 06 | SPECIAL PROJECTS | RP | RP801 | RSN9 | EARMARK REPURPOSE 2016 80/20 | REPURPOSE 2017 EXEMPT | Z |
| 06 | SPECIAL PROJECTS | RP | RP812 | RSN9 | EARMARK REPURPOSE 2016 80/20 | REPURPOSE 2017 EXEMPT | Z |
| 06 | SPECIAL PROJECTS | RP | RP811 | RSN9 | EARMARK REPURPOSE 2016 80/20 | REPURPOSE 2017 EXEMPT | Z |
| 06 | SPECIAL PROJECTS | RP | RP81 | RSN9 | EARMARK REPURPOSE 2016 80/20 | REPURPOSE 2017 EXEMPT | Z |
| 06 | SPECIAL PROJECTS | RP | RP90 | RSN9 | EARMARK REPURPOSE 2016 90% | REPURPOSE 2017 EXEMPT | Z |
| 06 | SPECIAL PROJECTS | RP | RP82 | RSN9 | EARMARK REPURPOSE 2016 80/20 | REPURPOSE 2017 EXEMPT | Z |
| 06 | SPECIAL PROJECTS | RP | RP802 | RSN9 | EARMARK REPURPOSE 2016 80/20 | REPURPOSE 2017 EXEMPT | Z |
| 06 | SPECIAL PROJECTS | RP | RP90 | RPE9 | EARMARK REPURPOSE 2016 90% | REPURPOSE 2016 EXEMPT | Z |
| 06 | SPECIAL PROJECTS | RP | RP82 | RPE9 | EARMARK REPURPOSE 2016 80/20 | REPURPOSE 2016 EXEMPT | Z |
| 06 | SPECIAL PROJECTS | RP | RP80 | RPE9 | EARMARK REPURPOSE 2016 80/20 | REPURPOSE 2016 EXEMPT | Z |
| 06 | SPECIAL PROJECTS | RP | RP10 | RPE9 | EARMARK REPURPOSE 2016 100% | REPURPOSE 2016 EXEMPT | Z |
| 06 | SPECIAL PROJECTS | RP | RP11 | RPE9 | EARMARK REPURPOSE 2016 100% | REPURPOSE 2016 EXEMPT | Z |
| 06 | SPECIAL PROJECTS | RP | RP812 | RPE9 | EARMARK REPURPOSE 2016 80/20 | REPURPOSE 2016 EXEMPT | Z |
| 06 | SPECIAL PROJECTS | RP | RP801 | RPE9 | EARMARK REPURPOSE 2016 80/20 | REPURPOSE 2016 EXEMPT | Z |
| 06 | SPECIAL PROJECTS | RP | RP802 | RPE9 | EARMARK REPURPOSE 2016 80/20 | REPURPOSE 2016 EXEMPT | Z |
| 06 | SPECIAL PROJECTS | RP | RP81 | RPE9 | EARMARK REPURPOSE 2016 80/20 | REPURPOSE 2016 EXEMPT | Z |
| 06 | SPECIAL PROJECTS | RP | RP811 | RPE9 | EARMARK REPURPOSE 2016 80/20 | REPURPOSE 2016 EXEMPT | Z |
| 06 | SPECIAL PROJECTS | RP | RP10 | RPF9 | EARMARK REPURPOSE 2016 100% | REPURPOSE 2016 FORMULA | Z |
| 06 | SPECIAL PROJECTS | RP | RP11 | RPF9 | EARMARK REPURPOSE 2016 100% | REPURPOSE 2016 FORMULA | Z |
| 06 | SPECIAL PROJECTS | RP | RP82 | RPF9 | EARMARK REPURPOSE 2016 80/20 | REPURPOSE 2016 FORMULA | Z |
| 06 | SPECIAL PROJECTS | RP | RP80 | RPF9 | EARMARK REPURPOSE 2016 80/20 | REPURPOSE 2016 FORMULA | Z |
| 06 | SPECIAL PROJECTS | RP | RP801 | RPF9 | EARMARK REPURPOSE 2016 80/20 | REPURPOSE 2016 FORMULA | Z |
| 06 | SPECIAL PROJECTS | RP | RP802 | RPF9 | EARMARK REPURPOSE 2016 80/20 | REPURPOSE 2016 FORMULA | Z |
| 06 | SPECIAL PROJECTS | RP | RP81 | RPF9 | EARMARK REPURPOSE 2016 80/20 | REPURPOSE 2016 FORMULA | Z |
| 06 | SPECIAL PROJECTS | RP | RP90 | RPF9 | EARMARK REPURPOSE 2016 90% | REPURPOSE 2016 FORMULA | Z |
| 06 | SPECIAL PROJECTS | RP | RP812 | RPF9 | EARMARK REPURPOSE 2016 80/20 | REPURPOSE 2016 FORMULA | Z |
| 06 | SPECIAL PROJECTS | RP | RP811 | RPF9 | EARMARK REPURPOSE 2016 80/20 | REPURPOSE 2016 FORMULA | Z |
| 06 | SPECIAL PROJECTS | RP | RP90 | RPS0 | EARMARK REPURPOSE 2016 90% | REPURPOSE 2017 SPECIAL FORMULA | Z |
| 06 | SPECIAL PROJECTS | RP | RP802 | RPS0 | EARMARK REPURPOSE 2016 80/20 | REPURPOSE 2017 SPECIAL FORMULA | Z |
| 06 | SPECIAL PROJECTS | RP | RP801 | RPS0 | EARMARK REPURPOSE 2016 80/20 | REPURPOSE 2017 SPECIAL FORMULA | Z |
| 06 | SPECIAL PROJECTS | RP | RP80 | RPS0 | EARMARK REPURPOSE 2016 80/20 | REPURPOSE 2017 SPECIAL FORMULA | Z |
| 06 | SPECIAL PROJECTS | RP | RP811 | RPS9 | EARMARK REPURPOSE 2016 80/20 | REPURPOSE 2016 SPECIAL FORMULA | Z |
| 06 | SPECIAL PROJECTS | RP | RP11 | RPS9 | EARMARK REPURPOSE 2016 100% | REPURPOSE 2016 SPECIAL FORMULA | Z |
| 06 | SPECIAL PROJECTS | RP | RP81 | RPS9 | EARMARK REPURPOSE 2016 80/20 | REPURPOSE 2016 SPECIAL FORMULA | Z |
| 06 | SPECIAL PROJECTS | RP | RP10 | RPS9 | EARMARK REPURPOSE 2016 100% | REPURPOSE 2016 SPECIAL FORMULA | Z |
| 06 | SPECIAL PROJECTS | RP | RP812 | RPS9 | EARMARK REPURPOSE 2016 80/20 | REPURPOSE 2016 SPECIAL FORMULA | Z |
| 06 | SPECIAL PROJECTS | RP | RP802 | RPS9 | EARMARK REPURPOSE 2016 80/20 | REPURPOSE 2016 SPECIAL FORMULA | Z |
| 06 | SPECIAL PROJECTS | RP | RP82 | RPS9 | EARMARK REPURPOSE 2016 80/20 | REPURPOSE 2016 SPECIAL FORMULA | Z |
| 06 | SPECIAL PROJECTS | RP | RP801 | RPS9 | EARMARK REPURPOSE 2016 80/20 | REPURPOSE 2016 SPECIAL FORMULA | Z |
| 06 | SPECIAL PROJECTS | RP | RP90 | RPS9 | EARMARK REPURPOSE 2016 90% | REPURPOSE 2016 SPECIAL FORMULA | Z |
| 06 | SPECIAL PROJECTS | RP | RP80 | RPS9 | EARMARK REPURPOSE 2016 80/20 | REPURPOSE 2016 SPECIAL FORMULA | Z |
| 06 | SPECIAL PROJECTS | RECTR | RECTR | 2940 | RECREATION TRAIL | RECREATIONAL TRAILS FAST | Z |
| 07 | MINIMUM ALLOCATION | MAAA | MAAA | 34A0 | ANY AREA | MIN. ALLOCATION- ANY AREA | I |
| 07 | MINIMUM ALLOCATION | | MAMB | 34B0 | URBAN AREA MOBILE | MIN. ALLOCATION- URBAN AREA | I |
| 07 | MINIMUM ALLOCATION | MABH | MABH | 34B0 | URBAN AREA BIRMINGHAM | MIN. ALLOCATION- URBAN AREA | I |
| 07 | MINIMUM ALLOCATION | MAPC | MAPC | 34B0 | URBAN AREA PHENIX CTY | MIN. ALLOCATION- URBAN AREA | I |
| 07 | MINIMUM ALLOCATION | MAMT | MAMT | 34B0 | URBAN AREA MONTGOMERY | MIN. ALLOCATION- URBAN AREA | I |
| 07 | MINIMUM ALLOCATION | MAOA | MAOA | 34C0 | OTHER THAN 200K URBAN | MIN. ALLOCATION- OTHER THAN 200K URBAN | I |
| 07 | MINIMUM ALLOCATION | | MAA8 | Q700 | STEA ANY AREA | MINIMUM ALLOC ANY AREA | T |
| 07 | MINIMUM ALLOCATION | MABH | MBH8 | Q710 | STEA URBAN AREA BIRMINGHAM | MINIMUM ALLOC URBAN AREA OVER 200K | T |
| 07 | MINIMUM ALLOCATION | MAMB | MMB8 | Q710 | STEA URBAN AREA MOBILE | MINIMUM ALLOC URBAN AREA OVER 200K | T |
| 07 | MINIMUM ALLOCATION | MAPC | MPC8 | Q710 | STEA URBAN AREA PHENIX CITY | MINIMUM ALLOC URBAN AREA OVER 200K | T |
| 07 | MINIMUM ALLOCATION | STPMT | MMT8 | Q710 | STEA URBAN AREA MONTGOMERY | MINIMUM ALLOC URBAN AREA OVER 200K | T |
| 07 | MINIMUM ALLOCATION | MAOA | MOA8 | Q720 | STEA OTHER THAN 200K URBAN | MINIMUM ALLOC URBAN AREA OTHER AREA | T |
| 07 | MINIMUM ALLOCATION | MAAA | AAMA | Q800 | STEA ANY AREA | MINIMUM ALLOC ANY AREA | T |
| 07 | MINIMUM ALLOCATION | MABH | BHMA | Q810 | STEA URBAN AREA BIRMINGHAM | MINIMUM ALLOC URBAN > 200K | T |
| 07 | MINIMUM ALLOCATION | MAPC | PCMA | Q810 | STEA URBAN AREA PHENIX CITY | MINIMUM ALLOC URBAN > 200K | T |
| 07 | MINIMUM ALLOCATION | MAMT | MTMA | Q810 | STEA URBAN AREA MONTGOMERY | MINIMUM ALLOC URBAN > 200K | T |
| 07 | MINIMUM ALLOCATION | MAMB | MBMA | Q810 | STEA URBAN AREA MOBILE | MINIMUM ALLOC URBAN > 200K | T |
| 07 | MINIMUM ALLOCATION | MAOA | OAMA | Q820 | STEA OTHER THAN 200K URBAN | MINIMUM ALLOC OTHER AREA | T |
| 08 | DONOR STATE BONUS | DBAA | DBAA | 35A0 | ANY AREA | DONOR STATE BONUS- ANY AREA | I |
| 08 | DONOR STATE BONUS | DBMT | DBMT | 35B0 | URBAN AREA MONTGMEY | DONOR STATE BONUS-'URBAN AREA | I |
| 08 | DONOR STATE BONUS | DBMB | DBMB | 35B0 | URBAN AREA MOBILE | DONOR STATE BONUS-'URBAN AREA | I |
| 08 | DONOR STATE BONUS | DBBH | DBBH | 35B0 | URBAN AREA BIRMINGHM | DONOR STATE BONUS-'URBAN AREA | I |
| 08 | DONOR STATE BONUS | DBPC | DBPC | 35B0 | URBAN AREA PHENIX CTY | DONOR STATE BONUS-'URBAN AREA | I |

| FUNDING CODES | | | | | | | |
|---------------|-------------------|-----------|--------|-------------|--------------------------------|---|------------|
| FED_CAT_ID | Cat Description | PREFIX_ID | PGM_ID | FED_APPR_ID | PGM_NA | FED_APPR_DS | FED_ACT_CD |
| 08 | DONOR STATE BONUS | DBOA | DBOA | 35C0 | OTHER THAN 200K URBAN | DONOR STATE BONUS- OTHER THAN 200K URBAN | I |
| 08 | DONOR STATE BONUS | DBAA | AADB | Q600 | STE A ANY AREA | DONOR STATE BONUS FLEX-98 | T |
| 08 | DONOR STATE BONUS | DBMB | MBDB | Q610 | STE A URBAN AREA MOBILE | DONOR BONUS URBAN >200K-98 | T |
| 08 | DONOR STATE BONUS | DBBH | BHDB | Q610 | STE A URBAN AREA BIRMINGHAM | DONOR BONUS URBAN >200K-98 | T |
| 08 | DONOR STATE BONUS | DBMT | MTDB | Q610 | STE A URBAN AREA MONTGOMERY | DONOR BONUS URBAN >200K-98 | T |
| 08 | DONOR STATE BONUS | DBPC | PCDB | Q610 | STE A URBAN AREA PHENIX CITY | DONOR BONUS URBAN >200K-98 | T |
| 08 | DONOR STATE BONUS | DBOA | OADB | Q620 | STE A OTHER THAN 200K URBAN | DONOR BONUS OTHER AREA FY 98 | T |
| 09 | PRIMARY | F | CPRI | 0100 | CONSOLIDATED PRIMARY | CONSOLIDATED PRIMARY | N |
| 09 | PRIMARY | F | PRIM | 0120 | PRIMARY | PRIMARY | N |
| 09 | PRIMARY | F | PRIM | 0130 | PRIMARY | PRIMARY, G FUNDS | N |
| 09 | PRIMARY | F | RPRI | 0730 | RURAL PRIMARY | RURAL PRIMARY | N |
| 09 | PRIMARY | F | RPRI | 0740 | RURAL PRIMARY | RURAL PRIMARY, G FUNDS | N |
| 09 | PRIMARY | FR | FRRR | 1100 | PRIMARY 4R PROGRAM | PRIMARY 4R PROGRAM | N |
| 09 | PRIMARY | FF | PPRI | A120 | PRIORITY PRIMARY | PRIORITY PRIMARY | N |
| 09 | PRIMARY | FF | PPRI | A130 | PRIORITY PRIMARY | PRIORITY PRIMARY, G FUNDS | N |
| 09 | PRIMARY | F | CPRI | A140 | CONSOLIDATED PRIMARY | CONSOLIDATED PRIMARY, G FUNDS | N |
| 09 | PRIMARY | ACF | ACFP | P120 | ADV CON PRIMARY PROG | ADV. CONST., CONSOLIDATED PRIMARY | N |
| 09 | PRIMARY | F | CPRI | X140 | CONSOLIDATED PRIMARY | CONSOLIDATED PRIMARY, NHI | N |
| 09 | PRIMARY | F | CPRI | X150 | CONSOLIDATED PRIMARY | CONSOLIDATED PRIMARY, 1/4% NHI | N |
| 10 | APPALACHIAN | APD | APD7 | 36T0 | APPALACHIAN SPECIAL FUNDS | SPECIAL APD FUNDS | I |
| 10 | APPALACHIAN | APD | APD01 | 4400 | APPALACHIAN DEV HWY SYS 2001 | APPALACHIAN DEV HWY SYS 2001 | N |
| 10 | APPALACHIAN | APD | APDX | 4420 | APPALACHIAN DEV HWY DEMOS | APPALACHIAN DEV HWY DEMO | N |
| 10 | APPALACHIAN | APD | APD8 | 54C0 | T21&STE A APPALACHIAN DEV | APPALACHIAN HWY DEV SYS | T |
| 10 | APPALACHIAN | APD | APD9 | 54D0 | APD CORR X APPN54D | APD CORR X APPN54D | T |
| 10 | APPALACHIAN | APD | CX54F | 54F0 | CORRIDOR X 2002 | CORRIDOR X 2002 | N |
| 10 | APPALACHIAN | APD | AP54G | 54G0 | APPALACHIAN 2002 54G0 | APPALACHIAN 2002 | N |
| 10 | APPALACHIAN | APD | CX54H | 54H0 | CORRIDOR X 2003 54H | CORRIDOR X 2003 | N |
| 10 | APPALACHIAN | APD | CX54J | 54J0 | CORRIDOR X 2003 54J | CORRIDOR X 2003 | N |
| 10 | APPALACHIAN | APD | CX54K | 54K0 | APPALACHIAN DEV HWY SYS 2004 | APPALACHIAN DEV HWY SYS 2004 | N |
| 10 | APPALACHIAN | APD | CX54L | 54L0 | APPALACHIAN DEV HWY SYS MSS 04 | APPALACHIAN DEV HWY SYS MSS 2004 | N |
| 10 | APPALACHIAN | APD | AP100 | 54M0 | APD PRE MAP-21 100% Q98 L98 | APPALACHIAN DEV HWY SYS 2005 | N |
| 10 | APPALACHIAN | APD | AP54M | 54M0 | APPALACHIAN DEV HWY SYS 05 M54 | APPALACHIAN DEV HWY SYS 2005 | N |
| 10 | APPALACHIAN | APD | AP54P | 54P0 | APPALACHIAN DEV HWY SYS 08 54P | APPALACHIAN DEV HWY SYS 2008 | N |
| 10 | APPALACHIAN | APL | APLO | 6390 | APPA LOC AC OLD FUND | APPALACHIAN ACCESS OLD FUNDS | N |
| 10 | APPALACHIAN | ACAPD | ACAP | 6400 | ADV CONST APPA DEVEL | ADVANCED CONSTRUCTION APPALACHIAN DEVELOPMENT | N |
| 10 | APPALACHIAN | APD | APDV | 6410 | APPALACHIAN DEVELOP | APPALACHIAN DEVELOPMENT | N |
| 10 | APPALACHIAN | APL | APLA | 6420 | APPALACHIAN LOCAL AC | APPALACHIAN LOCAL ACCESS | N |
| 10 | APPALACHIAN | APD | APD6 | 7950 | APPALACHIAN DEV FY86 | APPALACHIAN DEVELOPMENT FY 86 | I |
| 10 | APPALACHIAN | APL | APL6 | 7960 | APPALACHIAN LOCAL AC | APPALACHIAN LOCAL ACCESS | I |
| 10 | APPALACHIAN | APL | APL04 | 7980 | APPALACHIAN LOCAL ACCESS FY 04 | APPALACHIAN LOCAL ACCESS FY 04 | T |
| 10 | APPALACHIAN | APL | AHCE | 7990 | APPALACHIAN HWY PROG 19 | APD COST ESTIMATE FUNDS | I |
| 10 | APPALACHIAN | APD | APD8H | H980 | APPALACHIAN DEV HWY STEA03 | APPALACHIAN DEV HWY H980 | N |
| 10 | APPALACHIAN | APD | APD8 | H980 | T21&STE A APPALACHIAN DEV | APPALACHIAN DEV HWY H980 | N |
| 10 | APPALACHIAN | ACAPD | ACR98 | H980 | ADV CONST APPA DEVEL Q98 | APPALACHIAN DEV HWY H980 | N |
| 10 | APPALACHIAN | APD | AAC06 | L790 | APPALACHIAN ADMIN COSTS L79 | APPALACHIAN ADMINISTRATIVE COSTS | L |
| 10 | APPALACHIAN | APD | AAC11 | L79E | APPALACHIAN ADMIN COSTS L79E | APPALACHIAN ADMINISTRATIVE COSTS | L |
| 10 | APPALACHIAN | ACAPD | AC8L | L980 | ADV CON APPL DEV HWY LU | APPALACHIAN DEV HWY LU | L |
| 10 | APPALACHIAN | APD | AP100 | L980 | APD PRE MAP-21 100% Q98 L98 | APPALACHIAN DEV HWY LU | L |
| 10 | APPALACHIAN | APD | APD8L | L980 | APPALACHIAN DEV HWY LU | APPALACHIAN DEV HWY LU | L |
| 10 | APPALACHIAN | APD | APD8R | L980 | APPALACHIAN DEV HWY L98R | APPALACHIAN DEV HWY LU | L |
| 10 | APPALACHIAN | APD | AP100 | L98E | APD PRE MAP-21 100% Q98 L98 | APPALACHIAN DEV HWY S-LU EXT | L |
| 10 | APPALACHIAN | APD | APD8E | L98E | APPALACHIAN DEV HWY L98E | APPALACHIAN DEV HWY S-LU EXT | L |
| 10 | APPALACHIAN | APD | APDEA | L98E | APPALACHIAN L98E TO COVER AC | APPALACHIAN DEV HWY S-LU EXT | L |
| 10 | APPALACHIAN | ACAPD | ACAPD | L98E | ADVANCE CN APD PRE MAP-21 L98 | APPALACHIAN DEV HWY S-LU EXT | L |
| 10 | APPALACHIAN | APD | AP100 | L98R | APD PRE MAP-21 100% Q98 L98 | APPALACHIAN DEV HWY S-LU RESTORE | L |
| 10 | APPALACHIAN | APD | APD8R | L98R | APPALACHIAN DEV HWY L98R | APPALACHIAN DEV HWY S-LU RESTORE | L |
| 10 | APPALACHIAN | APD | APD | M001 | NHPP APD ROUTES | NHPP MAP-21 | M |
| 10 | APPALACHIAN | ACAPD | APDA | M001 | NHPP APD ROUTES ADVANCED CONST | NHPP MAP-21 | M |
| 10 | APPALACHIAN | APD | APD1M | M001 | NHPP APD ROUTES M001 | NHPP MAP-21 | M |
| 10 | APPALACHIAN | APD | APD | M002 | NHPP APD ROUTES | NHPP EXEMPT MAP-21 | M |
| 10 | APPALACHIAN | ACAPD | APDA | M002 | NHPP APD ROUTES ADVANCED CONST | NHPP EXEMPT MAP-21 | M |
| 10 | APPALACHIAN | APD | APDME | M0E1 | NHPP APD ROUTES M0E1 | NHPP MAP-21 EXTENTION | M |
| 10 | APPALACHIAN | APD | APD | M0E1 | NHPP APD ROUTES | NHPP MAP-21 EXTENTION | M |
| 10 | APPALACHIAN | ACAPD | APDA | M0E2 | NHPP APD ROUTES ADVANCED CONST | NHPP EXEMPT MAP-21 EXTENTION | M |
| 10 | APPALACHIAN | APD | APD | M0E2 | NHPP APD ROUTES | NHPP EXEMPT MAP-21 EXTENTION | M |
| 10 | APPALACHIAN | APD | APD54 | Q540 | APPALACHIAN DEV Q98-REG OBL AU | APPALACHIAN DEV Q98-REG OBL AUTH | I |
| 10 | APPALACHIAN | APD | ACE01 | Q790 | APPALACHIAN COST EST UPDATE | APPALACHIAN COST EST UPDATE | N |
| 10 | APPALACHIAN | ACAPD | ACR98 | Q980 | ADV CONST APPA DEVEL Q98 | TEA-21 APPALACHIAN DEV Q98 | T |
| 10 | APPALACHIAN | APD | AP100 | Q980 | APD PRE MAP-21 100% Q98 L98 | TEA-21 APPALACHIAN DEV Q98 | T |
| 10 | APPALACHIAN | APD | APD8 | Q980 | T21&STE A APPALACHIAN DEV | TEA-21 APPALACHIAN DEV Q98 | T |
| 10 | APPALACHIAN | APD | APD98 | Q980 | Q980 APPALACHIAN DEV | TEA-21 APPALACHIAN DEV Q98 | T |
| 10 | APPALACHIAN | APD | APD | Z001 | NHPP APD ROUTES | NHPP FAST | Z |
| 10 | APPALACHIAN | ACAPD | APDA | Z001 | NHPP APD ROUTES ADVANCED CONST | NHPP FAST | Z |
| 10 | APPALACHIAN | APD | APD | Z002 | NHPP APD ROUTES | NHPP EXEMPT FAST | Z |
| 10 | APPALACHIAN | ACAPD | APDA | Z002 | NHPP APD ROUTES ADVANCED CONST | NHPP EXEMPT FAST | Z |
| 11 | URBAN | U | UABC | 0320 | URBAN EXTENSION ABC | URBAN EXTENSIONS | N |
| 11 | URBAN | U | UABC | 0330 | URBAN EXTENSION ABC | URBAN EXTENSIONS, G FUNDS | N |
| 11 | URBAN | T | TOPX | 0770 | TOPICS | TOPICS | N |
| 11 | URBAN | T | TOPX | 0780 | TOPICS | TOPICS, G FUNDS | N |
| 11 | URBAN | T | TOPX | T440 | TOPICS | TOPICS | N |
| 11 | URBAN | T | TOPX | T450 | TOPICS | TOPICS - 50% LIMITATION, G FUNDS | N |
| 11 | URBAN | U | UABC | U440 | URBAN EXTENSION ABC | URBAN EXTENSION ABC | N |
| 11 | URBAN | M | MNOT | W320 | URBAN SYST NOT ATRIB | URBAN SYSTEM NOT ATTRIBUTABLE | N |
| 11 | URBAN | M | MNOT | W330 | URBAN SYST NOT ATRIB | URBAN SYSTEM NOT ATTRIBUTABLE, G FUNDS | N |
| 11 | URBAN | M | MMOB | W360 | URBAN SYSTEM MOBILE | URBAN SYSTEM ATTRIBUTABLE | N |
| 11 | URBAN | M | MBHM | W360 | URBAN SYSTEM BHAM | URBAN SYSTEM ATTRIBUTABLE | N |
| 11 | URBAN | M | MPCT | W360 | URBAN SYSTEM PH CITY | URBAN SYSTEM ATTRIBUTABLE | N |
| 11 | URBAN | M | MPCT | W370 | URBAN SYSTEM PH CITY | URBAN SYSTEM ATTRIBUTABLE, G FUNDS | N |
| 11 | URBAN | M | MMOB | W370 | URBAN SYSTEM MOBILE | URBAN SYSTEM ATTRIBUTABLE, G FUNDS | N |
| 11 | URBAN | M | MBHM | W370 | URBAN SYSTEM BHAM | URBAN SYSTEM ATTRIBUTABLE, G FUNDS | N |
| 12 | SECONDARY | S | SECY | 0220 | SECONDARY | SECONDARY | N |
| 12 | SECONDARY | S | SECY | 0230 | SECONDARY | SECONDARY, G FUNDS | N |
| 12 | SECONDARY | RS | CESR | 0750 | RURAL SECONDARY ACCT 4317 | RURAL SECONDARY | N |
| 12 | SECONDARY | RS | RSEC | 0750 | RURAL SECONDARY | RURAL SECONDARY | N |

| FUNDING CODES | | | | | | | |
|---------------|-----------------|------------|--------|-------------|---------------------------------|---|------------|
| FED_CAT_ID | Cat Description | PREFIX_ID | PGM_ID | FED_APPR_ID | PGM_NA | FED_APPR_DS | FED_ACT_CD |
| 12 | SECONDARY | RS | SECR | 0750 | RURAL SECONDARY ACCT 4314 | RURAL SECONDARY | N |
| 12 | SECONDARY | RS | RSEC | 0760 | RURAL SECONDARY | RURAL SECONDARY, G FUNDS | N |
| 12 | SECONDARY | SR | SRRR | 0790 | SECONDARY 4R PROGRAM | SECONDARY 4R | N |
| 12 | SECONDARY | RS | RSEC | X750 | RURAL SECONDARY | RURAL SECONDARY, 1/2% NHI | N |
| 13 | BRIDGE | ACBGBRZ | GRVB1 | 00D0 | GARVEY BONDS ISSUE 1 BRIDGES | ADV., CONST., OPTIONAL BRIDGES | I |
| 13 | BRIDGE | ACBGBRZ | GRVB1 | 00E0 | GARVEY BONDS ISSUE 1 BRIDGES | ADV., CONST., OFF SYSTEM BRIDGES | I |
| 13 | BRIDGE | ACBR | ACBR | 00F0 | ADVANCE CONST BRIDGE | ADV. CONST. ON SYSTEM BRIDGE | T |
| 13 | BRIDGE | ACBGBRZ | GRVB1 | 00F0 | GARVEY BONDS ISSUE 1 BRIDGES | ADV. CONST. ON SYSTEM BRIDGE | T |
| 13 | BRIDGE | BR | BROP | 1140 | BR REPL OPTIONAL 20% | BRIDGE REPLACEMENT OPTIONAL 20% | I |
| 13 | BRIDGE | BR | BRPL | 1150 | BRIDGE REPLACEMENT | BRIDGE REPLACEMENT, SPECIAL | N |
| 13 | BRIDGE | BRZ | BROF | 1170 | BR REPL 15% OFF SYST | BRIDGE REPLACEMENT 15% OFF SYSTEM | I |
| 13 | BRIDGE | BR | BRON | 1180 | BR REPL 65% ON SYSTM | BRIDGE REPLACEMENT 65% ON SYSTEM | I |
| 13 | BRIDGE | BR | BRDF | 1190 | BR REPL DISCR FUND | BRIDGE REPLACEMENT DISCRETIONARY | N |
| 13 | BRIDGE | BR | BBIA | 1120 | BR REPL INDIAN AFFAIRS | BRIDGE REPLACEMENT INDIAN RESERVATIONS | N |
| 13 | BRIDGE | IBRCP | BRDP8 | 5L20 | BRIDGE RES & DEPLOY PRO 5 5L2 | BRIDGE RESEARCH AND DEPLOY PROG 08 | N |
| 13 | BRIDGE | BR | BRDH | H060 | BR DISCRETIONARY H060 | BRIDGE DISCRETIONARY H06 | N |
| 13 | BRIDGE | ACBR | ACR10 | H100 | ADVANCE CONST BRIDGE Q10 | BRIDGE REPLACEMENT 65% ON SYSTEM | N |
| 13 | BRIDGE | BR | BRONH | H100 | BR REPLACEMENT 65% ON SYS | BRIDGE REPLACEMENT 65% ON SYSTEM | N |
| 13 | BRIDGE | BRZ | BROFH | H110 | BR REPLACEMENT 15% OFF SYS | BRIDGE REPLACEMENT 15% OFF SYSTEM | N |
| 13 | BRIDGE | ACGBBR | GRBN2 | H110 | ADVANCE CONST BRIDGE H12 | BRIDGE REPLACEMENT 15% OFF SYSTEM | N |
| 13 | BRIDGE | ACGBBR | GRBN1 | H110 | ADVANCE CONST BRIDGE Q11 Q12 | BRIDGE REPLACEMENT 15% OFF SYSTEM | N |
| 13 | BRIDGE | BR | BROPH | H120 | BR REPLACEMENT 20% OPT | BRIDGE REPLACEMENT OPTIONAL 20% | N |
| 13 | BRIDGE | ACGBBR | GRBN1 | H120 | ADVANCE CONST BRIDGE Q11 Q12 | BRIDGE REPLACEMENT OPTIONAL 20% | N |
| 13 | BRIDGE | ACGBBR | GRBN2 | H120 | ADVANCE CONST BRIDGE H12 | BRIDGE REPLACEMENT OPTIONAL 20% | N |
| 13 | BRIDGE | BR | ONBRH | H1C0 | OPTIONAL BR FOR ON SYS BR HC10 | HWY BR PROGRAM 85% ON/OFF | N |
| 13 | BRIDGE | BR | OPBRH | H1C0 | HWY BR PROGRAM 85% ON/OFF H1C0 | HWY BR PROGRAM 85% ON/OFF | N |
| 13 | BRIDGE | IBRCP | IBRCH | HX20 | INNOVATIVE BR RESEARCH & CONST | INNOVATIVE BRIDGE RESEARCH AND CONSTRUCTION | T |
| 13 | BRIDGE | BR | ONBRR | L10R | STEA BR REPL 65% ON SYSTEM | BRIDGE 65% ON SYSTEM RESTORE | T |
| 13 | BRIDGE | ACGBBR | GRBN1 | L110 | ADVANCE CONST BRIDGE Q11 Q12 | BRIDGE PROGRAM 15% OFF SYSTEM LU | L |
| 13 | BRIDGE | BRZ | BROFL | L110 | BR REPLACEMENT 15% OFF L110 | BRIDGE PROGRAM 15% OFF SYSTEM LU | L |
| 13 | BRIDGE | BRZ | BROFE | L11E | BR REPLACEMENT 15% OFF L11E | BRIDGE PROGRAM 15% OFF SYSTEM S-LU EXT | L |
| 13 | BRIDGE | AC ATRIP## | A2BRZ | L11E | ATRIPO BOND ISSUE 2 BR 15% OFF | BRIDGE PROGRAM 15% OFF SYSTEM S-LU EXT | L |
| 13 | BRIDGE | AC ATRIP## | A1CBZ | L11E | ATRIPO BOND 1 BR15% OFF CONVERT | BRIDGE PROGRAM 15% OFF SYSTEM S-LU EXT | L |
| 13 | BRIDGE | AC ATRIP## | A1BRZ | L11E | ATRIPO BOND ISSUE 1 BR 15% OFF | BRIDGE PROGRAM 15% OFF SYSTEM S-LU EXT | L |
| 13 | BRIDGE | BRZ | BROFR | L11R | BR REPLACEMENT 15% OFF L11R | BRIDGE PROGRAM 15% OFF SYSTEM S-LU RESTORE | L |
| 13 | BRIDGE | BR | OPBRR | L12R | STEA BRDG REPLC - OPT 20% | STEA BR REPL OPTIONAL 20% RESTORE | T |
| 13 | BRIDGE | BR | BROPE | L1C0 | BR REPLACEMENT 85% OPT L1CE | BRIDGE PROGRAM 85% OPTIONAL LU | L |
| 13 | BRIDGE | ACGBBR | GRBN1 | L1C0 | ADVANCE CONST BRIDGE Q11 Q12 | BRIDGE PROGRAM 85% OPTIONAL LU | L |
| 13 | BRIDGE | BR | BROPL | L1C0 | BR REPLACEMENT 85% OPT L1C0 | BRIDGE PROGRAM 85% OPTIONAL LU | L |
| 13 | BRIDGE | ACBR | BROPA | L1C0 | BR REPLACEMENT 85% OPT AC L1C0 | BRIDGE PROGRAM 85% OPTIONAL LU | L |
| 13 | BRIDGE | BR | BRONL | L1C0 | OPTIONAL BR FOR ON SYS BR L1C0 | BRIDGE PROGRAM 85% OPTIONAL LU | L |
| 13 | BRIDGE | AC ATRIP## | A1BR | L1CE | ATRIPO BOND ISSUE BR ON | BRIDGE PROGRAM 85% OPTIONAL S-LU EXT | L |
| 13 | BRIDGE | AC ATRIP## | A2BR | L1CE | ATRIPO BOND ISSUE BR ON | BRIDGE PROGRAM 85% OPTIONAL S-LU EXT | L |
| 13 | BRIDGE | AC ATRIP## | A1CBR | L1CE | ATRIPO BOND ISSUE BR ON CONVERT | BRIDGE PROGRAM 85% OPTIONAL S-LU EXT | L |
| 13 | BRIDGE | ACBR | BROAE | L1CE | BR REPLACEMENT 85% OPT AC L1CE | BRIDGE PROGRAM 85% OPTIONAL S-LU EXT | L |
| 13 | BRIDGE | BR | BROPL | L1CE | BR REPLACEMENT 85% OPT L1C0 | BRIDGE PROGRAM 85% OPTIONAL S-LU EXT | L |
| 13 | BRIDGE | BR | BROPE | L1CE | BR REPLACEMENT 85% OPT L1CE | BRIDGE PROGRAM 85% OPTIONAL S-LU EXT | L |
| 13 | BRIDGE | BR | BROPR | L1CR | BR REPLACEMENT 85% OPT L1CR | BRIDGE PROGRAM 85% OPTIONAL S-LU RESTORE | L |
| 13 | BRIDGE | BR | BROPP | LQ0C | BR PROG-85% ON/OFF BR PLUS LQC | BR PROG-85% ON/OFF BR PLUS | N |
| 13 | BRIDGE | BR | BRNM | M001 | NHPP BR ON SYS NH ROUTE M001 | NHPP MAP-21 | M |
| 13 | BRIDGE | ACBR | BRNA | M001 | BRIDGE ON NH ROUTES ADV CN | NHPP MAP-21 | M |
| 13 | BRIDGE | BR | BRN | M001 | BRIDGE ON NH ROUTES | NHPP MAP-21 | M |
| 13 | BRIDGE | BR | BNHM1 | M002 | NATIONAL HIGHWAY BRIDGE M002 | NHPP EXEMPT MAP-21 | M |
| 13 | BRIDGE | BR | BRN | M002 | BRIDGE ON NH ROUTES | NHPP EXEMPT MAP-21 | M |
| 13 | BRIDGE | ACBR | BRNA | M002 | BRIDGE ON NH ROUTES ADV CN | NHPP EXEMPT MAP-21 | M |
| 13 | BRIDGE | BR | BRN | M0E1 | BRIDGE ON NH ROUTES | NHPP MAP-21 EXTENTION | M |
| 13 | BRIDGE | BR | BRNME | M0E1 | NHPP BR ON SYS NH ROUTE M0E1 | NHPP MAP-21 EXTENTION | M |
| 13 | BRIDGE | ACBR | BRNA | M0E1 | BRIDGE ON NH ROUTES ADV CN | NHPP MAP-21 EXTENTION | M |
| 13 | BRIDGE | BR | BRN | M0E2 | BRIDGE ON NH ROUTES | NHPP EXEMPT MAP-21 EXTENTION | M |
| 13 | BRIDGE | ACBR | BRNA | M0E2 | BRIDGE ON NH ROUTES ADV CN | NHPP EXEMPT MAP-21 EXTENTION | M |
| 13 | BRIDGE | BR | BNHM2 | M0E2 | NATIONAL HIGHWAY BRIDGE M0E2 | NHPP EXEMPT MAP-21 EXTENTION | M |
| 13 | BRIDGE | BR | BR5 | M231 | BRIDGE NON NH ROUTE | STP <200K MAP-21 | M |
| 13 | BRIDGE | BR | BR51 | M231 | BRIDGE NON NH ROUTE | STP <200K MAP-21 | M |
| 13 | BRIDGE | BR | BR5M | M231 | STP BR ON SYS M240, M231, M232 | STP <200K MAP-21 | M |
| 13 | BRIDGE | AC ATRIP## | A1CBR | M231 | ATRIPO BOND ISSUE BR ON CONVERT | STP <200K MAP-21 | M |
| 13 | BRIDGE | ACBR | BR5A | M231 | BRIDGE NON NH ROUTE ADV CN | STP <200K MAP-21 | M |
| 13 | BRIDGE | ACBRZ-BR | COBRA | M232 | COUNTY SUB ALLOCATED BR AC | STP NON-URBAN AREAS MAP-21 | M |
| 13 | BRIDGE | ACBR | BR5A | M232 | BRIDGE NON NH ROUTE ADV CN | STP NON-URBAN AREAS MAP-21 | M |
| 13 | BRIDGE | BR | BR5 | M232 | BRIDGE NON NH ROUTE | STP NON-URBAN AREAS MAP-21 | M |
| 13 | BRIDGE | AC ATRIP## | A1CBR | M232 | ATRIPO BOND ISSUE BR ON CONVERT | STP NON-URBAN AREAS MAP-21 | M |
| 13 | BRIDGE | AC ATRIP## | A1BR | M232 | ATRIPO BOND ISSUE BR ON | STP NON-URBAN AREAS MAP-21 | M |
| 13 | BRIDGE | BR | BR5M | M232 | STP BR ON SYS M240, M231, M232 | STP NON-URBAN AREAS MAP-21 | M |
| 13 | BRIDGE | BR | BR51 | M232 | BRIDGE NON NH ROUTE | STP NON-URBAN AREAS MAP-21 | M |
| 13 | BRIDGE | AC ATRIP## | A2BR | M232 | ATRIPO BOND ISSUE BR ON | STP NON-URBAN AREAS MAP-21 | M |
| 13 | BRIDGE | BRZ-BR | COBR | M232 | COUNTY SUB ALLOCATED BR | STP NON-URBAN AREAS MAP-21 | M |
| 13 | BRIDGE | AC ATRIP## | A1CBZ | M233 | ATRIPO BOND 1 BR15% OFF CONVERT | STP BR OFF SYSTEM MAP-21 | M |
| 13 | BRIDGE | ACBRZ-BR | COBRA | M233 | COUNTY SUB ALLOCATED BR AC | STP BR OFF SYSTEM MAP-21 | M |
| 13 | BRIDGE | BRZ | BROFM | M233 | STP BR RPLMINT OFF SYS M233 | STP BR OFF SYSTEM MAP-21 | M |
| 13 | BRIDGE | BRZ-BR | COBR | M233 | COUNTY SUB ALLOCATED BR | STP BR OFF SYSTEM MAP-21 | M |
| 13 | BRIDGE | AC ATRIP## | A1CBR | M240 | ATRIPO BOND ISSUE BR ON CONVERT | STP ANY AREA MAP-21 | M |
| 13 | BRIDGE | BRZ-BR | COBR | M240 | COUNTY SUB ALLOCATED BR | STP ANY AREA MAP-21 | M |
| 13 | BRIDGE | ACBR | BR5A | M240 | BRIDGE NON NH ROUTE ADV CN | STP ANY AREA MAP-21 | M |
| 13 | BRIDGE | BR | BR5 | M240 | BRIDGE NON NH ROUTE | STP ANY AREA MAP-21 | M |
| 13 | BRIDGE | BR | BR5M | M240 | STP BR ON SYS M240, M231, M232 | STP ANY AREA MAP-21 | M |
| 13 | BRIDGE | BR | BR51 | M240 | BRIDGE NON NH ROUTE | STP ANY AREA MAP-21 | M |
| 13 | BRIDGE | BR | BR51 | M24E | BRIDGE NON NH ROUTE | STP ANY AREA MAP-21 EXTENTION | M |
| 13 | BRIDGE | AC ATRIP## | A2BR | M24E | ATRIPO BOND ISSUE BR ON | STP ANY AREA MAP-21 EXTENTION | M |
| 13 | BRIDGE | BR | BR5 | M24E | BRIDGE NON NH ROUTE | STP ANY AREA MAP-21 EXTENTION | M |
| 13 | BRIDGE | AC ATRIP## | A2CBR | M24E | ATRIPO BOND ISSUE BR ON CONVERT | STP ANY AREA MAP-21 EXTENTION | M |
| 13 | BRIDGE | BRZ-BR | COBR | M24E | COUNTY SUB ALLOCATED BR | STP ANY AREA MAP-21 EXTENTION | M |
| 13 | BRIDGE | ACBR | BR5A | M24E | BRIDGE NON NH ROUTE ADV CN | STP ANY AREA MAP-21 EXTENTION | M |
| 13 | BRIDGE | BR | BR5ME | M24E | STP BR ON SYS M24M, M2E1, M2E2 | STP ANY AREA MAP-21 EXTENTION | M |
| 13 | BRIDGE | ACBR | BRNMA | M24E | NHPP BR ON SYS NH ROUTE AC | STP ANY AREA MAP-21 EXTENTION | M |
| 13 | BRIDGE | ACBR | BR5MA | M24E | STP BR ON SYS AC | STP ANY AREA MAP-21 EXTENTION | M |
| 13 | BRIDGE | AC ATRIP## | A1BR | M24E | ATRIPO BOND ISSUE BR ON | STP ANY AREA MAP-21 EXTENTION | M |
| 13 | BRIDGE | BR | BR5ME | M2E1 | STP BR ON SYS M24M, M2E1, M2E2 | STP <200K MAP-21 EXTENTION | M |
| 13 | BRIDGE | AC ATRIP## | A2BR | M2E1 | ATRIPO BOND ISSUE BR ON | STP <200K MAP-21 EXTENTION | M |

| FUNDING CODES | | | | | | | |
|---------------|------------------|------------|--------|-------------|--------------------------------|---|------------|
| FED_CAT_ID | Cat Description | PREFIX_ID | PGM_ID | FED_APPR_ID | PGM_NA | FED_APPR_DS | FED_ACT_CD |
| 13 | BRIDGE | ACBR | BRSA | M2E1 | BRIDGE NON NH ROUTE ADV CN | STP <200K MAP-21 EXTENTION | M |
| 13 | BRIDGE | BR | BR51 | M2E1 | BRIDGE NON NH ROUTE | STP <200K MAP-21 EXTENTION | M |
| 13 | BRIDGE | BR | BR5 | M2E1 | BRIDGE NON NH ROUTE | STP <200K MAP-21 EXTENTION | M |
| 13 | BRIDGE | BR | BR5 | M2E2 | BRIDGE NON NH ROUTE | STP NON-URBAN AREAS MAP-21 EXTENTION | M |
| 13 | BRIDGE | ACBR | BRSA | M2E2 | BRIDGE NON NH ROUTE ADV CN | STP NON-URBAN AREAS MAP-21 EXTENTION | M |
| 13 | BRIDGE | AC ATRIP## | A2BR | M2E2 | ATRIP BOND ISSUE BR ON | STP NON-URBAN AREAS MAP-21 EXTENTION | M |
| 13 | BRIDGE | BR | BR5ME | M2E2 | STP BR ON SYS M24M, M2E1, M2E2 | STP NON-URBAN AREAS MAP-21 EXTENTION | M |
| 13 | BRIDGE | AC ATRIP## | A1BR | M2E2 | ATRIP BOND ISSUE BR ON | STP NON-URBAN AREAS MAP-21 EXTENTION | M |
| 13 | BRIDGE | BR | BR51 | M2E2 | BRIDGE NON NH ROUTE | STP NON-URBAN AREAS MAP-21 EXTENTION | M |
| 13 | BRIDGE | AC ATRIP## | A2CBZ | M2E3 | ATRIP BOND 2 BR15% OFF CONVERT | STP BR OFF SYSTEM MAP-21 EXTENTION | M |
| 13 | BRIDGE | BRZ | BRZME | M2E3 | STP BR OFF SYS M2E3 | STP BR OFF SYSTEM MAP-21 EXTENTION | M |
| 13 | BRIDGE | ACBRZ-BR | COBRA | M2E3 | COUNTY SUB ALLOCATED BR AC | STP BR OFF SYSTEM MAP-21 EXTENTION | M |
| 13 | BRIDGE | AC ATRIP## | A1BRZ | M2E3 | ATRIP BOND ISSUE 1 BR 15% OFF | STP BR OFF SYSTEM MAP-21 EXTENTION | M |
| 13 | BRIDGE | AC ATRIP## | A1CBZ | M2E3 | ATRIP BOND 1 BR15% OFF CONVERT | STP BR OFF SYSTEM MAP-21 EXTENTION | M |
| 13 | BRIDGE | BRZ-BR | COBR | M2E3 | COUNTY SUB ALLOCATED BR | STP BR OFF SYSTEM MAP-21 EXTENTION | M |
| 13 | BRIDGE | AC ATRIP## | A2BRZ | M2E3 | ATRIP BOND ISSUE 2 BR 15% OFF | STP BR OFF SYSTEM MAP-21 EXTENTION | M |
| 13 | BRIDGE | BR | BRD9 | Q060 | BR DISCRETIONARY Q06 | BRIDGE DISCRETIONARY | T |
| 13 | BRIDGE | BR | ONBR | Q100 | STEA BR REPL 65% ON SYSTEM | BRIDGE 65% ON SYSTEM | T |
| 13 | BRIDGE | ACBR | ACR10 | Q100 | ADVANCE CONST BRIDGE Q10 | BRIDGE 65% ON SYSTEM | T |
| 13 | BRIDGE | BRZ | OFBR | Q110 | STEA BRDG REPL 15% OF SYSTEM | BRIDGE REPL 15% OFF SYSTEM | T |
| 13 | BRIDGE | ACGBBR | GRBN1 | Q110 | ADVANCE CONST BRIDGE Q11 Q12 | BRIDGE REPL 15% OFF SYSTEM | T |
| 13 | BRIDGE | BR | OPBR | Q120 | STEA BRDG REPLC - OPT 20% | STEA BR REPL OPTIONAL 20% | T |
| 13 | BRIDGE | ACGBBR | GRBN1 | Q120 | ADVANCE CONST BRIDGE Q11 Q12 | STEA BR REPL OPTIONAL 20% | T |
| 13 | BRIDGE | IBRCP | IBRCP | QX20 | INNOVATIVE BR RESEARCH & CONST | INNOVATIVE BRIDGE RESEARCH AND CONSTRUCTION PROGRAM | T |
| 13 | BRIDGE | ACBR | BRNA | 2001 | BRIDGE ON NH ROUTES ADV CN | NHPP FAST | Z |
| 13 | BRIDGE | BR | BRN | 2001 | BRIDGE ON NH ROUTES | NHPP FAST | Z |
| 13 | BRIDGE | ACBR | BRNA | 2002 | BRIDGE ON NH ROUTES ADV CN | NHPP EXEMPT FAST | Z |
| 13 | BRIDGE | BR | BRN | 2002 | BRIDGE ON NH ROUTES | NHPP EXEMPT FAST | Z |
| 13 | BRIDGE | BR | BR5 | 2030 | BRIDGE NON NH ROUTE | RECA FAST | Z |
| 13 | BRIDGE | ACBR | BRSA | 2231 | BRIDGE NON NH ROUTE ADV CN | STP <200K FAST | Z |
| 13 | BRIDGE | BR | BR5 | 2231 | BRIDGE NON NH ROUTE | STP <200K FAST | Z |
| 13 | BRIDGE | BR | BR51 | 2231 | BRIDGE NON NH ROUTE | STP <200K FAST | Z |
| 13 | BRIDGE | BRZ-BR | COBR | 2232 | COUNTY SUB ALLOCATED BR | STP NON-URBAN AREAS FAST | Z |
| 13 | BRIDGE | BR | BR5 | 2232 | BRIDGE NON NH ROUTE | STP NON-URBAN AREAS FAST | Z |
| 13 | BRIDGE | BR | BR51 | 2232 | BRIDGE NON NH ROUTE | STP NON-URBAN AREAS FAST | Z |
| 13 | BRIDGE | ACBR | BRSA | 2232 | BRIDGE NON NH ROUTE ADV CN | STP NON-URBAN AREAS FAST | Z |
| 13 | BRIDGE | ACGBBR | GRBN2 | 2233 | ADVANCE CONST BRIDGE H12 | STP BR OFF SYSTEM FAST | Z |
| 13 | BRIDGE | BRZ-BR | COBR | 2233 | COUNTY SUB ALLOCATED BR | STP BR OFF SYSTEM FAST | Z |
| 13 | BRIDGE | ACBRZ-BR | COBRA | 2233 | COUNTY SUB ALLOCATED BR AC | STP BR OFF SYSTEM FAST | Z |
| 13 | BRIDGE | AC ATRIP## | A1CBZ | 2233 | ATRIP BOND 1 BR15% OFF CONVERT | STP BR OFF SYSTEM FAST | Z |
| 13 | BRIDGE | BR | BR51 | 2240 | BRIDGE NON NH ROUTE | STP ANY AREA FAST | Z |
| 13 | BRIDGE | BRZ-BR | COBR | 2240 | COUNTY SUB ALLOCATED BR | STP ANY AREA FAST | Z |
| 13 | BRIDGE | ACBR | BRSA | 2240 | BRIDGE NON NH ROUTE ADV CN | STP ANY AREA FAST | Z |
| 13 | BRIDGE | ACGBBR | GRBN3 | 2240 | ADVANCE CONST BRIDGE 2240 | STP ANY AREA FAST | Z |
| 13 | BRIDGE | BR | BR5 | 2240 | BRIDGE NON NH ROUTE | STP ANY AREA FAST | Z |
| 13 | BRIDGE | AC ATRIP## | A1CBR | 2240 | ATRIP BOND ISSUE BR ON CONVERT | STP ANY AREA FAST | Z |
| 13 | BRIDGE | ACGBBR | GRBN2 | 2240 | ADVANCE CONST BRIDGE H12 | STP ANY AREA FAST | Z |
| 14 | EMERGENCY RELIEF | ER | ERLF | 0980 | EMERGENCY RELIEF | EMERGENCY RELIEF | I |
| 14 | EMERGENCY RELIEF | ERPR | ERLF8 | 0980 | PERMANENT RESTORE ER FUNDS 80% | EMERGENCY RELIEF | I |
| 14 | EMERGENCY RELIEF | ERPR | ER8 | 0980 | PERMANENT RESTORE ER FUNDS 80% | EMERGENCY RELIEF | I |
| 14 | EMERGENCY RELIEF | ER | ERLF | 0990 | EMERGENCY RELIEF | EMERGENCY RELIEF, FED OWNED ROADS | N |
| 14 | EMERGENCY RELIEF | ERPR | ERLF9 | 09E0 | PERMANENT RESTORE ER FUNDS 90% | EMERGENCY RELIEF | N |
| 14 | EMERGENCY RELIEF | ER | ERLF | 09E0 | EMERGENCY RELIEF | EMERGENCY RELIEF | N |
| 14 | EMERGENCY RELIEF | ERPR | 09E0 | 09E0 | PERMANENT RESTORE ER FUNDS 90% | EMERGENCY RELIEF | N |
| 14 | EMERGENCY RELIEF | ERPR | ER8 | 09E0 | PERMANENT RESTORE ER FUNDS 80% | EMERGENCY RELIEF | N |
| 14 | EMERGENCY RELIEF | ERPR | ERLF8 | 09E0 | PERMANENT RESTORE ER FUNDS 80% | EMERGENCY RELIEF | N |
| 14 | EMERGENCY RELIEF | ER | ER94 | 09G0 | EMERGENCY RELIEF | EMERGENCY RELIEF | I |
| 14 | EMERGENCY RELIEF | ER | ERJ80 | 09J0 | EMERGENCY RELIEF 2005 80% FED | EMERGENCY RELIEF 2005 | N |
| 14 | EMERGENCY RELIEF | ER | ER09J | 09J0 | EMERGENCY RELIEF 2005 | EMERGENCY RELIEF 2005 | N |
| 14 | EMERGENCY RELIEF | ERPR | ERLF8 | 09J0 | PERMANENT RESTORE ER FUNDS 80% | EMERGENCY RELIEF 2005 | N |
| 14 | EMERGENCY RELIEF | ERPR | ER8 | 09J0 | PERMANENT RESTORE ER FUNDS 80% | EMERGENCY RELIEF 2005 | N |
| 14 | EMERGENCY RELIEF | ER | ER96 | 09L0 | EMERGENCY RELIEF PROGRAM | EMERGENCY RELIEF | I |
| 14 | EMERGENCY RELIEF | ER | ER97 | 09Q0 | EMERGENCY RELIEF PROGRAM | EMERGENCY RELIEF PROGRAM | I |
| 14 | EMERGENCY RELIEF | ER | ER958 | 09S0 | 2004 HURRICANES INFRASTRUC 80% | 2004 HURRICANES INFRASTRUCTURE | N |
| 14 | EMERGENCY RELIEF | ER | ER095 | 09S0 | 2004 HURRICANES INFRASTRUCTURE | 2004 HURRICANES INFRASTRUCTURE | N |
| 14 | EMERGENCY RELIEF | ERPR | ERLF8 | 09T0 | PERMANENT RESTORE ER FUNDS 80% | EMERGENCY RELIEF-1998 | T |
| 14 | EMERGENCY RELIEF | ER | ER98 | 09T0 | EMERGENCY RELIEF PROGRAM | EMERGENCY RELIEF-1998 | T |
| 14 | EMERGENCY RELIEF | ERPR | ER8 | 09T0 | PERMANENT RESTORE ER FUNDS 80% | EMERGENCY RELIEF-1998 | T |
| 14 | EMERGENCY RELIEF | ER | ER09V | 09V0 | EMERGENCY RELIEF PROGRAM 2000 | EMERGENCY RELIEF PROGRAM - 2000 | T |
| 14 | EMERGENCY RELIEF | ER | ER9V8 | 09V0 | EMERGENCY RELIEF PROG 80% | EMERGENCY RELIEF PROGRAM - 2000 | T |
| 14 | EMERGENCY RELIEF | ER | ER09X | 09X0 | EMERGENCY RELIEF FY 2002 | EMERGENCY RELIEF 2001 | N |
| 14 | EMERGENCY RELIEF | ER | ER09V | 09X0 | EMERGENCY RELIEF PROGRAM 2000 | EMERGENCY RELIEF 2001 | N |
| 14 | EMERGENCY RELIEF | ER | ER9X8 | 09X0 | EMERGENCY RELIEF 2002 80/20 | EMERGENCY RELIEF 2001 | N |
| 14 | EMERGENCY RELIEF | ER | ERLF | ER10 | EMERGENCY RELIEF | EMERGENCY REL 2017 SUPPLEMENT DEC 2016 FLOODING | Z |
| 14 | EMERGENCY RELIEF | ERPR | ERLF8 | ER10 | PERMANENT RESTORE ER FUNDS 80% | EMERGENCY REL 2017 SUPPLEMENT DEC 2016 FLOODING | Z |
| 14 | EMERGENCY RELIEF | ERPR | ER8 | ER10 | PERMANENT RESTORE ER FUNDS 80% | EMERGENCY REL 2017 SUPPLEMENT DEC 2016 FLOODING | Z |
| 14 | EMERGENCY RELIEF | ERPR | ER8 | ER12 | PERMANENT RESTORE ER FUNDS 80% | EMERGENCY REL 2018 SUPPLEMENT | Z |
| 14 | EMERGENCY RELIEF | ERPR | ERLF9 | ER12 | PERMANENT RESTORE ER FUNDS 90% | EMERGENCY REL 2018 SUPPLEMENT | Z |
| 14 | EMERGENCY RELIEF | ERPR | ER9 | ER12 | PERMANENT RESTORE ER FUNDS 90% | EMERGENCY REL 2018 SUPPLEMENT | Z |
| 14 | EMERGENCY RELIEF | ER | ERLF | ER12 | EMERGENCY RELIEF | EMERGENCY REL 2018 SUPPLEMENT | Z |
| 14 | EMERGENCY RELIEF | ERPR | ERLF8 | ER12 | PERMANENT RESTORE ER FUNDS 80% | EMERGENCY REL 2018 SUPPLEMENT | Z |
| 14 | EMERGENCY RELIEF | ER | ERH05 | ER50 | ER 2005 HURRICANE ER50 | EMERGENCY REL 2005 HURRICANE | N |
| 14 | EMERGENCY RELIEF | ER | ER5AC | ER50 | ER 2005 HURRICANE ER50 AC | EMERGENCY REL 2005 HURRICANE | N |
| 14 | EMERGENCY RELIEF | ER | ERH58 | ER60 | ER 2005 HURRICANE SUP ER60 80% | SUPPL EMERGENCY REL 2005 HURRICANE | N |
| 14 | EMERGENCY RELIEF | ER | ERH55 | ER60 | ER 2005 HURRICANE SUP ER60 | SUPPL EMERGENCY REL 2005 HURRICANE | N |
| 14 | EMERGENCY RELIEF | ERPR | ER9 | ER60 | PERMANENT RESTORE ER FUNDS 90% | SUPPL EMERGENCY REL 2005 HURRICANE | N |
| 14 | EMERGENCY RELIEF | ACER | ER6AC | ER60 | EMERGENCY RELIEF ER60 ADV CON | SUPPL EMERGENCY REL 2005 HURRICANE | N |
| 14 | EMERGENCY RELIEF | ERPR | ERLF9 | ER60 | PERMANENT RESTORE ER FUNDS 90% | SUPPL EMERGENCY REL 2005 HURRICANE | N |
| 14 | EMERGENCY RELIEF | ER | ERD09 | ER70 | EMERGENCY REL 09 DISASTER ER70 | EMERGENCY REL 2009 DISASTER | N |
| 14 | EMERGENCY RELIEF | ERPR | ER9 | ER80 | PERMANENT RESTORE ER FUNDS 90% | EMERGENCY REL 2012 SUPPLEMENT | N |
| 14 | EMERGENCY RELIEF | ERPR | ERLF9 | ER80 | PERMANENT RESTORE ER FUNDS 90% | EMERGENCY REL 2012 SUPPLEMENT | N |
| 14 | EMERGENCY RELIEF | ERPR | ERLF8 | ER80 | PERMANENT RESTORE ER FUNDS 80% | EMERGENCY REL 2012 SUPPLEMENT | N |
| 14 | EMERGENCY RELIEF | ERPR | ER8 | ER80 | PERMANENT RESTORE ER FUNDS 80% | EMERGENCY REL 2012 SUPPLEMENT | N |
| 14 | EMERGENCY RELIEF | ER | ERLF | ER80 | EMERGENCY RELIEF | EMERGENCY REL 2012 SUPPLEMENT | N |
| 14 | EMERGENCY RELIEF | ERPR | ERLF9 | ER90 | PERMANENT RESTORE ER FUNDS 90% | EMERGENCY REL 2013 SUPPLEMENT | M |
| 14 | EMERGENCY RELIEF | ER | ERLF | ER90 | EMERGENCY RELIEF | EMERGENCY REL 2013 SUPPLEMENT | M |
| 14 | EMERGENCY RELIEF | ERPR | ERLF8 | ER90 | PERMANENT RESTORE ER FUNDS 80% | EMERGENCY REL 2013 SUPPLEMENT | M |
| 14 | EMERGENCY RELIEF | ERPR | ER9 | ER90 | PERMANENT RESTORE ER FUNDS 90% | EMERGENCY REL 2013 SUPPLEMENT | M |

| FUNDING CODES | | | | | | | |
|---------------|------------------|-----------|--------|-------------|--------------------------------|--|------------|
| FED_CAT_ID | Cat Description | PREFIX_ID | PGM_ID | FED_APPR_ID | PGM_NA | FED_APPR_DS | FED_ACT_CD |
| 14 | EMERGENCY RELIEF | ERPR | ER8 | ER90 | PERMANENT RESTORE ER FUNDS 80% | EMERGENCY REL 2013 SUPPLEMENT | M |
| 14 | EMERGENCY RELIEF | FDAA | FDAA | FEMA | FEMA FED DISASTER ASSIST | FEDERAL EMERGENCY MANAGEMENT | N |
| 14 | EMERGENCY RELIEF | ACER | ACERZ | H240 | ADV CON EMERGENCY REL H24 | STP ANY AREA | N |
| 14 | EMERGENCY RELIEF | ACER | ACER | H240 | ADV CON EMERGENCY REL H240 | STP ANY AREA | N |
| 14 | EMERGENCY RELIEF | ACER | ACER8 | H240 | ADV CON EMERGENCY REL H240 80% | STP ANY AREA | N |
| 14 | EMERGENCY RELIEF | ER | ERLF | M9V0 | EMERGENCY RELIEF | EMERGENCY REL 2014 SUPPLEMENT | M |
| 14 | EMERGENCY RELIEF | ERPR | ERLF8 | M9V0 | PERMANENT RESTORE ER FUNDS 80% | EMERGENCY REL 2014 SUPPLEMENT | M |
| 14 | EMERGENCY RELIEF | ERPR | ER8 | M9V0 | PERMANENT RESTORE ER FUNDS 80% | EMERGENCY REL 2014 SUPPLEMENT | M |
| 14 | EMERGENCY RELIEF | ERPR | ER9 | M9V0 | PERMANENT RESTORE ER FUNDS 90% | EMERGENCY REL 2014 SUPPLEMENT | M |
| 14 | EMERGENCY RELIEF | ERPR | ERLF9 | M9V0 | PERMANENT RESTORE ER FUNDS 90% | EMERGENCY REL 2014 SUPPLEMENT | M |
| 14 | EMERGENCY RELIEF | ERPR | ER8 | M9VE | PERMANENT RESTORE ER FUNDS 80% | EMERGENCY REL 2015 SUPPLEMENT | M |
| 14 | EMERGENCY RELIEF | ERPR | ERLF9 | M9VE | PERMANENT RESTORE ER FUNDS 90% | EMERGENCY REL 2015 SUPPLEMENT | M |
| 14 | EMERGENCY RELIEF | ERPR | ERLF8 | M9VE | PERMANENT RESTORE ER FUNDS 80% | EMERGENCY REL 2015 SUPPLEMENT | M |
| 14 | EMERGENCY RELIEF | ER | ERLF | M9VE | EMERGENCY RELIEF | EMERGENCY REL 2015 SUPPLEMENT | M |
| 14 | EMERGENCY RELIEF | ERPR | ER9 | M9VE | PERMANENT RESTORE ER FUNDS 90% | EMERGENCY REL 2015 SUPPLEMENT | M |
| 15 | SAFETY | ACSTPHS | ACHS | | ADCON HAZARD ELIMINATION | | |
| 15 | SAFETY | RRS | RRSO | 1380 | RR-HWY XING OTHER | RR-HWY XING, ELIMINATION OF HAZARDS | N |
| 15 | SAFETY | RRP | RRPD | 1390 | RR-HWY XING PROT DEV | RR-HWY XING PRO DEV | N |
| 15 | SAFETY | HSR | HSRPO | 13P0 | HIGH SPEED RAIL(13P) | HIGH SPEED RAIL | T |
| 15 | SAFETY | PMS | PMSD | 1400 | PAVEMENT MARKING DEMO | PAVEMENT MARKING DEMO | N |
| 15 | SAFETY | HES | HESS | 1410 | HAZARD ELIM PROGRAM | HAZARD ELIMINATION PROGRAM | N |
| 15 | SAFETY | HHS | HHSL | 1420 | HIGH HAZARD LOCATION | HIGH HAZARD LOCATIONS | N |
| 15 | SAFETY | ROS | ROSL | 1440 | RDSIDE OBSTACLE ELIM | ROADSIDE OBSTACLE ELIMINATION | N |
| 15 | SAFETY | HHS | HHRO | 1450 | COMBINED HHS AND ROS | COMBINED HES AND ROS, HIGH HAZARD LOCATIONS | N |
| 15 | SAFETY | HHS | HHRO | 1460 | COMBINED HHS AND ROS | COMBINED HES AND ROS, ELIMINATION OF OBSTACLES | N |
| 15 | SAFETY | SRS | SRSO | 1480 | SAFER ROADS DEMO | SAFER ROADS DEMO | N |
| 15 | SAFETY | STPSA | STSA | 33A0 | ANY HAZARD | STP, ANY SAFETY | I |
| 15 | SAFETY | STPSA | STSA | 33A0 | ANY HAZARD 33A0 TO REPLACE 33Q | STP, ANY SAFETY | I |
| 15 | SAFETY | STPRR | STRRM | 33M0 | RAIL-HWY DEV | STP, SAFETY, RAIL-HWY, PRO DEV | I |
| 15 | SAFETY | STPRR | STRR | 33M0 | RAIL-HWY DEV | STP, SAFETY, RAIL-HWY, PRO DEV | I |
| 15 | SAFETY | STPRH | STRH | 33N0 | RAIL-HWY HAZARD ELIM | STP, SAFETY, RAIL-HWY, HAZARD ELIMINATION | I |
| 15 | SAFETY | STPRH | STRHN | 33N0 | RAIL-HWY HAZARD ELIM | STP, SAFETY, RAIL-HWY, HAZARD ELIMINATION | I |
| 15 | SAFETY | STPHS | STHS | 33P0 | HAZARD ELM | STP, SAFETY, HAZARD ELIMINATION | I |
| 15 | SAFETY | STPSA | STSA | 33Q0 | ANY HAZARD | STP, ANY SAFETY | I |
| 15 | SAFETY | STPRR | STRR | 33X0 | RAIL-HWY DEV | STP, SAFETY, RAIL-HWY PRO DEV | I |
| 15 | SAFETY | STPRH | STRH | 33Y0 | RAIL-HWY HAZARD ELIM | STP, SAFETY, RAIL-HWY HAZARD ELIMINATION | I |
| 15 | SAFETY | STPHS | STHS | 33Z0 | HAZARD ELM | SAFETY, HAZARD ELIMINATION 100% | I |
| 15 | SAFETY | RRO | RROO | 6850 | RR-HWY OFF SYS OTHER | RR-HWY OFF SYSTEM OTHER | N |
| 15 | SAFETY | ROS | RROS | 6860 | RR-HY OFF SY PRO DEV | RR-HWY OFF SYSTEM PRO DEV | N |
| 15 | SAFETY | BAC | BACPH | H080 | DUI .08 BLOOD ALCOHOL H080/HN1 | DUI .08 H08 | N |
| 15 | SAFETY | BELT | BELTH | H090 | SFTY INCENT SEAT BELT H09 | SAFT INCENT SEAT BELT H09 | N |
| 15 | SAFETY | HSRPH | H1A0 | H1A0 | HIGH SPEED RAIL H1A0 STEA03 | HIGH SPEED RAIL STEA03 | T |
| 15 | SAFETY | STPSA | STSAH | H210 | ANY HAZARD | STP OPTIONAL SAFETY STEA03 | N |
| 15 | SAFETY | STPRR | STRRH | H260 | RAIL-HWY PROT DEV | STP SAFETY, RAIL-HWY, PROT DEV | N |
| 15 | SAFETY | STPRH | STR80 | H270 | RAIL-HWY HAZARD ELIM 80% | STP SAFETY, RAIL-HWY, HAZARD ELIM | N |
| 15 | SAFETY | STPRH | STRHH | H270 | RAIL-HWY HAZARD ELIM | STP SAFETY, RAIL-HWY, HAZARD ELIM | N |
| 15 | SAFETY | STPHS | STSHH | H280 | HAZARD ELIMINATION | STP SAFETY, HAZARD ELIMINATION | N |
| 15 | SAFETY | ASAP | ASAPS | H2J0 | ACCELERATED SAFETY ACTIVITIES | ACCELERATED SAFETY ACTIVITIES PROG | N |
| 15 | SAFETY | BAC | BACPH | HN10 | DUI .08 BLOOD ALCOHOL H080/HN1 | DUI .08 HN10 | N |
| 15 | SAFETY | SRTS | SRPH | HU10 | SAFE ROUTES TO SCHOOL PROG HU1 | SAFE ROUTES TO SCHOOL PROG | N |
| 15 | SAFETY | SRTS | SRH | HU20 | SAFE ROUTES TO SCHOOL INFR HU2 | SAFE ROUTES TO SCHOOL INFR | N |
| 15 | SAFETY | SRTS | SREH | HU30 | SAFE ROUTES TO SCHOOL EITH HU3 | SAFE ROUTES TO SCHOOL EITHER | N |
| 15 | SAFETY | ASAP | ASAPX | HX60 | TECH DEPL MARKETING TECH | TECH DEPL MARKETING TECH | N |
| 15 | SAFETY | BELT | BELTL | L090 | SFTY INCENT SEAT BELT L09 | SAFT INCENT SEAT BELT L09 | N |
| 15 | SAFETY | STPSA | SASTR | L21R | STEA ANY HAZARD | STP ANY SAFETY TEA-21 RESTORE | T |
| 15 | SAFETY | STPRH | RRSTR | L26R | STEA RAIL-HWY PROT DEV | STP SAFETY, RAIL-HWY, PROT DEV TEA-21 RESTORE | T |
| 15 | SAFETY | STPRH | RHSTR | L27R | STEA RAIL-HWY HAZARD ELIM REST | STP SAFETY, RAIL-HWY, HAZARD ELIM TEA-21 RESTORE | T |
| 15 | SAFETY | STPHS | HSSTR | L28R | STEA HAZARD ELIMINATION | STP SAFETY, HAZARD ELIMINATION TEA-21 RESTORE | T |
| 15 | SAFETY | SBPG | SBPG | LA90 | SAFETY BELT PROG GRANT '09 LA9 | SAFETY BELT PROGRAM GRANT 2009 | N |
| 15 | SAFETY | HSR | HSRPL | LE10 | MW HIGH SPEED RAIL COOR LE10 | MW HIGH SPEED RAIL COOR-FY06 | L |
| 15 | SAFETY | HSIP | HSIP1 | LS10 | HWY SAFETY IMP PROG LS3 SUB | HIGHWAY SAFETY IMP PROGRAM LS3 SUB | L |
| 15 | SAFETY | HRRR | HSIPR | LS20 | HWY SAFETY IMP PROG RURAL LU | HSIP-HIGH RISK RURAL ROAD LU | L |
| 15 | SAFETY | HRRR | HSIRE | LS2E | HWY SAFETY IMP PROG RUR LS2E | HSIP-HIGH RISK RURAL ROAD S-LU EXT | L |
| 15 | SAFETY | HRRR | HSIRR | LS2R | HWY SAFETY IMP PROG RUR LS2R | HSIP-HIGH RISK RURAL ROAD S-LU RESTORE | L |
| 15 | SAFETY | HSIP | HSIP | LS30 | HIGHWAY SAFETY IMP PROG LS30 | HIGHWAY SAFETY IMPROVEMENT PROGRAM | L |
| 15 | SAFETY | ACHSIP | ACS30 | LS30 | ADVANCE CN SAFETY LS30 | HIGHWAY SAFETY IMPROVEMENT PROGRAM | L |
| 15 | SAFETY | HSIP | HSIPE | LS3E | HIGHWAY SAFETY IMP PROG LS3E | HIGHWAY SAFETY IMPROVEMENT PROGRAM S-LU EXT | L |
| 15 | SAFETY | HSIP | HSPR | LS3R | HWY SAFE IMP PROG RESTORE LS3R | HIGHWAY SAFETY IMPROVEMENT PROGRAM S-LU RESTORE | L |
| 15 | SAFETY | RHPD | STRRL | LS40 | RAIL-HWY PROTECTION DEV | RAIL-HWY HAZARD ELIM LU | L |
| 15 | SAFETY | RHCH | RHE90 | LS40 | RAIL-HWY HAZARD ELIM LS4E 90% | RAIL-HWY HAZARD ELIM LU | L |
| 15 | SAFETY | RHPD | STRRE | LS40 | RAIL-HWY PROTECTION DEV | RAIL-HWY HAZARD ELIM LU | L |
| 15 | SAFETY | RHCH | STRHL | LS40 | RAIL-HWY HAZARD ELIM | RAIL-HWY HAZARD ELIM LU | L |
| 15 | SAFETY | RHCH | RHE90 | LS4E | RAIL-HWY HAZARD ELIM LS4E 90% | RAIL-HWY HAZARD ELIM S-LU EXT | L |
| 15 | SAFETY | RHCH | STRHE | LS4E | RAIL-HWY HAZARD ELIM LS4E 100% | RAIL-HWY HAZARD ELIM S-LU EXT | L |
| 15 | SAFETY | RHCH | STRHL | LS4E | RAIL-HWY HAZARD ELIM | RAIL-HWY HAZARD ELIM S-LU EXT | L |
| 15 | SAFETY | RHPD | STRRE | LS4E | RAIL-HWY PROTECTION DEV | RAIL-HWY HAZARD ELIM S-LU EXT | L |
| 15 | SAFETY | RHPD | STRRL | LS4E | RAIL-HWY PROTECTION DEV | RAIL-HWY HAZARD ELIM S-LU EXT | L |
| 15 | SAFETY | RHCH | STRHR | LS4R | RAIL-HWY HAZARD ELIM LS4R 90% | RAIL-HWY HAZARD ELIM S-LU RESTORE | L |
| 15 | SAFETY | RHPD | STRRL | LS50 | RAIL-HWY PROTECTION DEV | RAIL-HWY PROTECTION DEV | L |
| 15 | SAFETY | RHCH | STRHL | LS50 | RAIL-HWY HAZARD ELIM | RAIL-HWY PROTECTION DEV | L |
| 15 | SAFETY | RHPD | STRRE | LS50 | RAIL-HWY PROTECTION DEV | RAIL-HWY PROTECTION DEV | L |
| 15 | SAFETY | RHCH | RHE90 | LS50 | RAIL-HWY HAZARD ELIM LS4E 90% | RAIL-HWY PROTECTION DEV | L |
| 15 | SAFETY | RHCH | STRHL | LS5E | RAIL-HWY HAZARD ELIM | RAIL-HWY PROTECTION DEV S-LU EXT | L |
| 15 | SAFETY | RHPD | STRRE | LS5E | RAIL-HWY PROTECTION DEV | RAIL-HWY PROTECTION DEV S-LU EXT | L |
| 15 | SAFETY | RHPD | STRRR | LS5R | RAIL-HWY PROTECTION DEV LS5R | RAIL-HWY PROTECTION DEV S-LU RESTORE | L |
| 15 | SAFETY | SRTS | SRPL | LU10 | SAFE ROUTES TO SCHOOL PROG LU1 | SAFE ROUTES TO SCHOOL PROG | L |
| 15 | SAFETY | SRTS | SRPE | LU1E | SAFE ROUTES TO SCHOOL PRO LU1E | SAFE ROUTES TO SCHOOL PROG S-LU EXT | L |
| 15 | SAFETY | SRTS | SRPR | LU1R | SAFE ROUTES TO SCHOOL PRO LU1R | SAFE ROUTES TO SCHOOL PROG S-LU RESTORE | L |
| 15 | SAFETY | SRTS | SRIL | LU20 | SAFE ROUTES TO SCHOOL INFR LU2 | SAFE ROUTES TO SCHOOL INFR | L |
| 15 | SAFETY | SRTS | SRIE | LU2E | SAFE ROUTES TO SCHOOL INF LU2E | SAFE ROUTES TO SCHOOL INFR S-LU EXT | L |
| 15 | SAFETY | SRTS | SRIR | LU2R | SAFE ROUTES TO SCHOOL INF LU2R | SAFE ROUTES TO SCHOOL INFR S-LU RESTORE | L |

| FUNDING CODES | | | | | | | |
|---------------|-------------------|-----------|--------|-------------|--------------------------------|---|------------|
| FED_CAT_ID | Cat Description | PREFIX_ID | PGM_ID | FED_APPR_ID | PGM_NA | FED_APPR_DS | FED_ACT_CD |
| 15 | SAFETY | SRTS | SREL | LU30 | SAFE ROUTES TO SCHOOL EITH LU3 | SAFE ROUTES TO SCHOOL EITHER | L |
| 15 | SAFETY | SRTS | SREE | LU3E | SAFE ROUTES TO SCHOOL EIT LU3E | SAFE ROUTES TO SCHOOL EITHER S-LU EXT | L |
| 15 | SAFETY | SRTS | SRER | LU3R | SAFE ROUTES TO SCHOOL EIT LU3R | SAFE ROUTES TO SCHOOL EITHER S-LU RESTORE | L |
| 15 | SAFETY | HRRR | HSIRM | MS30 | HWY SAFETY IMP PROG RUR MS30 | HSIP MAP-21 | M |
| 15 | SAFETY | HSIP | SAF1 | MS30 | HWY SAFETY IMPROVEMENT PROGRAM | HSIP MAP-21 | M |
| 15 | SAFETY | ACHSIP | SAFA | MS30 | HWY SAFETY IMPROVEMENT ADV CN | HSIP MAP-21 | M |
| 15 | SAFETY | HSIP | S3OAC | MS30 | HSIP ADVANCE CONSTRUCTION | HSIP MAP-21 | M |
| 15 | SAFETY | HSIP | SAF | MS30 | HWY SAFETY IMPROVEMENT PROGRAM | HSIP MAP-21 | M |
| 15 | SAFETY | HSIP | HSIPM | MS30 | HWY SFTY IMP PROG MAP-21 MS30 | HSIP MAP-21 | M |
| 15 | SAFETY | HSIP | HS31M | MS31 | HSIP SEC 154 PENALTIES MS31 | HSIP SEC 154 PENALTIES | M |
| 15 | SAFETY | ACHSIP | SAFA | MS3E | HWY SAFETY IMPROVEMENT ADV CN | HSIP MAP-21 EXTENTION | M |
| 15 | SAFETY | HSIP | SAF1 | MS3E | HWY SAFETY IMPROVEMENT PROGRAM | HSIP MAP-21 EXTENTION | M |
| 15 | SAFETY | HSIPR | HSRME | MS3E | HSIPR MAP-21 EXTENTION MS3E | HSIP MAP-21 EXTENTION | M |
| 15 | SAFETY | HSIP | HSME | MS3E | HSIP MAP-21 EXTENTION MS3E | HSIP MAP-21 EXTENTION | M |
| 15 | SAFETY | HSIP | S3OAC | MS3E | HSIP ADVANCE CONSTRUCTION | HSIP MAP-21 EXTENTION | M |
| 15 | SAFETY | HSIP | SAF | MS3E | HWY SAFETY IMPROVEMENT PROGRAM | HSIP MAP-21 EXTENTION | M |
| 15 | SAFETY | RH**CH-PD | S130 | MS40 | SECTION 130 RAIL HAZRD & PRTCT | HSIP RAIL-HWY HAZARD ELIM MAP-21 | M |
| 15 | SAFETY | RHCH | RH40M | MS40 | RAIL-HWY HAZARD ELIM MS40 | HSIP RAIL-HWY HAZARD ELIM MAP-21 | M |
| 15 | SAFETY | RHPD | RH50M | MS40 | RAIL-HWY PROTECTION DEV MS50 | HSIP RAIL-HWY HAZARD ELIM MAP-21 | M |
| 15 | SAFETY | RH**CH-PD | S130 | MS4E | SECTION 130 RAIL HAZRD & PRTCT | HSIP RAIL-HWY HAZARD ELIM MAP-21 EXTENTION | M |
| 15 | SAFETY | RHPD | RH50M | MS4E | RAIL-HWY PROTECTION DEV MS50 | HSIP RAIL-HWY HAZARD ELIM MAP-21 EXTENTION | M |
| 15 | SAFETY | RHCH | RH4ME | MS4E | RAIL-HWY HAZARD ELIM MS4E | HSIP RAIL-HWY HAZARD ELIM MAP-21 EXTENTION | M |
| 15 | SAFETY | RHPD | RH50M | MS50 | RAIL-HWY PROTECTION DEV MS50 | HSIP RAIL-HWY PROTECTIVE DEV MAP-21 | M |
| 15 | SAFETY | RH**CH-PD | S130 | MS50 | SECTION 130 RAIL HAZRD & PRTCT | HSIP RAIL-HWY PROTECTIVE DEV MAP-21 | M |
| 15 | SAFETY | RHPD | RH5ME | MS5E | RAIL-HWY PROTECTION DEV MS5E | HSIP RAIL-HWY PROTECTIVE DEV MAP-21 EXTENTION | M |
| 15 | SAFETY | RHPD | RH50M | MS5E | RAIL-HWY PROTECTION DEV MS50 | HSIP RAIL-HWY PROTECTIVE DEV MAP-21 EXTENTION | M |
| 15 | SAFETY | RH**CH-PD | S130 | MS5E | SECTION 130 RAIL HAZRD & PRTCT | HSIP RAIL-HWY PROTECTIVE DEV MAP-21 EXTENTION | M |
| 15 | SAFETY | BELT | BELT4 | Q040 | SFTY INCENT SEAT BELT APPORT | SFTY INCENT SEAT BELT APPORT | N |
| 15 | SAFETY | BAC | BACP | Q080 | DUI. 08 BLOOD ALCOHOL | DUI. 08 Q08/QN1 | T |
| 15 | SAFETY | BAC | BACPQ | Q080 | DUI. 08 BLOOD ALCOHOL | DUI. 08 Q08/QN1 | T |
| 15 | SAFETY | BELT | BELT9 | Q090 | SFTY INCENT SEAT BELT TEA21 | SFTY INCENT SEAT BELT TEA21 | T |
| 15 | SAFETY | STPSA | SAST | Q210 | STEA ANY HAZARD | STP ANY SAFETY TEA-21 | T |
| 15 | SAFETY | STPRH | RRST | Q260 | STEA RAIL-HWY PROT DEV | STP SAFETY, RAIL-HWY, PROT DEV TEA-21 | T |
| 15 | SAFETY | STPRR | RRST1 | Q260 | STEA RAIL-HWY PROT DEV 80% | STP SAFETY, RAIL-HWY, PROT DEV TEA-21 | T |
| 15 | SAFETY | STPRH | RRST2 | Q260 | STEA RAIL-HWY PROT DEV 100% | STP SAFETY, RAIL-HWY, PROT DEV TEA-21 | T |
| 15 | SAFETY | STPRH | RHST1 | Q270 | STEA RAIL-HWY HAZARD ELIM | STP SAFETY, RAIL-HWY, HAZARD ELIM TEA-21 | T |
| 15 | SAFETY | STPRH | RHST | Q270 | STEA RAIL-HWY HAZARD ELIM | STP SAFETY, RAIL-HWY, HAZARD ELIM TEA-21 | T |
| 15 | SAFETY | STPHS | HSST | Q280 | STEA HAZARD ELIMINATION | STP SAFETY, HAZARD ELIMINATION TEA-21 | T |
| 15 | SAFETY | STPHS | HSST1 | Q280 | STEA HAZARD ELIMINATION | STP SAFETY, HAZARD ELIMINATION TEA-21 | T |
| 15 | SAFETY | STPSA | SAST | Q330 | STEA ANY HAZARD | STP ANY SAFETY 100% TEA-21 | T |
| 15 | SAFETY | STPRH | RRST | Q380 | STEA RAIL-HWY PROT DEV | STP SAFETY, RAIL-HWY, PROT DEV 100% TEA-21 | T |
| 15 | SAFETY | STPRH | RHST | Q390 | STEA RAIL-HWY HAZARD ELIM | STP SAFETY, RAIL-HWY, HAZARD ELIM 100% TEA-21 | T |
| 15 | SAFETY | STPHS | HSST | Q430 | STEA HAZARD ELIMINATION | STP SAFETY, HAZARD ELIMINATION 100% TEA-21 | T |
| 15 | SAFETY | BAC | BACP | QN10 | DUI. 08 BLOOD ALCOHOL | DUI. 08 Q08/QN1 | T |
| 15 | SAFETY | ASAP | Z446 | Z446 | ASAP - SAFETY RESEARCH AND DEV | ASAP - SAFETY RESEARCH AND DEVELOPMENT | Z |
| 15 | SAFETY | HSIP | SAF1 | Z530 | HWY SAFETY IMPROVEMENT PROGRAM | HSIP FAST | Z |
| 15 | SAFETY | ACHSIP | SAFA | Z530 | HWY SAFETY IMPROVEMENT ADV CN | HSIP FAST | Z |
| 15 | SAFETY | HSIP | SAF | Z530 | HWY SAFETY IMPROVEMENT PROGRAM | HSIP FAST | Z |
| 15 | SAFETY | RH**CH-PD | S130 | Z540 | SECTION 130 RAIL HAZRD & PRTCT | HSIP RAIL-HWY HAZARD ELIM FAST | Z |
| 15 | SAFETY | RHCH | RH40M | Z540 | RAIL-HWY HAZARD ELIM MS40 | HSIP RAIL-HWY HAZARD ELIM FAST | Z |
| 15 | SAFETY | RH**CH-PD | S130 | Z550 | SECTION 130 RAIL HAZRD & PRTCT | HSIP RAIL-HWY PROTECTIVE DEV FAST | Z |
| 15 | SAFETY | RHPD | RH50M | Z550 | RAIL-HWY PROTECTION DEV MS50 | HSIP RAIL-HWY PROTECTIVE DEV FAST | Z |
| 15 | SAFETY | HRRR | HRR | Z560 | HIGH RISK RURAL ROADS - FAST | HRRR SPECIAL RULE FAST | Z |
| 16 | MISC. FEDERAL AID | GDTE | GDTE | | GOV DEATH TRAP ELIM | | |
| 16 | MISC. FEDERAL AID | NFIU | NFIGU | | NEW FREEDOM INIT URBAN 5317 | | |
| 16 | MISC. FEDERAL AID | HPR | HPRH | 0800 | HWY PLAN-RESEARCH | HIGHWAY PLANNING & RESEARCH | N |
| 16 | MISC. FEDERAL AID | HPR | HPR80 | 0800 | HWY PLAN-RESEARCH | HIGHWAY PLANNING & RESEARCH | N |
| 16 | MISC. FEDERAL AID | SPR | HPR2 | 0810 | HIGHWAY PLANNING & RESEARCH | STATE PLANNING AND RESEARCH | I |
| 16 | MISC. FEDERAL AID | PL | PLNG | 0820 | METRO PLANNING | METROPOLITAN PLANNING | N |
| 16 | MISC. FEDERAL AID | PL | PLN2 | 0850 | METROPOLITAN PLANNING | METROPOLITAN PLANNING | I |
| 16 | MISC. FEDERAL AID | SPR | HPRR | 0860 | 25% ASIDE(R&D/ TECH TRANS) | RESEARCH, DEVELOPMENT & TECHNOLOGY TRANSFER | I |
| 16 | MISC. FEDERAL AID | FAUP | FAUP | 0EPA | FA UNIQUE PROJECTS | GRANT FOR EPA FUNDS | N |
| 16 | MISC. FEDERAL AID | DP | EGPA | 1060 | ECON GROWTH PRIM ADD | ECOMOMIC GROWTH CENTER HIGHWAYS | N |
| 16 | MISC. FEDERAL AID | DP | EGCR | 1060 | ECONOMIC GROWTH CNTR | ECOMOMIC GROWTH CENTER HIGHWAYS | N |
| 16 | MISC. FEDERAL AID | TBR | TMBR | 11P0 | TIMBER BRIDGE DEMO | TIMBER BRIDGE GRANTS | I |
| 16 | MISC. FEDERAL AID | MBE | MBES | 1230 | MBE SUPPORT SERVICES | MBE SUPPORTIVE SERVICES | N |
| 16 | MISC. FEDERAL AID | TQF | TQTR | 1240 | TRANSITION QUARTER | TRANSITION QUARTER | N |
| 16 | MISC. FEDERAL AID | DBE | MBE8L | 12C0 | MINORITY BUSINESS ENTERPRISE | DBE SUPPORTIVE SERVICES | N |
| 16 | MISC. FEDERAL AID | DBE | MBE8 | 12C0 | MINORITY BUSINESS ENTERPRISE | DBE SUPPORTIVE SERVICES | N |
| 16 | MISC. FEDERAL AID | TCO | TCDO | 1370 | TRAFFIC SIGNAL DEMO | TRAFFIC SIGNAL DEMO | N |
| 16 | MISC. FEDERAL AID | FH | FORH | 1510 | FOREST HIGHWAY | FOREST HIGHWAY | N |
| 16 | MISC. FEDERAL AID | PLH | PLHY | 1530 | PUBLIC LANDS HIGHWAY | PUBLIC LANDS HIGHWAY | N |
| 16 | MISC. FEDERAL AID | NRD | RIDE | 1720 | RIDSHARE DEMO PROGRM | RIDSHARE DEMO PROGRAM | N |
| 16 | MISC. FEDERAL AID | FH | FH81 | 1810 | FOREST HWY APPN 181 | FOREST HIGHWAY | N |
| 16 | MISC. FEDERAL AID | PLH | PLHY | 1830 | PUBLIC LANDS HIGHWAY | PUBLIC LANDS HIGHWAY | N |
| 16 | MISC. FEDERAL AID | PLH | PL92 | 18E0 | PUBLIC LANDS HIGHWAY | PUBLIC LANDS HIGHWAY | I |
| 16 | MISC. FEDERAL AID | FH | FH91 | 1910 | FOREST HWY APPN 191 | FOREST HIGHWAY | N |
| 16 | MISC. FEDERAL AID | PFH | FH92 | 19A0 | FOREST HIGHWAY | FOREST HIGHWAY | I |
| 16 | MISC. FEDERAL AID | REST | R317 | 3170 | FUND RESTOR APPN 317 | RESTORATION FUNDS | I |
| 16 | MISC. FEDERAL AID | STPMB | REMB | 3180 | FUND RESTORATON MOBL | RESTORATION FUNDS, URBAN AREAS | I |
| 16 | MISC. FEDERAL AID | RESTMT | REMT | 3180 | FUND RESTORATON MONTGOMERY | RESTORATION FUNDS, URBAN AREAS | I |
| 16 | MISC. FEDERAL AID | RETBH | REBH | 3180 | FUND RESTORATON BHAM | RESTORATION FUNDS, URBAN AREAS | I |
| 16 | MISC. FEDERAL AID | STPPC | REPC | 3180 | FUND RESTOR PHNX CTY | RESTORATION FUNDS, URBAN AREAS | I |
| 16 | MISC. FEDERAL AID | RESTF | R31J | 31J0 | FUND RESTOR APPN 31 | RESTORATION ANY AREA | I |

| FUNDING CODES | | | | | | | |
|---------------|-------------------|-----------|--------|-------------|--------------------------------|---|------------|
| FED_CAT_ID | Cat Description | PREFIX_ID | PGM_ID | FED_APPR_ID | PGM_NA | FED_APPR_DS | FED_ACT_CD |
| 16 | MISC. FEDERAL AID | ACMAQ | AC320 | 3200 | ADVANCE CN CMAQ 3200 | CONGESTION MITIGATION/AQ | I |
| 16 | MISC. FEDERAL AID | CMAQ | CMAQ | 3200 | CONGS MIT & AIR QUAL7162(600) | CONGESTION MITIGATION/AQ | I |
| 16 | MISC. FEDERAL AID | ITS | ITSF | 3240 | INTELLIGENT TRANS SYS FUNDS | INTELLIGENT TRANS SYS PROGRAM | N |
| 16 | MISC. FEDERAL AID | CMAQ | CMAQ | 3240 | CONGS MIT & AIR QUAL7162(600) | CONGESTION MITIGATION 100% SAFETY | I |
| 16 | MISC. FEDERAL AID | TCP | MFTC | 3340 | MOTOR FUEL TAX COMPLIANCE | MOTOR FUEL TAX COMPLIANCE | I |
| 16 | MISC. FEDERAL AID | HDPC | HPCP | 3720 | HIGH PERFORMANCE CONCRETE | HIGH PERFORMANCE CONCRETE | N |
| 16 | MISC. FEDERAL AID | SPR | HPRR | 3730 | 25% ASIDE(R&D/ TECH TRANS) | APPLIED RESEARCH AND TECHNOLOGY | I |
| 16 | MISC. FEDERAL AID | RTAP | RTAP | 37A0 | RUR TRANS ASST PROG | LOCAL TECHNICAL ASSISTANCE | N |
| 16 | MISC. FEDERAL AID | RTAP | RTAP | 37B0 | RUR TRANS ASST PROG | LOCAL TECHNICAL ASSISTANCE | N |
| 16 | MISC. FEDERAL AID | TE | WZSD | 37T0 | WORK ZONE SAFETY TEST EVAL | WORK ZONE SAFETY TEST EVALUATION | I |
| 16 | MISC. FEDERAL AID | SPS | LTPP | 3800 | LONG TERM PAVEMENT PERFORMANCE | LONG TERM PAVEMENT PERFORMANCE | N |
| 16 | MISC. FEDERAL AID | | ITSF9 | 3900 | INTELLIGENT VEH. HWY SYS 390 | INTELLIGENT VEH. HWY SYSTEM | N |
| 16 | MISC. FEDERAL AID | ITS | ITSF | 3900 | INTELLIGENT TRANS SYS FUNDS | INTELLIGENT VEH. HWY SYSTEM | N |
| 16 | MISC. FEDERAL AID | CMAQ | CMAQ | 3A20 | CONGS MIT & AIR QUAL7162(600) | CMAQ ISTE A TRANSFER TO TRANSIT | I |
| 16 | MISC. FEDERAL AID | PLH | PUHY | 4130 | PUBLIC LANDS HIGHWAY | PUBLIC LANDS HIGHWAY | T |
| 16 | MISC. FEDERAL AID | PFH | FHT21 | 4150 | FOREST HWY TEA-21 | FOREST HIGHWAY | N |
| 16 | MISC. FEDERAL AID | | 41TE | 41TE | F-SHRP RESEARCH PROGRAM HIF | F-SHRP RESEARCH PROGRAM HIF | N |
| 16 | MISC. FEDERAL AID | LTAP | LTAPC | 4380 | LOCAL TECH ASSIST PROGRAM 0438 | LOCAL TECH ASSISTANCE PROG | L |
| 16 | MISC. FEDERAL AID | LTAP | LTAP6 | 4380 | LOCAL TECH ASSIST PROG 4380 | LOCAL TECH ASSISTANCE PROG | L |
| 16 | MISC. FEDERAL AID | LTAP | LTAP6 | 438E | LOCAL TECH ASSIST PROGRAM 438E | LOCAL TECH ASSISTANCE PROG | L |
| 16 | MISC. FEDERAL AID | SPS | LTPP | 4L10 | LONG TERM PAVEMENT PERFORMANCE | LONG-TERM PAVEMENT PERF PROG | L |
| 16 | MISC. FEDERAL AID | SPR | 5L4E | 5L4E | BRIDGE RESEARCH AND DEPLOY | BRIDGE RESEARCH & DEPLOY PR | M |
| 16 | MISC. FEDERAL AID | SPR | 5L6E | 5L6E | PAVEMENT RESEARCH & DEPLOY PR | PAVEMENT RESEARCH & DEPLOY PR | L |
| 16 | MISC. FEDERAL AID | FH | FHOA | 6080 | FOREST HWY OLD FUNDS | UNKNOWN | N |
| 16 | MISC. FEDERAL AID | FLH | PLOF | 6100 | PUB LANDS OLD FUNDS | PUBLIC LANDS OLD FUNDS | N |
| 16 | MISC. FEDERAL AID | RPT | RPTD | 6160 | RURAL PUB TRANS DEMO | RURAL PUB TRANS DEMO | N |
| 16 | MISC. FEDERAL AID | OS | OFFS | 6270 | OFF SYSTEM ROADS | OFF SYSTEM ROADS | N |
| 16 | MISC. FEDERAL AID | OS | OFFS | 6290 | OFF SYSTEM ROADS | OFF SYSTEM ROADS, G FUNDS | N |
| 16 | MISC. FEDERAL AID | CFP | HCFP | 6430 | HWY XING FED PROJECT | HIGHWAY XING FED PROJECT | N |
| 16 | MISC. FEDERAL AID | CA | AD49 | 6490 | AD CONTROL APPN 649 | CONTROL OF OUTDOOR ADVERTISING | N |
| 16 | MISC. FEDERAL AID | CJF | JCON | 6590 | JUNKYARD CONTROL | JUNKYARD CONTROL | N |
| 16 | MISC. FEDERAL AID | LSF | LSFI | 6690 | LANDSCAPING-SCENIC | LANDSCAPING SCENIC | N |
| 16 | MISC. FEDERAL AID | SOS | SOSR | 6790 | SAFER OFF SYSTEM RDS | SAFER OFF SYSTEM ROADS, BRIDGE INVENTORY | N |
| 16 | MISC. FEDERAL AID | SOS | SOSR | 6800 | SAFER OFF SYSTEM RDS | SAFER OFF SYSTEM ROADS, CONSTRUCTION | N |
| 16 | MISC. FEDERAL AID | CA | AD88 | 6880 | AD CONTROL APPN 688 | CONTROL OF OUTDOOR ADVERTISING | N |
| 16 | MISC. FEDERAL AID | CJF | JC89 | 6890 | JNKYARD CONT APN 689 | JUNKYARD CONTROL | N |
| 16 | MISC. FEDERAL AID | AAD | DFNS | 7500 | DEFENSE ACCESS | DEFENSE ACCESS | N |
| 16 | MISC. FEDERAL AID | AAD | DEFA | 7500 | DEFENSE ACCESS AC APN | DEFENSE ACCESS | N |
| 16 | MISC. FEDERAL AID | AAD | DEFA | 7510 | DEFENSE ACCESS AC APN | DEFENSE ACCESS | N |
| 16 | MISC. FEDERAL AID | AAD | DEFA | 7520 | DEFENSE ACCESS AC APN | DEFENSE ACCESS | N |
| 16 | MISC. FEDERAL AID | A-AD | DA55 | 7550 | DEFENSE ACCESS ROAD PROJECT | DEFENSE ACCESS ROAD | I |
| 16 | MISC. FEDERAL AID | A-AD | DA56 | 7560 | DEFENSE ACCESS ROAD PROGRAM | DEFENSE ACCESS | I |
| 16 | MISC. FEDERAL AID | A-AD | DA57 | 7570 | DEFENSE ACCESS ROAD PROJ | DEFENSE ACCESS | I |
| 16 | MISC. FEDERAL AID | RPTO | RPTO | 7700 | FTA SECTION 5311 | NON URBAN PUBLIC TRANSPORTATION(EXPENSES) | N |
| 16 | MISC. FEDERAL AID | SPR | 77C0 | 77C0 | FTA HIGHWAY PROJECT TRANSFER | FTA HIGHWAY PROJECT TRANSFER | Z |
| 16 | MISC. FEDERAL AID | SPR | 77E0 | 77E0 | FTA ST PLANNING AND RESEARCH | FTA ST PLANNING AND RESEARCH | Z |
| 16 | MISC. FEDERAL AID | PL | FTATF | 77F0 | FTA CONSOLID PLAN TRF TO FHWA | FTA CONSOLID PLAN TRF TO FHWA METRO | N |
| 16 | MISC. FEDERAL AID | PL | FTATE | 77FE | FTA CONSOLID PLAN TRF TO FHWA | FTA CONSOLID PLAN TRF TO FHWA | N |
| 16 | MISC. FEDERAL AID | SPR | FTATG | 77G0 | FTA CONSOLID PLANNING FUNDS77G | FTA CONSOLID PLANNING FUNDS PLAN AND RES | N |
| 16 | MISC. FEDERAL AID | AAD | DFNS | 8340 | DEFENSE ACCESS | DEFENSE ACCESS | N |
| 16 | MISC. FEDERAL AID | RPTO | RPTO | 8810 | FTA SECTION 5311 | NON URBAN PUBLIC TRANSPORTATION(EXPENSES) | N |
| 16 | MISC. FEDERAL AID | RPTO | RPTO | 8820 | FTA SECTION 5311 | NON URBAN PUBLIC TRANSPORTATION(ADMIN) | N |
| 16 | MISC. FEDERAL AID | SPR | HPRR | 9420 | 25% ASIDE(R&D/ TECH TRANS) | FHWA OPERATING FUNDS(VARIOUS RESEARCH PROJECTS) | N |
| 16 | MISC. FEDERAL AID | DE | CSIP | 9420 | CORR SAFTY | FHWA OPERATING FUNDS(VARIOUS RESEARCH PROJECTS) | N |
| 16 | MISC. FEDERAL AID | RTAP | RTAP | 9450 | RUR TRANS ASST PROG | RURAL TRANS ASST PROGRAM | N |
| 16 | MISC. FEDERAL AID | RTAP | RTAP | 94A0 | RUR TRANS ASST PROG | LOCAL TECHNICAL ASSISTANCE | N |
| 16 | MISC. FEDERAL AID | RTAP | RTAP | 94B0 | RUR TRANS ASST PROG | LOCAL TECHNICAL ASSISTANCE | N |
| 16 | MISC. FEDERAL AID | RTAP | RTAP | 96D0 | RUR TRANS ASST PROG | LOCAL TECHNICAL ASSISTANCE | N |
| 16 | MISC. FEDERAL AID | RTAP | RTAP | 96G0 | RUR TRANS ASST PROG | DBE- SUPPORTIVE SERVICES | N |
| 16 | MISC. FEDERAL AID | LTAP | LTAP | 96M0 | LOCAL TECH TRANS Q89 | LOCAL TECHNOLOGY TRANSFER PROGRAM | T |
| 16 | MISC. FEDERAL AID | DBE | MBE8 | 96S0 | MINORITY BUSINESS ENTERPRISE | DBE SUPPORT | T |
| 16 | MISC. FEDERAL AID | RTAP | RTAP | 9AC0 | RUR TRANS ASST PROG | RURAL TRANS ASSIST TECH TRANSFER | N |
| 16 | MISC. FEDERAL AID | DBE | MBE8 | 9AH0 | MINORITY BUSINESS ENTERPRISE | DBE-SUPPORTIVE SERVICES | T |
| 16 | MISC. FEDERAL AID | SPS | LTPP | 9AN0 | LONG TERM PAVEMENT PERFORMANCE | LONG TERM PAVEMENT PERFORMANCE | N |
| 16 | MISC. FEDERAL AID | DBE | MBE8 | 9AV0 | MINORITY BUSINESS ENTERPRISE | DBE (DISADVANTAGED BUSINESS ENTERPRISE) | T |
| 16 | MISC. FEDERAL AID | STMOJT | OJTPC | C490 | STP SUPPORTIVE SRVC ARRA | STP SUPPORTIVE SRVC ARRA | N |
| 16 | MISC. FEDERAL AID | UMPL | UMPL | CT03 | FTA SECTION 5303 | FED TRANSIT AUTHORITY UEMPL ARRA | N |
| 16 | MISC. FEDERAL AID | FTA9 | FTA9 | CT07 | FTA SECTION 5307 | FED TRANSIT AUTHORITY FTA9 ARRA | N |
| 16 | MISC. FEDERAL AID | FTA9C | FTA9C | CT07 | CAPITAL PROGRAMS FOR >50K | FED TRANSIT AUTHORITY FTA9 ARRA | N |
| 16 | MISC. FEDERAL AID | STMFTA9C | FT9CA | CT07 | CAPITAL PROGRAMS FOR >50K ARRA | FED TRANSIT AUTHORITY FTA9 ARRA | N |
| 16 | MISC. FEDERAL AID | STMFTA9 | FT9A | CT07 | FTA SECTION 5307 ARRA | FED TRANSIT AUTHORITY FTA9 ARRA | N |
| 16 | MISC. FEDERAL AID | FTA3C | FTA3C | CT09 | CAPITAL NEW STARTS/FED EARMARK | FED TRANSIT AUTHORITY FTA3 ARRA | N |
| 16 | MISC. FEDERAL AID | FTA3 | FTA3 | CT09 | FTA SECTION 5309 | FED TRANSIT AUTHORITY FTA3 ARRA | N |
| 16 | MISC. FEDERAL AID | UMTA | UMTA | CT10 | FTA SECTION 5310 | FED TRANSIT AUTHORITY UMTA ARRA | N |
| 16 | MISC. FEDERAL AID | UMTAC | UMTAC | CT10 | CAPITAL ELDERLY/HANDICAPPED | FED TRANSIT AUTHORITY UMTA ARRA | N |
| 16 | MISC. FEDERAL AID | RPTOC | RPTOC | CT11 | CAPITAL PROGRAMS FOR NON-URBAN | FED TRANSIT AUTHORITY RPTO ARRA | N |
| 16 | MISC. FEDERAL AID | STMFTA3C | RPTCA | CT11 | CAPITAL PROGS NON-URBAN ARRA | FED TRANSIT AUTHORITY RPTO ARRA | N |
| 16 | MISC. FEDERAL AID | RPTO | RPTO | CT11 | FTA SECTION 5311 | FED TRANSIT AUTHORITY RPTO ARRA | N |
| 16 | MISC. FEDERAL AID | UWRG | UWRG | CT14 | UNITED WE RIDE GRANT 5314 | TRANSIT UNITED WE RIDE 5314A ARRA | N |
| 16 | MISC. FEDERAL AID | JARC | JARC | CT16 | JOB ACCESS AND REVERSE COMMUTE | FED TRANSIT AUTHORITY JARC ARRA | N |
| 16 | MISC. FEDERAL AID | NFIG | NFIGR | CT17 | NEW FREEDOM INIT RURAL 5317 | TRANSIT FREEDOM INITIATIVE 5317 ARRA | N |
| 16 | MISC. FEDERAL AID | STMNFIU | NFIGUA | CT17 | NEW FREEDOM INIT URB 5317 ARRA | TRANSIT FREEDOM INITIATIVE 5317 ARRA | N |
| 16 | MISC. FEDERAL AID | JARC | JARC | CT37 | JOB ACCESS AND REVERSE COMMUTE | FED TRANSIT AUTHORITY JARC ARRA | N |
| 16 | MISC. FEDERAL AID | CTGR | CTGR | CTGR | FED TRANSIT AUTH TIGER GRANT | FED TRANSIT AUTH TIGER GRANT | N |
| 16 | MISC. FEDERAL AID | STMFH | PFHDC | D180 | FOREST HIGHWAY ARRA | FOREST HIGHWAY ARRA | N |
| 16 | MISC. FEDERAL AID | PLH | PLH04 | F130 | PUBLIC LANDS HIGHWAY 2004 | PUBLIC LANDS HIGHWAY 2004 | N |
| 16 | MISC. FEDERAL AID | PLH | PLH04 | F13E | PUBLIC LANDS HIGHWAY 2004 | PUBLIC LANDS HIGHWAY | N |
| 16 | MISC. FEDERAL AID | PFH | PFH04 | F150 | FOREST HIGHWAY 2004 | FOREST HIGHWAY 2004 | N |
| 16 | MISC. FEDERAL AID | PFH | PFH4E | F15E | FOREST HIGHWAY 2004 EXT | FOREST HIGHWAY EXT | N |
| 16 | MISC. FEDERAL AID | FAUP | FAUP | FRA0 | FA UNIQUE PROJECTS | FEDERAL RAIL ADMINISTRATION FAUP | N |

| FUNDING CODES | | | | | | | |
|---------------|-------------------|-----------|--------|-------------|---------------------------------|--|------------|
| FED_CAT_ID | Cat Description | PREFIX_ID | PGM_ID | FED_APPR_ID | PGM_NA | FED_APPR_DS | FED_ACT_CD |
| 16 | MISC. FEDERAL AID | FAUP | FAUPS | FWFF | FA UNIQUE PROJECTS | FEDERAL WITHOUT FEDERAL FUNDS FAUP | N |
| 16 | MISC. FEDERAL AID | FAUP | FAUP | FWFF | FA UNIQUE PROJECTS | FEDERAL WITHOUT FEDERAL FUNDS FAUP | N |
| 16 | MISC. FEDERAL AID | FLAP | G200 | G200 | FOREST HWY TEA-21 | FLAP FEDERAL LANDS | M |
| 16 | MISC. FEDERAL AID | ASD01 | ASD01 | G610 | ALABAMA STATE DOCKS | ALABAMA STATE DOCKS | N |
| 16 | MISC. FEDERAL AID | STRGB | STRGB | H2X0 | SURF TRANS RSCH G5B-88 BND H2X | SURF TRANS RSCH G5B-88 BINDER | N |
| 16 | MISC. FEDERAL AID | CMAQ | CMAQH | H400 | CONGS MIT & AIR QUALITY | CMAQ FY 04 | N |
| 16 | MISC. FEDERAL AID | PL | PLN8H | H450 | METRO PLANNING | 1% METRO PLANNING | N |
| 16 | MISC. FEDERAL AID | DBE | DBE04 | H480 | MINORITY BUS ENTERPRISE 2004 | DBE 2004 | N |
| 16 | MISC. FEDERAL AID | | OJTPH | H490 | ON JOB TRAINING STEA03 | ON JOB TRAINING PROGRAM STEA03 | N |
| 16 | MISC. FEDERAL AID | SPR | HR8H | H550 | HWY PLAN & REASEARCH | 2% HWY PLNG & RESEARCH | N |
| 16 | MISC. FEDERAL AID | SPR | RRHPH | H560 | MAND 25% STUDIES - HPR-STEAO3 | MAND 25% STUDIES - HPR-STEAO3 | N |
| 16 | MISC. FEDERAL AID | SPR | RHPCH | H560 | MAND 25% PLNG CONST H56 | MAND 25% STUDIES - HPR-STEAO3 | N |
| 16 | MISC. FEDERAL AID | TCSF | TCSPH | H680 | TRAN COMM SYS PRES STEAO3 | TRANS & COMM & SYST PRESERVATION STEA3 | N |
| 16 | MISC. FEDERAL AID | LTAP | LTAPH | H890 | LOCAL TECH TRANS H89 | LOC TECH ASSIST PGM STEAO3 | N |
| 16 | MISC. FEDERAL AID | LTAP | LTAPB | H890 | LOCAL TECH TRANS H89 | LOC TECH ASSIST PGM STEAO3 | N |
| 16 | MISC. FEDERAL AID | TCP | HUTE | H960 | HWY USE TAX EVASION PROJ | HWY USE TAX EVASION PROJ | N |
| 16 | MISC. FEDERAL AID | FLAP | K200 | K200 | FOREST HWY FAST | FLAP FEDERAL LANDS | Z |
| 16 | MISC. FEDERAL AID | EOAP | EOAP | L00E | EXT OF ALLOCATED PROGRAMS L00E | EXT OF ALLOCATED PROG | L |
| 16 | MISC. FEDERAL AID | CMAQ | CMAQL | L400 | CONGS MIT &AIR QUALITY L400 | CMAQ LU | L |
| 16 | MISC. FEDERAL AID | CMAQ | CMAQE | L40E | CONGS MIT & AIR QUALITY L40E | CMAQ S-LU EXT | L |
| 16 | MISC. FEDERAL AID | CMAQ | CMAQR | L40R | CONGS MIT & AIR QUALITY L40R | CMAQ S-LU RESTORE | L |
| 16 | MISC. FEDERAL AID | PL | PLN8L | L450 | METRO PLNG 1.25% TAKEDOWN LU | METRO PLANNING LU | L |
| 16 | MISC. FEDERAL AID | PL | PLN8E | L45E | METRO PLNG 1.25% TAKEDWN LU EX | METRO PLANNING S-LU EXT | L |
| 16 | MISC. FEDERAL AID | PL | PLN8R | L45R | METRO PLNG 1.25% TAKEDWN LU RE | METRO PLANNING S-LU RESTORE | L |
| 16 | MISC. FEDERAL AID | DBE | DBEL | L480 | MINORITY BUS ENTERPRISE L480 | STP DBE TRAINING LU | L |
| 16 | MISC. FEDERAL AID | DBE | DBELE | L48E | MINORITY BUS ENTERPRISE L48E | STP DBE TRAINING LU EXT | L |
| 16 | MISC. FEDERAL AID | OJT | OJTPL | L490 | STP SUPPORTIVE SERVICES LU | STP SUPPORTIVE SERVICES LU | L |
| 16 | MISC. FEDERAL AID | OJT | OJTPE | L49E | STP SUPPORTIVE SRVC S-LU L49E | STP SUPPORTIVE SRVC S-LU EXT | L |
| 16 | MISC. FEDERAL AID | SPR | HR8L | L550 | 2% HWY PLNG & RESEARCH L55 | 2% HWY PLNG & RESEARCH LU | L |
| 16 | MISC. FEDERAL AID | SPR | HRCL | L550 | STATEWIDE PLANNING CONST L55 | 2% HWY PLNG & RESEARCH LU | L |
| 16 | MISC. FEDERAL AID | SPR | HR8E | L55E | 2% HWY PLNG & RESEARCH L55E | 2% HWY PLNG & RESEARCH S-LU EXT | L |
| 16 | MISC. FEDERAL AID | SPR | RRHPL | L560 | MAND 25% PLNG LU | MAND 25% PLNG LU | L |
| 16 | MISC. FEDERAL AID | SPR | RRHPC | L560 | MAND 25% PLNG CONST LU | MAND 25% PLNG LU | L |
| 16 | MISC. FEDERAL AID | SPR | RRPLE | L56E | MAND 25% PLNG LUEXT L56E | MAND 25% PLNG S-LU EXT | L |
| 16 | MISC. FEDERAL AID | TCSF | TCSPL | L680 | TRANS COMM SYS PRES L680 | TRANS & COMM & SYS PRES LU | L |
| 16 | MISC. FEDERAL AID | TCSF | TCSAC | L680 | TRANS COMM SYS PRES L680 AC | TRANS & COMM & SYS PRES LU | L |
| 16 | MISC. FEDERAL AID | TCSF | TCSPL | L68E | TRANS COMM SYS PRES L680 | TRANS & COMM & SYS PRES LU EXT | L |
| 16 | MISC. FEDERAL AID | TCP | HUTE | L960 | HWY USE TAX EVASION PROJ | HWY USE TAX EVASION PROJ | N |
| 16 | MISC. FEDERAL AID | TCP | HUTE | L96E | HWY USE TAX EVASION PROJ | HWY USE TAX EVASION PROJ | N |
| 16 | MISC. FEDERAL AID | HWYP | LHIP | LHP | HIGHWAY INFRASTRUCTURE | HIGHWAY INFRASTRUCTURE | N |
| 16 | MISC. FEDERAL AID | PRHP | PRHPE | LP1E | PUERTO RICO HWY PROGRAM LP1E | PUERTO RICO HIGHWAY PROGRAM | L |
| 16 | MISC. FEDERAL AID | ACIMF | CB01 | M001 | CBD BOND 1 AC | NHPP MAP-21 | M |
| 16 | MISC. FEDERAL AID | CMAQ | CMA1 | M003 | CMAQ AND PM 2.5 | CMAQ PM 2.5 MAP-21 | M |
| 16 | MISC. FEDERAL AID | CMAQ | CMA | M003 | CMAQ AND PM 2.5 | CMAQ PM 2.5 MAP-21 | M |
| 16 | MISC. FEDERAL AID | CMAQ | CMAC | M003 | CMAQ AND PM 2.5 ADV CN | CMAQ PM 2.5 MAP-21 | M |
| 16 | MISC. FEDERAL AID | TIFA | TIFA | M040 | TIFA REDISTRIBUTION | TIFA REDISTRIBUTION MAP-21 | M |
| 16 | MISC. FEDERAL AID | ACIMF | CB01 | M0E1 | CBD BOND 1 AC | NHPP MAP-21 EXTENTION | M |
| 16 | MISC. FEDERAL AID | IMF | CB01C | M0E1 | CBD BOND 1 AC CONVERTED | NHPP MAP-21 EXTENTION | M |
| 16 | MISC. FEDERAL AID | ACIMF | CB02 | M0E1 | CBD BOND 2 PHASE 3 | NHPP MAP-21 EXTENTION | M |
| 16 | MISC. FEDERAL AID | IMF | CB02C | M0E1 | CBD BOND 2 PHASE 3 CONVERTED | NHPP MAP-21 EXTENTION | M |
| 16 | MISC. FEDERAL AID | CMAQ | CMA | M0E3 | CMAQ AND PM 2.5 | CMAQ PM 2.5 MAP-21 EXTENTION | M |
| 16 | MISC. FEDERAL AID | CMAQ | CMAC | M0E3 | CMAQ AND PM 2.5 ADV CN | CMAQ PM 2.5 MAP-21 EXTENTION | M |
| 16 | MISC. FEDERAL AID | CMAQ | CMA1 | M0E3 | CMAQ AND PM 2.5 | CMAQ PM 2.5 MAP-21 EXTENTION | M |
| 16 | MISC. FEDERAL AID | TISP | M37E | M37E | TECH INNOV SAFETY | TECH INNOW DEPLOY FAST | Z |
| 16 | MISC. FEDERAL AID | TIDP | M37H | M37H | TECH INNOV DEPLOY MAP-21 TIDP | TECH INNOW DEPLOY MAP-21 TIDP | M |
| 16 | MISC. FEDERAL AID | STIC | STICM | M37B | ST INNOVATION COUNCIL MAP-21 | STATE TRANS INNOVATION COUNCIL MAP-21 | M |
| 16 | MISC. FEDERAL AID | STIC | STICF | M37E | ST INNOVATION COUNCIL FAST | STATE TRANS INNOVATION COUNCIL FAST | Z |
| 16 | MISC. FEDERAL AID | CMAQ | CMA | M400 | CMAQ AND PM 2.5 | CMAQ MAP-21 | M |
| 16 | MISC. FEDERAL AID | CMAQ | CMA1 | M400 | CMAQ AND PM 2.5 | CMAQ MAP-21 | M |
| 16 | MISC. FEDERAL AID | CMAQ | CMAQM | M400 | CONGS MIT & AIR QUALITY M400 | CMAQ MAP-21 | M |
| 16 | MISC. FEDERAL AID | CMAQ | CMAC | M400 | CMAQ AND PM 2.5 ADV CN | CMAQ MAP-21 | M |
| 16 | MISC. FEDERAL AID | CMAQ | CMA1 | M40E | CMAQ AND PM 2.5 | CMAQ MAP-21 EXTENTION | M |
| 16 | MISC. FEDERAL AID | CMAQ | CMAC | M40E | CMAQ AND PM 2.5 ADV CN | CMAQ MAP-21 EXTENTION | M |
| 16 | MISC. FEDERAL AID | CMAQ | CMAME | M40E | CONG MIT & AIR M40E MAP-21 EXT | CMAQ MAP-21 EXTENTION | M |
| 16 | MISC. FEDERAL AID | CMAQ | CMA | M40E | CMAQ AND PM 2.5 | CMAQ MAP-21 EXTENTION | M |
| 16 | MISC. FEDERAL AID | LTAP | LTAPM | M438 | LOCAL TECH ASSIST PROGRAM M438 | LOCAL TECH ASSISTANCE PROG | M |
| 16 | MISC. FEDERAL AID | LTAP | LTAPM | M441 | LOCAL TECH ASSIST PROGRAM M438 | LOCAL TECH ASSISTANCE PROG | M |
| 16 | MISC. FEDERAL AID | PL | PL45M | M450 | MAP-21 METRO PLANNING M450 | METROPOLITAN PLANNING MAP-21 | M |
| 16 | MISC. FEDERAL AID | PL | P45ME | M45E | MAP-21 EXT METRO PLANNING M45E | METROPOLITAN PLANNING MAP-21 EXT | M |
| 16 | MISC. FEDERAL AID | DBE | DBEM | M480 | MINORITY BUS ENTERPRISE M480 | STP DBE TRAINING MAP-21 | M |
| 16 | MISC. FEDERAL AID | DBE | DBEM | M48E | MINORITY BUS ENTERPRISE M480 | STP DBE TRAINING MAP-21 EXT | M |
| 16 | MISC. FEDERAL AID | DBE | DBEME | M48E | MINORITY BUS ENTERPRISE M48E M | STP DBE TRAINING MAP-21 EXT | M |
| 16 | MISC. FEDERAL AID | OJT | OJTM | M490 | STP SUPPORTIVE SERVICES MAP-21 | STP SUPPORTIVE SERVICES MAP-21 | M |
| 16 | MISC. FEDERAL AID | OJT | OJT | M490 | STP SUPPORTIVE SERVICES | STP SUPPORTIVE SERVICES MAP-21 | M |
| 16 | MISC. FEDERAL AID | OJT | OJTME | M49E | NATL SUMMER TRAIN. MAP-21 EXT | STP SUPPORTIVE SERVICES MAP-21 EXT | M |
| 16 | MISC. FEDERAL AID | OJT | OJTM | M49E | STP SUPPORTIVE SERVICES MAP-21 | STP SUPPORTIVE SERVICES MAP-21 EXT | M |
| 16 | MISC. FEDERAL AID | OJT | OJT | M49E | STP SUPPORTIVE SERVICES | STP SUPPORTIVE SERVICES MAP-21 EXT | M |
| 16 | MISC. FEDERAL AID | OJT | OJT | M49S | STP SUPPORTIVE SERVICES | NATL SUMMER TRAINING MAP-21 | M |
| 16 | MISC. FEDERAL AID | OJT | OJTMS | M49S | NATL SUMMER TRAINING MAP-21 | NATL SUMMER TRAINING MAP-21 | M |
| 16 | MISC. FEDERAL AID | OJT | OJT | M45E | STP SUPPORTIVE SERVICES | NATL SUMMER TRAINING MAP-21 EXT | M |
| 16 | MISC. FEDERAL AID | OJT | OJTME | M45E | NATL SUMMER TRAIN. MAP-21 EXT | NATL SUMMER TRAINING MAP-21 EXT | M |
| 16 | MISC. FEDERAL AID | SPR | SP55M | M550 | STATE PLANNING & RESEARCH M550 | STATE PLANNING RESEARCH MAP-21 | M |
| 16 | MISC. FEDERAL AID | SPR | P55ME | M55E | STATE PLANNING & RESEARCH M55E | STATE PLANNING RESEARCH MAP-21 EXT | M |
| 16 | MISC. FEDERAL AID | SPR | SP56M | M560 | RD&T MAP-21 M560 | RESEARCH DEVELOPMENT & TRANSFER MAP-21 | M |
| 16 | MISC. FEDERAL AID | SPR | P56ME | M56E | RD&T MAP-21 EXT M56E | RESEARCH DEVELOPMENT & TRANSFER MAP-21 EXT | M |
| 16 | MISC. FEDERAL AID | SHRP2 | M6TO | M6TO | FUTURE STRAT HWY (F-SHRP) HIF | FUTURE STRAT HWY (F-SHRP) HIF | M |
| 16 | MISC. FEDERAL AID | SPR | FTADM | M77D | FTA CONSOLID PLANNING FUNDS77D | FTA CONSOLID PLANNING FUNDS77D | N |
| 16 | MISC. FEDERAL AID | PL | FTAFM | M77F | FTA CONSOLID PLAN TRF TO FHWA | FTA CONSOLID PLAN TRF TO FHWA METRO | N |
| 16 | MISC. FEDERAL AID | MTDG | MTDG | MTDG | FED HIGHWAY AUTH TIGER GRANT | FED HIGHWAY AUTH TIGER GRANT | N |
| 16 | MISC. FEDERAL AID | SPGT | SPGT | OHT0 | OHTS SEC. 402 GRANTS | OFFICE HIGHWAY TRAFFIC SAFETY | N |
| 16 | MISC. FEDERAL AID | CMAQ | AQCM | Q400 | STEAD CONGESTION MGT & AIR QU | CMAQ FY 98 | T |
| 16 | MISC. FEDERAL AID | PL | PLN8 | Q450 | STEAD METRO PLANNING | 1% METRO PLANNING | T |
| 16 | MISC. FEDERAL AID | FAUP | FAUP | Q460 | FA UNIQUE PROJECTS | LTPP-RESEARCH-2000 | T |
| 16 | MISC. FEDERAL AID | DBE | MBE8 | Q480 | MINORITY BUSINESS ENTERPRISE | DBE | T |
| 16 | MISC. FEDERAL AID | OJT | OJTP | Q490 | ON THE JOB TRAINING PROGRAM | ON JOB TRAINING PROGRAM | T |
| 16 | MISC. FEDERAL AID | RESTF | RQ50 | Q500 | FUNDING RESTORATION APN31 | REST STATE FLEX-98 | T |
| 16 | MISC. FEDERAL AID | RESTPC | PCRE | Q510 | STEAD FUNDING RESTOR PHENIX | RESTORATION URBAN >200K-98 | T |
| 16 | MISC. FEDERAL AID | RESTBH | BHRE | Q510 | STEAD FUNDING RESTORATION B'HAM | RESTORATION URBAN >200K-98 | T |

| FUNDING CODES | | | | | | | |
|---------------|-------------------|-----------|--------|-------------|--------------------------------|--|------------|
| FED_CAT_ID | Cat Description | PREFIX_ID | PGM_ID | FED_APPR_ID | PGM_NA | FED_APPR_DS | FED_ACT_CD |
| 16 | MISC. FEDERAL AID | RESTMT | MTRE | Q510 | STEA FUNDING RESTORATION MONTG | RESTORATION URBAN >200K-98 | T |
| 16 | MISC. FEDERAL AID | STPMB | MBRE | Q510 | STEA FUNDING RESTOR MOBILE | RESTORATION URBAN >200K-98 | T |
| 16 | MISC. FEDERAL AID | SPR | HPR8 | Q550 | STEA HWY PLAN & RESEARCH | 2% HWY PLNG & RESEARCH | T |
| 16 | MISC. FEDERAL AID | SPR | RHPCQ | Q560 | MAND 25% PLNG CONST Q56 | MANDATORY 25% STUDIES HPR | T |
| 16 | MISC. FEDERAL AID | SPR | RRHP | Q560 | STEA 25% ASIDE(R&D/TECH TRANS) | MANDATORY 25% STUDIES HPR | T |
| 16 | MISC. FEDERAL AID | TCSP | TCSP | Q680 | TCSP EARMARKED GRANT | TRANS & COMM & SYST PRESERVATION EARMARKED GRANT | T |
| 16 | MISC. FEDERAL AID | LTAP | LTAP | Q890 | LOCAL TECH TRANS Q89 | LOCAL TECHNOLOGY TRANSFER | T |
| 16 | MISC. FEDERAL AID | LTAP | LTAPA | Q890 | LOCAL TECH TRANS Q89 | LOCAL TECHNOLOGY TRANSFER | T |
| 16 | MISC. FEDERAL AID | CMAQ | AQCM | QC10 | STEA CONGESTION MGT & AIR QU | AQCM TEA21 TRANSFER TO TRANSIT | T |
| 16 | MISC. FEDERAL AID | ITS | ITS03 | QT20 | ITS PROGRAM 2003 | ITS PROGRAM 2003 | T |
| 16 | MISC. FEDERAL AID | ITS | ITSF | QT70 | INTELIGENT TRANS SYS FUNDS | ITS PROGRAM | T |
| 16 | MISC. FEDERAL AID | ITS | ITS8 | QT70 | ITS PROGRAM | ITS PROGRAM | T |
| 16 | MISC. FEDERAL AID | ITS | ITS8 | QT80 | ITS PROGRAM | ITS PROGRAM | T |
| 16 | MISC. FEDERAL AID | FAUP | FAUP | RSDV | FA UNIQUE PROJECTS | FHWA-DEMO PROJECTS FAUP | N |
| 16 | MISC. FEDERAL AID | UMPL | UMPL | TR03 | FTA SECTION 5303 | FEDERAL TRANSIT AUTHORITY UEMPL | N |
| 16 | MISC. FEDERAL AID | FTA9C | FTA9C | TR07 | CAPITAL PROGRAMS FOR >50K | FEDERAL TRANSIT AUTHORITY FTA9 | N |
| 16 | MISC. FEDERAL AID | FTA9 | FTA9 | TR07 | FTA SECTION 5307 | FEDERAL TRANSIT AUTHORITY FTA9 | N |
| 16 | MISC. FEDERAL AID | FTA3 | FTA3 | TR09 | FTA SECTION 5309 | FEDERAL TRANSIT AUTHORITY FTA3 | N |
| 16 | MISC. FEDERAL AID | FTA3C | FTA3C | TR09 | CAPITAL NEW STARTS/FED EARMARK | FEDERAL TRANSIT AUTHORITY FTA3 | N |
| 16 | MISC. FEDERAL AID | UMTA | UMTA | TR10 | FTA SECTION 5310 | FEDERAL TRANSIT AUTHORITY UMTA | N |
| 16 | MISC. FEDERAL AID | UMTAC | UMTAC | TR10 | CAPITAL ELDERLY/HANDICAPPED | FEDERAL TRANSIT AUTHORITY UMTA | N |
| 16 | MISC. FEDERAL AID | RPTO | RPTO | TR11 | FTA SECTION 5311 | FEDERAL TRANSIT AUTHORITY RPTO | N |
| 16 | MISC. FEDERAL AID | RPTOC | RPTOC | TR11 | CAPITAL PROGRAMS FOR NON-URBAN | FEDERAL TRANSIT AUTHORITY RPTO | N |
| 16 | MISC. FEDERAL AID | UWRG | UWRG | TR14 | UNITED WE RIDE GRANT 5314 | TRANSIT UNITED WE RIDE 5314A | N |
| 16 | MISC. FEDERAL AID | JARC | JARC | TR16 | JOB ACCESS AND REVERSE COMMUTE | FEDERAL TRANSIT AUTHORITY JARC 07 | N |
| 16 | MISC. FEDERAL AID | JARC | JARCC | TR16 | JOB ACES & RVRSE CMUTE CAPITOL | FEDERAL TRANSIT AUTHORITY JARC 07 | N |
| 16 | MISC. FEDERAL AID | NFIG | NFIGR | TR17 | NEW FREEDOM INIT RURAL 5317 | TRANSIT FREEDOM INITIATIVE 5317 | N |
| 16 | MISC. FEDERAL AID | NFIG | NFIGC | TR17 | NEW FREEDOM RURAL 5317 CAPITOL | TRANSIT FREEDOM INITIATIVE 5317 | N |
| 16 | MISC. FEDERAL AID | JARC | JARC | TR37 | JOB ACCESS AND REVERSE COMMUTE | FEDERAL TRANSIT AUTHORITY JARC | N |
| 16 | MISC. FEDERAL AID | JARC | JARCC | TR37 | JOB ACES & RVRSE CMUTE CAPITOL | FEDERAL TRANSIT AUTHORITY JARC | N |
| 16 | MISC. FEDERAL AID | FTA3C | FTA3C | TR39 | CAPITAL NEW STARTS/FED EARMARK | FEDERAL TRANSIT AUTHORITY FTA3 MAP-21 | N |
| 16 | MISC. FEDERAL AID | TTDG | TTDG | TTDG | FED HIGHWAY AUTH TIGER GRANT | FEDERAL TRANSIT AUTHORITY TIGER GRANT | N |
| 16 | MISC. FEDERAL AID | FAUP | FAUP | USGS | FA UNIQUE PROJECTS | FAUP - USGS GRANT FUNDING | M |
| 16 | MISC. FEDERAL AID | IMF | CB02C | 2001 | CBD BOND 2 PHASE 3 CONVERTED | NHPP FAST | Z |
| 16 | MISC. FEDERAL AID | ACIMF | CB01 | 2001 | CBD BOND 1 AC | NHPP FAST | Z |
| 16 | MISC. FEDERAL AID | IMF | CB01C | 2001 | CBD BOND 1 AC CONVERTED | NHPP FAST | Z |
| 16 | MISC. FEDERAL AID | ACIMF | CB02 | 2001 | CBD BOND 2 PHASE 3 | NHPP FAST | Z |
| 16 | MISC. FEDERAL AID | CMAQ | CMA | 2003 | CMAQ AND PM 2.5 | CMAQ PM 2.5 FAST | Z |
| 16 | MISC. FEDERAL AID | CMAQ | CMA1 | 2003 | CMAQ AND PM 2.5 | CMAQ PM 2.5 FAST | Z |
| 16 | MISC. FEDERAL AID | CMAQ | CMAC | 2003 | CMAQ AND PM 2.5 ADV CN | CMAQ PM 2.5 FAST | Z |
| 16 | MISC. FEDERAL AID | | Z37D | Z37D | TECH INNOV DEPLOY | TECH INNOVAT DEPLOY AID FAST | Z |
| 16 | MISC. FEDERAL AID | STIC | STICZ | Z37E | TECH INNOVA DEPLOY STIC FAST | TECH INNOVAT DEPLOY STIC FAST | Z |
| 16 | MISC. FEDERAL AID | CMAQ | CMA | 2400 | CMAQ AND PM 2.5 | CMAQ FAST | Z |
| 16 | MISC. FEDERAL AID | CMAQ | CMAC | 2400 | CMAQ AND PM 2.5 ADV CN | CMAQ FAST | Z |
| 16 | MISC. FEDERAL AID | CMAQ | CMA1 | 2400 | CMAQ AND PM 2.5 | CMAQ FAST | Z |
| 16 | MISC. FEDERAL AID | LTAP | LTAP2 | 2438 | LOCAL TECH ASSIST PROGRAM 2438 | LOCAL TECH ASSIST PROGRAM 2438 | Z |
| 16 | MISC. FEDERAL AID | LTAP | 2441 | 2441 | LOCAL TECH ASSIST PROGRAM 2441 | LOCAL TECH ASSIST PROGRAM 2441 | Z |
| 16 | MISC. FEDERAL AID | | 2444 | 2444 | OPERATIONS ACADEMY | OPERATIONS ACADEMY | Z |
| 16 | MISC. FEDERAL AID | PL | PLSH | 2450 | PLANNING SHOALS | METROPOLITAN PLANNING FAST | Z |
| 16 | MISC. FEDERAL AID | PL | PLTL | 2450 | PLANNING TUSCALOOSA | METROPOLITAN PLANNING FAST | Z |
| 16 | MISC. FEDERAL AID | PL | PLPC | 2450 | PLANNING PHENIX CITY | METROPOLITAN PLANNING FAST | Z |
| 16 | MISC. FEDERAL AID | PL | Z450 | 2450 | PL METRO PLANNING FAST | METROPOLITAN PLANNING FAST | Z |
| 16 | MISC. FEDERAL AID | DBE | DBEM | 2480 | MINORITY BUS ENTERPRISE M480 | STP DBE TRAINING FAST | Z |
| 16 | MISC. FEDERAL AID | OJT | OJT | 2490 | STP SUPPORTIVE SERVICES | STP SUPPORTIVE SERVICES FAST | Z |
| 16 | MISC. FEDERAL AID | OJT | OJTZ | 2490 | STP SUPPORTIVE SERVICES FAST | STP SUPPORTIVE SERVICES FAST | Z |
| 16 | MISC. FEDERAL AID | OJT | OJT | 249A | STP SUPPORTIVE SERVICES | NATL SUMMER TRAINING FAST | Z |
| 16 | MISC. FEDERAL AID | OJT | OJT | 249B | STP SUPPORTIVE SERVICES | NATL SUMMER TRAINING FAST | Z |
| 16 | MISC. FEDERAL AID | OJT | OJT | 249S | STP SUPPORTIVE SERVICES | NATL SUMMER TRAINING FAST | Z |
| 16 | MISC. FEDERAL AID | SPR | Z550 | Z550 | SPR STATE PLANNING & RESEARCH | STATE PLANNING RESEARCH FAST | Z |
| 16 | MISC. FEDERAL AID | SPR | Z560 | Z560 | SPR RD&T FAST Z560 | RESEARCH DEVELOPMENT & TRANSFER FAST | Z |
| 16 | MISC. FEDERAL AID | SPR | Z77D | Z77D | FTA CONSOLID PLANNING FUNDS77D | FTA CONSOLID PLANNING FUNDS77D | Z |
| 16 | MISC. FEDERAL AID | PL | Z77F | Z77F | FTA CONSOLID PLAN TRAF TO FHWA | FTA CONSOLID PLAN TRAF TO FHWA | Z |
| 16 | MISC. FEDERAL AID | PRHP | ZP10 | ZP10 | PUERTO RICO HIGHWAY 25% | PUERTO RICO HWY 25% | Z |
| 17 | STATE | | STATH | | STATE PROGRAM - RESEARCH SURVE | | |
| 17 | STATE | | IARA | | INDUSTRIAL ACCESS | | |
| 17 | STATE | GPER | GPER | | GOVS PROG,ENRGY RFND | | |
| 17 | STATE | | IARB | | INDUSTRIAL ACCESS | | |
| 17 | STATE | | STATF | | STATE PROGRAM - STATE FORCE CO | | |
| 17 | STATE | | STATS | | STATE PROGRAM - SPECIAL AID | | |
| 17 | STATE | | STATR | | STATE PROGRAM - RIGHT OF WAY | | |
| 17 | STATE | OLC | OILC | | OIL BOND COUNTY PROG | | |
| 17 | STATE | OLB | OLAB | | OIL BOND, HWY BLDGS | | |
| 17 | STATE | | STRP | | ST REVENUE SHARING | | |
| 17 | STATE | PLR | SPAR | | ST PLAN AND RESEARCH | | |
| 17 | STATE | | SOLB | | OPER LAND & BLDGS. | | |
| 17 | STATE | | STATO | | STATE PROGRAM - OTHER | | |
| 17 | STATE | OLB | OILB | | OIL BOND HWY PROG | | |
| 17 | STATE | | STATP | | STATE PROGRAM - PE | | |
| 17 | STATE | | STAT | | STATE PROGRAM | | |
| 17 | STATE | | STATC | | STATE PROGRAM - CONTRACT CONST | | |
| 17 | STATE | | STATE | | STATE PROGRAM - STATE | | |
| 17 | STATE | BP | BP | | BP SETTLEMENT FUNDS | | |
| 18 | MAINTENANCE | | MAIN | | MAINTENANCE PROJECTS | | |
| 18 | MAINTENANCE | | 99007 | | G.O. MAINTENANCE EMERGENCY FUN | | |
| 18 | MAINTENANCE | 99* | 99003 | | STATE MAINTENANCE RESURFACING | | |
| 18 | MAINTENANCE | | 99004 | | G.O. ROADWAY SHOULDER REPAIR | | |
| 18 | MAINTENANCE | | 99006 | | G.O. TRAFFIC SIGNAL UPGRADING | | |
| 18 | MAINTENANCE | | 99903 | | 9TH DIV RESURFACING | | |
| 18 | MAINTENANCE | | 99045 | | G.O. BRIDGE MANAGEMENT | | |
| 18 | MAINTENANCE | | 99803 | | 8TH DIV RESURFACING | | |
| 18 | MAINTENANCE | | 99703 | | 7TH DIV RESURFACING | | |
| 18 | MAINTENANCE | | 99603 | | 6TH DIV RESURFACING | | |
| 18 | MAINTENANCE | | 99503 | | 5TH DIV RESURFACING | | |
| 18 | MAINTENANCE | | 99403 | | 4TH DIV RESURFACING | | |
| 18 | MAINTENANCE | | 99303 | | 3RD DIV RESURFACING | | |
| 18 | MAINTENANCE | | 99203 | | 2ND DIV RESURFACING | | |
| 18 | MAINTENANCE | | 99103 | | 1ST DIV RESURFACING | | |
| 18 | MAINTENANCE | | 99075 | | G.O. BRIDGE OTHER | | |

| FUNDING CODES | | | | | | | |
|---------------|-----------------------------|-----------|--------|-------------|--------------------------------|-------------------------------------|------------|
| FED_CAT_ID | Cat Description | PREFIX_ID | PGM_ID | FED_APPR_ID | PGM_NA | FED_APPR_DS | FED_ACT_CD |
| 18 | MAINTENANCE | | 99065 | | G.O. BRIDGE RATING | | |
| 18 | MAINTENANCE | | 99055 | | G.O. BRIDGE SCOUR | | |
| 18 | MAINTENANCE | | 99005 | | G.O. BRIDGE PAINTING | | |
| 18 | MAINTENANCE | | 99046 | | G.O. TRAFFIC OTHER | | |
| 18 | MAINTENANCE | | 99044 | | G.O. ROADWAY OTHER | | |
| 18 | MAINTENANCE | | 99016 | | G.O. TRAFFIC SIGN UPGRADING | | |
| 18 | MAINTENANCE | | 99008 | | G.O. STATE PARK PROJECTS | | |
| 18 | MAINTENANCE | | 99009 | | G.O. MISCELLANEOUS | | |
| 18 | MAINTENANCE | | 99014 | | G.O. ROADWAY PAVED SHOULDER RE | | |
| 18 | MAINTENANCE | | 99054 | | G.O. ROADWAY CONTRACT MOWING | | |
| 18 | MAINTENANCE | | 99015 | | G.O. BRIDGE REPAIR | | |
| 18 | MAINTENANCE | | 99024 | | G.O. ROADWAY CONCRETE REHAB | | |
| 18 | MAINTENANCE | | 99025 | | G.O. BRIDGE STRENGTHENING | | |
| 18 | MAINTENANCE | | 99026 | | G.O. TRAFFIC LOGO PROJECTS | | |
| 18 | MAINTENANCE | | 99034 | | G.O. ROADWAY ROADSIDE LANDSCAP | | |
| 18 | MAINTENANCE | | 99035 | | G.O. BRIDGE INSPECTION | | |
| 18 | MAINTENANCE | | 99036 | | G.O. TRAFFIC ADOPT-A-MILE | | |
| 19 | MISC. NON-FEDERAL AID | | DSTR | | ST DISASTER FUNDS | | |
| 19 | MISC. NON-FEDERAL AID | | COUN | | COLLEGE & UNIVERSITY | | |
| 19 | MISC. NON-FEDERAL AID | BP | BPF | FWFF | BP FUNDS FOR FEDERAL PROJECTS | FEDERAL WITHOUT FEDERAL FUNDS FAUP | N |
| 19 | MISC. NON-FEDERAL AID | HFL | HFLE | LVSE | HIGHWAY FOR LIFE LVSE | HIGHWAYS FOR LIFE SAFETEA-LU EXT | L |
| 19 | MISC. NON-FEDERAL AID | TCP | M96E | M96E | HWY USE TAX EVASION PROJ | HWY USE TAX EVASION PROJ | N |
| 19 | MISC. NON-FEDERAL AID | FAUP | WKORD | RSDV | FEDERAL WORK ORDERS | FHWA-DEMO PROJECTS FAUP | N |
| 20 | AERONAUTICS | SMFF | SMFF | 0000 | SURPLUS MILITARY FIELD FUND | H | N |
| 20 | AERONAUTICS | APSP | APSP | AIPO | AIRPORT PROJECT SPONSORSHIP PR | AIRPORT IMPROVEMENT PROGRAM FEDERAL | N |
| 20 | AERONAUTICS | SMFF | SMFF | AIPO | SURPLUS MILITARY FIELD FUND | AIRPORT IMPROVEMENT PROGRAM FEDERAL | N |
| 20 | AERONAUTICS | AEROF | AEROF | AIPO | FEDERAL AERONAUTICS | AIRPORT IMPROVEMENT PROGRAM FEDERAL | N |
| 20 | AERONAUTICS | AEROC | AEROC | AIPO | FEDERAL AERONAUTICS ARRA | AIRPORT IMPROVEMENT PROGRAM ARRA | N |
| 20 | AERONAUTICS | AEROS | AEROS | AIPS | STATE AERONAUTICS | AIRPORT IMPROVEMENT PROGRAM STATE | N |
| 20 | AERONAUTICS | APSP | APSP | APSP | AIRPORT PROJECT SPONSORSHIP PR | AIRPORT PROJECT SPONSORSHIP PROGRAM | N |
| 20 | AERONAUTICS | SMFF | SMFF | SMFF | SURPLUS MILITARY FIELD FUND | SURPLUS MILITARY FIELD FUND | N |
| 21 | LEVEL OF EFFORT | | LVOE | 0000 | LEVEL OF EFFORT | H | N |
| 22 | TRANSPORTATION ALTERNATIVES | TAPNU | TNUME | | TAP NON URBAN MAP-21 EXT M3E3 | | |
| 22 | TRANSPORTATION ALTERNATIVES | TAP** | TA | M300 | TAP ALDOT AWARDS | TAP ANY AREA MAP-21 | M |
| 22 | TRANSPORTATION ALTERNATIVES | TAPAA | TAAAM | M300 | TAP ANY AREA MAP-21 M300 | TAP ANY AREA MAP-21 | M |
| 22 | TRANSPORTATION ALTERNATIVES | TAPBH | TABHM | M301 | TAP >200K MAP-21 BIRMINGHAM | TAP >200K MAP-21 | M |
| 22 | TRANSPORTATION ALTERNATIVES | TAPPC | TAPC | M301 | TAP>200K PHENIX CITY | TAP >200K MAP-21 | M |
| 22 | TRANSPORTATION ALTERNATIVES | TAPCM | TAPCM | M301 | TAP >200K MAP-21 PHENIX CITY | TAP >200K MAP-21 | M |
| 22 | TRANSPORTATION ALTERNATIVES | TAPMB | TAMBM | M301 | TAP >200K MAP-21 MOBILE | TAP >200K MAP-21 | M |
| 22 | TRANSPORTATION ALTERNATIVES | TAPMN | TAMNM | M301 | TAP >200K MAP-21 MONTGOMERY | TAP >200K MAP-21 | M |
| 22 | TRANSPORTATION ALTERNATIVES | TAPBH | TABH | M301 | TAP >200K BIRMINGHAM | TAP >200K MAP-21 | M |
| 22 | TRANSPORTATION ALTERNATIVES | TAPHV | TAHV | M301 | TAP >200K HUNTSVILLE | TAP >200K MAP-21 | M |
| 22 | TRANSPORTATION ALTERNATIVES | TAPHV | TAHVM | M301 | TAP >200K MAP-21 HUNTSVILLE | TAP >200K MAP-21 | M |
| 22 | TRANSPORTATION ALTERNATIVES | TAPMB | TAMB | M301 | TAP >200K MOBILE | TAP >200K MAP-21 | M |
| 22 | TRANSPORTATION ALTERNATIVES | TAPLL | TALL | M301 | TAP >200K LILLIAN | TAP >200K MAP-21 | M |
| 22 | TRANSPORTATION ALTERNATIVES | TAPLL | TALLM | M301 | TAP >200K MAP-21 LILLIAN | TAP >200K MAP-21 | M |
| 22 | TRANSPORTATION ALTERNATIVES | TAPMN | TAMN | M301 | TAP >200K MONTGOMERY | TAP >200K MAP-21 | M |
| 22 | TRANSPORTATION ALTERNATIVES | TAP** | TA | M302 | TAP ALDOT AWARDS | TAP <200K MAP-21 | M |
| 22 | TRANSPORTATION ALTERNATIVES | TAPOA | TAOAM | M302 | TAP <200K MAP-21 M302 | TAP <200K MAP-21 | M |
| 22 | TRANSPORTATION ALTERNATIVES | TAPNU | TANUM | M303 | TAP NON URBAN MAP-21 M303 | TAP NON-URBAN AREAS MAP-21 | M |
| 22 | TRANSPORTATION ALTERNATIVES | TAP** | TA | M303 | TAP ALDOT AWARDS | TAP NON-URBAN AREAS MAP-21 | M |
| 22 | TRANSPORTATION ALTERNATIVES | TAP** | TA | M30E | TAP ALDOT AWARDS | TAP ANY AREA MAP-21 EXTENTION | M |
| 22 | TRANSPORTATION ALTERNATIVES | TAPAA | TAAME | M30E | TAP ANY AREA MAP-21 EXT M30E | TAP ANY AREA MAP-21 EXTENTION | M |
| 22 | TRANSPORTATION ALTERNATIVES | TAPBH | TABH | M3E1 | TAP >200K BIRMINGHAM | TAP >200K MAP-21 EXTENTION | M |
| 22 | TRANSPORTATION ALTERNATIVES | TAPHV | TAHV | M3E1 | TAP >200K HUNTSVILLE | TAP >200K MAP-21 EXTENTION | M |
| 22 | TRANSPORTATION ALTERNATIVES | TAPLL | TALL | M3E1 | TAP >200K LILLIAN | TAP >200K MAP-21 EXTENTION | M |
| 22 | TRANSPORTATION ALTERNATIVES | TAPBH | TBHME | M3E1 | TAP>200K MAP-21 EXT BIRMINGHAM | TAP >200K MAP-21 EXTENTION | M |
| 22 | TRANSPORTATION ALTERNATIVES | TAPMB | TAMB | M3E1 | TAP >200K MOBILE | TAP >200K MAP-21 EXTENTION | M |
| 22 | TRANSPORTATION ALTERNATIVES | TAPPC | TPCME | M3E1 | TAP>200K MAP-21 EX PHENIX CITY | TAP >200K MAP-21 EXTENTION | M |
| 22 | TRANSPORTATION ALTERNATIVES | TAPMN | TMNME | M3E1 | TAP>200K MAP-21 EXT MONTGOMERY | TAP >200K MAP-21 EXTENTION | M |
| 22 | TRANSPORTATION ALTERNATIVES | TAPMB | TMBME | M3E1 | TAP >200K MAP-21 EXT MOBILE | TAP >200K MAP-21 EXTENTION | M |
| 22 | TRANSPORTATION ALTERNATIVES | TAPLL | TLLME | M3E1 | TAP >200K MAP-21 EXT LILLIAN | TAP >200K MAP-21 EXTENTION | M |
| 22 | TRANSPORTATION ALTERNATIVES | TAPHV | THVME | M3E1 | TAP>200K MAP-21 EXT HUNTSVILLE | TAP >200K MAP-21 EXTENTION | M |
| 22 | TRANSPORTATION ALTERNATIVES | TAPMN | TAMN | M3E1 | TAP >200K MONTGOMERY | TAP >200K MAP-21 EXTENTION | M |
| 22 | TRANSPORTATION ALTERNATIVES | TAPPC | TAPC | M3E1 | TAP>200K PHENIX CITY | TAP >200K MAP-21 EXTENTION | M |
| 22 | TRANSPORTATION ALTERNATIVES | TAP** | TA | M3E2 | TAP ALDOT AWARDS | TAP <200K MAP-21 EXTENTION | M |

| FUNDING CODES | | | | | | | |
|---------------|-----------------------------|-----------|--------|-------------|------------------------------|--------------------------------------|------------|
| FED_CAT_ID | Cat Description | PREFIX ID | PGM_ID | FED_APPR_ID | PGM_NA | FED_APPR_DS | FED_ACT_CD |
| 22 | TRANSPORTATION ALTERNATIVES | TAPOA | TOAME | M3E2 | TAP <200K MAP-21 EXT M3E2 | TAP <200K MAP-21 EXTENTION | M |
| 22 | TRANSPORTATION ALTERNATIVES | TAP** | TA1 | M3E3 | TAP ALDOT AWARDS | TAP NON-URBAN AREAS MAP-21 EXTENTION | M |
| 22 | TRANSPORTATION ALTERNATIVES | TAP** | TA | M3E3 | TAP ALDOT AWARDS | TAP NON-URBAN AREAS MAP-21 EXTENTION | M |
| 22 | TRANSPORTATION ALTERNATIVES | TAP** | TA | Z300 | TAP ALDOT AWARDS | TAP ANY AREA FAST | Z |
| 22 | TRANSPORTATION ALTERNATIVES | TAPLL | TALL | Z301 | TAP >200K LILLIAN | TAP >200K FAST | Z |
| 22 | TRANSPORTATION ALTERNATIVES | TAPHV | TAHV | Z301 | TAP >200K HUNTSVILLE | TAP >200K FAST | Z |
| 22 | TRANSPORTATION ALTERNATIVES | TAPPC | TAPC | Z301 | TAP>200K PHENIX CITY | TAP >200K FAST | Z |
| 22 | TRANSPORTATION ALTERNATIVES | TAPBH | TABH | Z301 | TAP >200K BIRMINGHAM | TAP >200K FAST | Z |
| 22 | TRANSPORTATION ALTERNATIVES | TAPMB | TAMB | Z301 | TAP >200K MOBILE | TAP >200K FAST | Z |
| 22 | TRANSPORTATION ALTERNATIVES | TAPMN | TAMN | Z301 | TAP >200K MONTGOMERY | TAP >200K FAST | Z |
| 22 | TRANSPORTATION ALTERNATIVES | TAP** | TA | Z302 | TAP ALDOT AWARDS | TAP <200K FAST | Z |
| 22 | TRANSPORTATION ALTERNATIVES | TAP** | TA1 | Z303 | TAP ALDOT AWARDS | TAP NON-URBAN AREAS FAST | Z |
| 22 | TRANSPORTATION ALTERNATIVES | TAP** | TA | Z303 | TAP ALDOT AWARDS | TAP NON-URBAN AREAS FAST | Z |
| 23 | NATIONAL FREIGHT NETWORK | FRT | FR | Z460 | NATIONAL FREIGHT SYSTEM FAST | NATIONAL FREIGHT SYSTEM FAST | Z |
| 23 | NATIONAL FREIGHT NETWORK | FRT | FR | Z470 | NATIONAL FREIGHT SYSTEM FAST | NATIONAL FREIGHT SYSTEM FAST 10% | Z |

| ALABAMA STATE FUNDING CODES | |
|-----------------------------|-------------------------|
| | |
| Code | Description |
| IAR | Industrial Access Roads |
| ST | State Funds |
| 99 | 99 Maintenance Funds |

Appendix C

Status Report for On-going Projects

Florida Projects

| Project ID | Project | From | To | Improvement | Phase | 2015-2020 | 2021-2025 | 2026-2030 | 2031-2040 | Totals | Beyond 2040 |
|------------|-----------------------------------|------------------------------|------------------------------|--------------------------------|---------|---------------|---------------|---------------|---------------|---------------|--------------------------|
| 2186053 | Nine Mile Road (ESC) | Pine Forest Road (SR 297) | US 29 (SR 95) | Widen to 4 Lanes | CST | \$ 13,679,054 | | | | \$ 13,679,054 | - |
| 2186056 | Nine Mile Road (ESC) | Beulah Road (CR 99) | I-10 (SR 8) | Widen to 4 Lane | PE | \$ 331,192 | | | | \$ 331,192 | - |
| | | | | | ROW | \$ 2,520,000 | | | | \$ 2,520,000 | - |
| | | | | | ENV | \$ 113,135 | | | | \$ 113,135 | - |
| | | | | | DSB | \$ 20,114,256 | | | | \$ 20,114,256 | - |
| | | | | | ENV | \$ 135,135 | | | | \$ 135,135 | - |
| 2186057 | Nine Mile Road (ESC) | I-10 (SR 8) | Pine Forest Road (SR 297) | Widen to 4 Lane | DSB | \$ 4,715,606 | | | | \$ 4,715,606 | - |
| 4210111 | Perdido Key (SR 292) | Alabama State Line | Innerarity Point Road | Provide multimodal Improvement | PE | \$ 2,454,758 | | | | \$ 2,454,758 | - |
| | | | | | ENV | \$ 85,584 | | | | \$ 85,584 | - |
| 2186055 | Nine Mile Road (ESC) | Mobile Highway | Beulah Road | Widen to 4 Lanes | PE | \$ 1,095,848 | | | | \$ 1,095,848 | - |
| | | | | | ROW | | \$ 1,708,150 | | | \$ 1,708,150 | - |
| | | | | | CST/CEI | | | \$ 16,961,910 | | \$ 16,961,910 | - |
| 2184291 | Burgess Road (ESC) | US29 | Hilburn Road | Widen to 4 Lanes | ROW | \$ 1,000,000 | | | | \$ 1,000,000 | - |
| | | | | | ROW | \$ 3,248,000 | \$ - | | | \$ 3,248,000 | - |
| | | | | | ENV | \$ 222,864 | | | | \$ 222,864 | - |
| | | | | | CST/CEI | | \$ 22,860,000 | | | \$ 22,860,000 | - |
| | | | | | ROW | \$ 3,828,980 | | | | \$ 3,828,980 | - |
| 2204401 | US98 (SR30) (SRC) | Bayshore Drive | Portside Drive | Widen to 6 lanes | CST/CEI | | \$ 28,469,754 | | | \$ 28,469,754 | - |
| N/A | US 29 Connector (ESC) | Nine Mile Road (US90A) | Just North of I-10 | Widen to 4 Lanes | PE | | \$ 1,900,000 | | | \$ 1,900,000 | - |
| | | | | | ROW | | \$ 400,000 | | | \$ 400,000 | - |
| | | | | | CST/CEI | | \$ 10,200,000 | | | \$ 10,200,000 | - |
| | | | | | PE | | \$ 4,980,432 | | | \$ 4,980,432 | - |
| 2204364 | US 90 (SRC) | Glover Lane / Old Highway 90 | SR87 South | Widen to 4 lanes | ROW | | | \$ 19,608,000 | | \$ 19,608,000 | - |
| | | | | | CST/CEI | | | | | - | \$30,065,800 (2041-2045) |
| 4210121 | Blue Angel Parkway (ESC) | Sorrento Road | US98 | Widen to 4 Lanes | ROW | | \$ 15,000,000 | | | \$ 15,000,000 | - |
| | | | | | CST/CEI | | | \$ 23,650,000 | | \$ 23,650,000 | - |
| 2184932 | Gulf Beach Highway (ESC) | Fairfield Drive | Navy Boulevard | Widen to 4 Lanes | PE | \$ 793,940 | \$ 2,189,480 | | | \$ 2,983,420 | - |
| | | | | | ROW | | | \$ 7,844,793 | \$ 11,460,000 | \$ 19,304,793 | - |
| | | | | | CST/CEI | | | | \$ 32,888,521 | \$ 32,888,521 | - |
| 2184933 | Gulf Beach Highway (ESC) | Blue Angel Parkway | Fairfield Drive | Widen to 4 Lanes | PE | \$ 1,657,349 | \$ 3,810,000 | | | \$ 5,467,349 | - |
| | | | | | ROW | | | \$ 1,190,409 | \$ 10,893,030 | \$ 12,083,439 | - |
| | | | | | CST/CEI | | | | | | \$9,914,040 (2046-2050) |
| N/A | Main Street (ESC) | Tarragona Street | Chase Street | 2 Lane Improvement | PE | | \$ 635,000 | | | \$ 635,000 | - |
| | | | | | CST/CEI | | \$ 2,910,156 | | | \$ 2,910,156 | - |
| N/A | Main Street (ESC) | Barrancas Avenue | Clubbs Street | 2 Lane Improvement | PE | | \$ 317,500 | | | \$ 317,500 | - |
| | | | | | CST/CEI | | \$ 2,413,366 | | | \$ 2,413,366 | - |
| N/A | Express Bus - Northeast (ESC/SRC) | Milton | Navy Federal Credit Union | New Bus Route/ Service | Capital | | | \$ 5,100,000 | \$ 12,988,000 | \$ 18,088,000 | - |
| N/A | Express Bus - Northwest (ESC/SRC) | Pensacola | Navy Federal Credit Union | New Bus Route/ Service | Capital | | | \$ 3,000,000 | \$ 8,174,800 | \$ 11,174,800 | - |
| 2186202 | Langley Avenue/Tippen (ESC) | | | Major Intersection Improvement | ROW | | | \$ 6,000,000 | | \$ 6,000,000 | - |
| | | | | | CST/CEI | | | \$ 20,000,000 | | \$ 20,000,000 | - |
| 4210141 | Pinestead Drive (ESC) | Wymart Road | US29 | Widen to 4 Lanes | ROW | | | | \$ 5,000,000 | \$ 5,000,000 | - |
| | | | | | CST/CEI | | | | \$ 15,000,000 | \$ 15,000,000 | - |
| 4210143 | Longleaf Drive (ESC) | Pine Forest Drive | Wymart Road | Widen to 4 Lanes | ROW | | | \$ 3,000,000 | | \$ 3,000,000 | - |
| | | | | | CST/CEI | | | | \$ 8,200,000 | \$ 8,200,000 | - |
| 2204362 | US90 (ESC) | Scenic Highway | Santa Rosa County Line | Widen to 6 lanes | PE | | | \$ 675,000 | | \$ 675,000 | - |
| | | | | | ROW | | | | | - | \$3,882,545 (2046-2050) |
| | | | | | CST/CEI | | | | | - | \$8,929,853 (2046-2050) |
| 2204363 | US90 (SRC) | Escambia County Line | Glover Lane / Old Highway 90 | Widen to 6 lanes | PE | \$ 2,549,999 | | \$ 10,500,000 | | \$ 13,049,999 | - |
| | | | | | ROW | | | | | - | \$13,479,310 (2041-2045) |
| | | | | | CST/CEI | | | | | - | \$31,002,413 (2046-2050) |
| 2204262 | US98 (SR30) (SRC) | Portside Drive | SR87 | Widen to 6 lanes | PE | \$ 2,828,000 | \$ 3,556,000 | | | \$ 6,384,000 | - |
| | | | | | ROW | | | | | - | \$28,410,238 (2051-2055) |
| | | | | | CST/CEI | | | | | - | \$65,343,547 (2056-2060) |
| 2204262 | US98 (SR30) (SRC) | SR87 | Okaloosa County Line | Widen to 6 lanes | PE | | \$ 3,810,000 | | | \$ 3,810,000 | - |
| | | | | | ROW | | | | | - | \$2,695,862 (2046-2050) |
| | | | | | CST/CEI | | | | | - | \$6,200,483 (2051-2055) |
| 4378441 | 17th Avenue (ESC) | at Bayfront Parkway | | Major Intersection Improvement | PE | \$ 1,254,675 | | | | \$ 1,254,675 | - |
| | | | | | DSB | \$ 24,371,000 | | | | \$ 24,371,000 | - |

Florida Projects

| Project ID | Project | From | To | Improvement | Phase | 2015-2020 | 2021-2025 | 2026-2030 | 2031-2040 | Totals | Beyond 2040 |
|------------|-------------------------------------|--|---------------------------------|--|---------|----------------|--------------|----------------|--------------|----------------|---------------------------|
| N/A | Pine Forest Road (ESC) | I-10 | Nine Mile Road | Widen to 4 Lanes | PE | | | \$ 1,950,000 | | \$ 1,950,000 | - |
| | | | | | ROW | | | | \$ 4,584,000 | \$ 4,584,000 | - |
| | | | | | CST/CEI | | | | \$ 6,685,000 | \$ 6,685,000 | - |
| N/A | Mobile Highway (ESC) | Nine Mile Road (US90A) | Godwin Lane | Widen to 4 Lanes | PE | | | \$ 10,345,086 | | \$ 10,345,086 | - |
| | | | | | ROW | | | | | \$ - | \$17,241,808 (2056-2060) |
| | | | | | CST/CEI | | | | | \$ - | \$39,656,000 (2056-2060) |
| 4210112 | Sorrento Road (ESC) | Innerarity Point Road | Blue Angel Parkway | Widen to 4 Lanes | PE | | | \$ 1,650,000 | | \$ 1,650,000 | - |
| | | | | | ROW | | | | | \$ - | \$20,000,000 (2051-2055) |
| | | | | | CST/CEI | | | | | \$ - | \$43,700,000 (2051-2055) |
| N/A | US98 (SR30) (SRC) | At SR 399 | | Major Intersection Improvement | PE | | | \$ 1,500,000 | | \$ 1,500,000 | - |
| | | | | | ROW | | | | | \$ - | \$3,750,000 (2051-2055) |
| | | | | | CST/CEI | | | | | \$ - | \$5,750,000 (2051-2055) |
| N/A | US98 (SR30) (ESC) | Florida-Alabama State Line | Blue Angel Parkway | Widen to 4 Lanes | PE | | | | \$ 6,797,690 | \$ 6,797,690 | - |
| | | | | | ROW | | | | | \$ - | \$8,897,500 (2051-2055) |
| | | | | | CST/CEI | | | | | \$ - | \$20,400,000 (2051-2055) |
| N/A | Fairfield Drive (ESC) | Mobile Highway | Lillian Highway | Widen to 4 Lanes | PE | | | | \$ 5,376,354 | \$ 5,376,354 | - |
| | | | | | ROW | | | | | \$ - | \$9,400,000 (2056-2060) |
| | | | | | CST/CEI | | | | | \$ - | \$10,790,250 (2056-2060) |
| N/A | Woodbine Road (SRC) | US90 | Berryhill Road | Widen to 4 Lanes | PE | | | | \$ 4,572,991 | \$ 4,572,991 | - |
| | | | | | ROW | | | | | \$ - | \$5,985,590 (2061-2065) |
| | | | | | CST/CEI | | | | | \$ - | \$13,766,857 (2061-2065) |
| N/A | Berryhill Road (SRC) | Woodbine Road | West Spencer Field Road | Widen to 3 Lanes | PE | | | | \$ 2,471,924 | \$ 2,471,924 | - |
| | | | | | ROW | | | | | \$ - | \$3,354,454 (2061-2065) |
| | | | | | CST/CEI | | | | | \$ - | \$7,441,500 (2061-2065) |
| 4369021 | Navarre Community Access Road (SRC) | Edgewood Drive | Whispering Pines Road | Construct new 2 lane facility | PE | \$ 500,000 | | | \$ 4,499,102 | \$ 4,999,102 | - |
| | | | | | ROW | | | | | \$ - | \$1,177,753 (2056-2060) |
| | | | | | CST/CEI | | | | | \$ - | \$27,088,831 (2061-2065) |
| N/A | East Bay Boulevard (SRC) | SR87 | Edgewood Drive | Enhanced 2 lane facility | PE | | | | \$ 303,690 | \$ 303,690 | - |
| | | | | | ROW | | | | | \$ - | \$400,000 (2061-2065) |
| | | | | | CST/CEI | | | | | \$ - | \$915,000 (2061-2065) |
| 2204427 | SR 87 (SRC) | 2 Miles South of the Yellow River | CR 184 | Widen to 4 Lanes | RRU | \$ 762,650 | | | | \$ 762,650 | - |
| | | | | | CST | \$ 31,694,323 | | | | \$ 31,694,323 | - |
| 2186031 | US 29 (SR95) (ESC) | I-10 (SR 8) | North of Nine Mile Road (US90A) | Widen to 6 Lanes | ROW | \$ 2,620,416 | | | | \$ 2,620,416 | - |
| | | | | | RRU | \$ 100,000 | | | | \$ 100,000 | - |
| | | | | | CST | \$ 36,719,640 | | | | \$ 36,719,640 | - |
| 2224762 | I-10 (ESC) | At US29 (SR95) | | Major Intersection Improvement (Phase 1) | CST | \$ 7,723,800 | | | | \$ 7,723,800 | - |
| 2224761 | I-10 (ESC) | At US29 (SR95) | | Major Intersection Improvement (Phase 2) | ROW | | \$ 1,922,780 | | | \$ 1,922,780 | - |
| | | | | | CST | | | \$ 116,640,000 | | \$ 116,640,000 | - |
| 4331131 | Beulah Road Interchange (ESC) | At I-10 | | Construction of new interchange | PE | \$ 496,556 | \$ 3,175,000 | | | \$ 3,671,556 | - |
| | | | | | ROW | | | \$ 14,250,000 | | \$ 14,250,000 | - |
| | | | | | CST | | | \$ 232,424,456 | | \$ 232,424,456 | - |
| 4379051 | I-10 (ESC) | Alabama State Line | US29 (SR95) | Widen to 6 lanes | PE | \$ 1,525,000 | \$ 5,461,000 | | | \$ 6,986,000 | - |
| | | | | | ROW | | | | | \$ - | \$5,500,000 (2041-2045) |
| | | | | | CST | | | | | \$ - | \$64,200,000 (2041-2045) |
| 4167482 | SR87 North (SRC) | CR87A (Langley Street) | TPO Boundary | Widen to 4 lanes | ROW | | | | | \$ - | \$9,221,044 (2041-2045) |
| | | | | | CST | | | | | \$ - | \$18,442,088 (2041-2045) |
| 4167483 | SR87 Connector (SRC) | US90 | SR87 North | Construct new facility | PE | \$ 2,783,075 | \$ 7,874,240 | | | \$ 10,657,315 | - |
| | | | | | ROW | | | | | \$ - | \$5,626,000 (2046-2050) |
| | | | | | CST | | | | | \$ - | \$120,410,000 (2046-2050) |
| N/A | I-10 (ESC) | US29 | Davis Highway | Widen to 8 lanes | PE | | \$ 2,540,000 | | | \$ 2,540,000 | - |
| | | | | | ROW | | | | | \$ - | \$7,922,248 (2056-2060) |
| | | | | | CST | | | | | \$ - | \$9,110,585 (2056-2060) |
| N/A | Blue Angel Parkway (ESC) | US98 | Saufley Field Road | Widen to 4 lanes | PE | | | \$ 4,650,000 | | \$ 4,650,000 | - |
| | | | | | ROW | | | | | \$ - | \$6,125,379 (2046-2050) |
| | | | | | CST | | | | | \$ - | 23,480,621 (2046-2050) |
| N/A | US29 Connector (ESC) | Beulah Road Interchange | US29 (SR95) | Construction of new 4 lane facility | PE | | | \$ 3,000,000 | | \$ 3,000,000 | - |
| | | | | | ROW | | | | | \$ - | \$19,156,621 (2041-2045) |
| | | | | | CST | | | | | \$ - | \$44,060,229 (2041-2045) |
| 4093341 | SR 30 (US 98) | Phillip D. Beal Sr. Bridge Replacment over Pensacola Bay | | Widen to 6 lanes | DSB | \$ 496,915,198 | | | | \$ 496,915,198 | - |
| | | | | | INC | \$ 15,000,000 | | | | \$ 15,000,000 | - |

Florida Projects

| Project ID | Project | From | To | Improvement | Phase | 2015-2020 | 2021-2025 | 2026-2030 | 2031-2040 | Totals | Beyond 2040 |
|------------|----------------------|-------------------------|----------------------|-----------------------|-------|--------------|-----------|------------|---------------|---------------|---------------------------|
| N/A | Nine Mile Road (ESC) | Vicinity of Beulah Road | East of I-10 | Corridor Improvements | PE | | | | \$ 15,280,000 | \$ 15,280,000 | |
| | | | | | ROW | | | | | \$ - | \$30,000,000 (2056-2060) |
| | | | | | CST | | | | | \$ - | \$28,300,000 (2056-2060) |
| N/A | 1-10 (SRC) | Avalon Boulevard | Okaloosa County Line | Widen to 6 lanes | PE | \$ 3,800,000 | | 32,869,500 | | \$ 36,669,500 | - |
| | | | | | ROW | | | | | \$ - | - |
| | | | | | CST | | | | | \$ - | \$233,241,000 (2061-2065) |

\$0,000.00 = State and Federal Funds

\$0,000.00 = PE Funds

\$0,000.00 = Local Funds

Please note this status report will only be updated after the next Long Range Transportation Plan is adopted in November 2020.

Alabama Projects outside the TIP

| Project ID | Project | From | To | Improvement | Phase | 2015-2020 | 2021-2025 | 2026-2030 | 2031-2040 | Totals |
|------------|---|---------------------|---------------------|---------------------|-------|-----------|---------------|------------|------------|---------------|
| 100040588 | SR180 (Canal Road) (BAL) | Foley Beach Express | SR161 | Widen to 5 lanes | ROW | | \$ 2,700,000 | | | \$ 2,700,000 |
| 100040589 | | | | | UT | | \$ 7,515,430 | | | \$ 7,515,430 |
| | | | | | CN | | \$ 6,543,111 | | | \$ 6,543,111 |
| 100063635 | US98 (SR42) (BAL) | Hillcrest Road | Barclay Avenue | Add paved shoulders | PE | | \$ 20,000 | | | \$ 20,000 |
| 100063641 | | | | | CN | | | \$ 167,648 | | \$ 167,648 |
| N/A | | | | | PE | | \$ 20,000 | | | \$ 20,000 |
| N/A | US98 (SR42) (BAL) | Barclay Avenue | Alabama State Line | Add sidewalk | CN | | | | \$ 472,563 | \$ 472,563 |
| 100063404 | CR99 (BAL) | Carrier Drive | Spanish Cove Drive | Add paved shoulders | PE | | | | | \$ - |
| | | | | | CN | | \$ 407,970 | | | \$ 407,970 |
| | | | | | PE | | | \$ 20,000 | | \$ 20,000 |
| N/A | CR99 (BAL) | Carrier Drive | Spanish Cove Drive | Add sidewalk | CN | | | | \$ 735,690 | \$ 735,690 |
| N/A | | | | | PE | | \$ 20,000 | | | \$ 20,000 |
| 10063634 | | | | | CN | | | \$ 463,273 | | \$ 463,273 |
| 100063640 | CR99 (BAL) | CR91 | Carrier Drive | Add paved shoulders | CN | | | | | |
| 100040568 | SR180 (Canal Road) (BAL) | SR 59 | Foley Beach Express | Widen to 5 lanes | CN | | \$ 12,954,947 | | | \$ 12,954,947 |
| Local | Wolf Bay Bridge and Connector Roads (BAL) | SR 180 (Canal Road) | CR 20 | Construct 2 lanes | CN | | \$ 64,800,000 | | | \$ 64,800,000 |

\$0,000.00 = State and Federal Funds

\$0,000.00 = PE Funds

\$0,000.00 = Local Funds

Please note this status report will only be updated after the next Long Range Transportation Plan is adopted in November 2020.

Appendix D

Federally Obligated Projects for Fiscal Year 2020

Florida DOT federally authorized projects in FY 2020.

| | | | |
|--|--|--------------------------------------|----------------------|
| PAGE | 1 | FLORIDA DEPARTMENT OF TRANSPORTATION | DATE RUN: 10/01/2020 |
| FLORIDA-ALABAMA TPO | | OFFICE OF WORK PROGRAM | TIME RUN: 09.29.25 |
| | | ANNUAL OBLIGATIONS REPORT | MBROBLTP |
| | | ===== | |
| | | HIGHWAYS | |
| | | ===== | |
| ITEM NUMBER:218493 2 | PROJECT DESCRIPTION:SR 292 GULF BEACH HWY FROM SR 727 S FAIRFIELD DR TO SR 295 NAVY BLVD | | *NON-SIS* |
| DISTRICT:03 | COUNTY:ESCAMBIA | TYPE OF WORK:PD&E/EMO STUDY | |
| ROADWAY ID:48050000 | PROJECT LENGTH: 1.892MI | LANES EXIST/IMPROVED/ADDED: 2/ 2/ 0 | |
| FUND | | | |
| CODE | | 2020 | |
| ----- | | ----- | |
| PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT | | | |
| SU | | 64,969 | |
| TOTAL 218493 2 | | 64,969 | |
| TOTAL 218493 2 | | 64,969 | |
| ITEM NUMBER:218493 3 | PROJECT DESCRIPTION:SR 292 SORRENTO RD/GULF BCH HWY FROM SR 173 BLUE ANGEL PKWY TO SR 727 | | *NON-SIS* |
| DISTRICT:03 | COUNTY:ESCAMBIA | TYPE OF WORK:PD&E/EMO STUDY | |
| ROADWAY ID:48050000 | PROJECT LENGTH: 3.324MI | LANES EXIST/IMPROVED/ADDED: 2/ 2/ 0 | |
| FUND | | | |
| CODE | | 2020 | |
| ----- | | ----- | |
| PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT | | | |
| SU | | 47,406 | |
| TOTAL 218493 3 | | 47,406 | |
| TOTAL 218493 3 | | 47,406 | |
| ITEM NUMBER:218603 1 | PROJECT DESCRIPTION:SR 95 (US 29) FROM SR 8 (I-10) TO N OF SR 10 (US 90A) 9 MILE ROAD | | *SIS* |
| DISTRICT:03 | COUNTY:ESCAMBIA | TYPE OF WORK:ADD LANES & RECONSTRUCT | |
| ROADWAY ID:48040000 | PROJECT LENGTH: 2.632MI | LANES EXIST/IMPROVED/ADDED: 3/ 3/ 1 | |
| FUND | | | |
| CODE | | 2020 | |
| ----- | | ----- | |
| PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT | | | |
| NHPP | | 2,001,736 | |
| TOTAL 218603 1 | | 2,001,736 | |
| TOTAL 218603 1 | | 2,001,736 | |
| ITEM NUMBER:218605 5 | PROJECT DESCRIPTION:SR 10 (US 90A) 9 MILE ROAD FR E OF SR 10A (US 90) TO CR 99 BEULAH ROAD | | *NON-SIS* |
| DISTRICT:03 | COUNTY:ESCAMBIA | TYPE OF WORK:ADD LANES & RECONSTRUCT | |
| ROADWAY ID:48010000 | PROJECT LENGTH: 1.807MI | LANES EXIST/IMPROVED/ADDED: 2/ 2/ 2 | |
| FUND | | | |
| CODE | | 2020 | |
| ----- | | ----- | |
| PHASE: RIGHT OF WAY / RESPONSIBLE AGENCY: MANAGED BY FDOT | | | |
| SU | | 5,136 | |
| TOTAL 218605 5 | | 5,136 | |
| TOTAL 218605 5 | | 5,136 | |

| | | | |
|--|--|--------------------------------------|--------------------------------------|
| PAGE | 2 | FLORIDA DEPARTMENT OF TRANSPORTATION | DATE RUN: 10/01/2020 |
| FLORIDA-ALABAMA TPO | | OFFICE OF WORK PROGRAM | TIME RUN: 09.29.25 |
| | | ANNUAL OBLIGATIONS REPORT | MBROBLTP |
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| ITEM NUMBER:222476 1 | PROJECT DESCRIPTION:SR 8 (I-10) @ SR 95 (US 29) INTERCHANGE | | *SIS* |
| DISTRICT:03 | COUNTY:ESCAMBIA | | TYPE OF WORK:INTERCHANGE - ADD LANES |
| ROADWAY ID:48260000 | PROJECT LENGTH: 5.816MI | | LANES EXIST/IMPROVED/ADDED: 3/ 3/ 1 |
| FUND | | 2020 | |
| CODE | | | |
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| PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT | | | |
| NHPP | | 7,734 | |
| TOTAL 222476 1 | | 7,734 | |
| TOTAL 222476 1 | | 7,734 | |
| ITEM NUMBER:222477 1 | PROJECT DESCRIPTION:SR 8 (I-10) FROM SR 291 DAVIS HIGHWAY TO SR 10A (US 90) SCENIC | | *SIS* |
| DISTRICT:03 | COUNTY:ESCAMBIA | | TYPE OF WORK:ADD LANES & RECONSTRUCT |
| ROADWAY ID:48260000 | PROJECT LENGTH: 2.740MI | | LANES EXIST/IMPROVED/ADDED: 6/ 6/ 2 |
| FUND | | 2020 | |
| CODE | | | |
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| PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT | | | |
| NHPP | | -1,019,034 | |
| TOTAL 222477 1 | | -1,019,034 | |
| TOTAL 222477 1 | | -1,019,034 | |
| ITEM NUMBER:409334 1 | PROJECT DESCRIPTION:SR 30 (US 98) PENSACOLA BAY BRIDGE NO. 480035 | | *SIS* |
| DISTRICT:03 | COUNTY:ESCAMBIA | | TYPE OF WORK:BRIDGE REPLACEMENT |
| ROADWAY ID:48100000 | PROJECT LENGTH: 4.172MI | | LANES EXIST/IMPROVED/ADDED: 4/ 2/ 0 |
| FUND | | 2020 | |
| CODE | | | |
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| PHASE: RIGHT OF WAY / RESPONSIBLE AGENCY: MANAGED BY FDOT | | | |
| NHBR | | -10,000 | |
| PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT | | | |
| NHBR | | 11,175 | |
| TOTAL 409334 1 | | 1,175 | |
| TOTAL 409334 1 | | 1,175 | |
| ITEM NUMBER:425519 2 | PROJECT DESCRIPTION:SR 97 OVER SANDY HOLLOW CREEK BRIDGE NO. 480018 | | *NON-SIS* |
| DISTRICT:03 | COUNTY:ESCAMBIA | | TYPE OF WORK:BRIDGE REPLACEMENT |
| ROADWAY ID:48130000 | PROJECT LENGTH: .008MI | | LANES EXIST/IMPROVED/ADDED: 2/ 0/ 0 |
| FUND | | 2020 | |
| CODE | | | |
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| PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT | | | |
| NHBR | | 154,918 | |
| TOTAL 425519 2 | | 154,918 | |
| TOTAL 425519 2 | | 154,918 | |

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| ITEM NUMBER:425745 5 | PROJECT DESCRIPTION:CR 295A FROM SR 30 (US 98) W NAVY TO CR 298A W JACKSON ST | *NON-SIS* |
| DISTRICT:03 | COUNTY:ESCAMBIA | |
| ROADWAY ID:48560000 | PROJECT LENGTH: .850MI | TYPE OF WORK:SIDEWALK |
| | | LANES EXIST/IMPROVED/ADDED: 2/ 0/ 0 |
| FUND CODE | 2020 | |
| PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY ESCAMBIA BOCC | | |
| CM | -44,190 | |
| SU | 292,258 | |
| TOTAL 425745 5 | 248,068 | |
| TOTAL 425745 5 | 248,068 | |

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| ITEM NUMBER:426951 1 | PROJECT DESCRIPTION:SR 727/SR 295 FROM SR 10A (US 90) TO SR 292 N PACE BLVD | *NON-SIS* |
| DISTRICT:03 | COUNTY:ESCAMBIA | |
| ROADWAY ID:48004000 | PROJECT LENGTH: 2.308MI | TYPE OF WORK:RESURFACING |
| | | LANES EXIST/IMPROVED/ADDED: 5/ 5/ 0 |
| FUND CODE | 2020 | |
| PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT | | |
| NHRE | -11,275 | |
| TOTAL 426951 1 | -11,275 | |
| TOTAL 426951 1 | -11,275 | |

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| ITEM NUMBER:426953 1 | PROJECT DESCRIPTION:SR 291 DAVIS HWY FROM N OF SR 295 FAIRFIELD TO N OF LANGLEY AVE | *NON-SIS* |
| DISTRICT:03 | COUNTY:ESCAMBIA | |
| ROADWAY ID:48070000 | PROJECT LENGTH: 2.616MI | TYPE OF WORK:RESURFACING |
| | | LANES EXIST/IMPROVED/ADDED: 6/ 6/ 0 |
| FUND CODE | 2020 | |
| PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT | | |
| NHRE | -10,829 | |
| SA | -102,494 | |
| TOTAL 426953 1 | -113,323 | |
| TOTAL 426953 1 | -113,323 | |

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| ITEM NUMBER:428846 1 | PROJECT DESCRIPTION:SR 296 BAYOU BLVD FROM BAISDEN ROAD TO SR 10A (US 90) | *NON-SIS* |
| DISTRICT:03 | COUNTY:ESCAMBIA | |
| ROADWAY ID:48012000 | PROJECT LENGTH: 2.212MI | TYPE OF WORK:RESURFACING |
| | | LANES EXIST/IMPROVED/ADDED: 2/ 2/ 0 |
| FUND CODE | 2020 | |
| PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT | | |
| SA | -45,316 | |
| TOTAL 428846 1 | -45,316 | |
| TOTAL 428846 1 | -45,316 | |

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| ITEM NUMBER:430002 1 | PROJECT DESCRIPTION:12TH AVENUE BAYOU TEXAR BRIDGE BRIDGE NO. 485005 | | *NON-SIS* |
| DISTRICT:03 | COUNTY:ESCAMBIA | TYPE OF WORK:BRIDGE REPLACEMENT | |
| ROADWAY ID:48523000 | PROJECT LENGTH: .404MI | LANES EXIST/IMPROVED/ADDED: 4/ 4/ 0 | |
| FUND | | | |
| CODE | 2020 | | |
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| PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT | | | |
| NHBR | | -228,545 | |
| TOTAL 430002 1 | | -228,545 | |
| TOTAL 430002 1 | | -228,545 | |
| | | | |
| ITEM NUMBER:430465 1 | PROJECT DESCRIPTION:CR 196 OVER JACKS BRANCH BRIDGE NO. 480088 | | *NON-SIS* |
| DISTRICT:03 | COUNTY:ESCAMBIA | TYPE OF WORK:BRIDGE REPLACEMENT | |
| ROADWAY ID:48643000 | PROJECT LENGTH: .021MI | LANES EXIST/IMPROVED/ADDED: 2/ 2/ 0 | |
| FUND | | | |
| CODE | 2020 | | |
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| PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT | | | |
| BRTZ | | 241,837 | |
| TOTAL 430465 1 | | 241,837 | |
| TOTAL 430465 1 | | 241,837 | |
| | | | |
| ITEM NUMBER:430466 1 | PROJECT DESCRIPTION:CR 99 OVER PINE BARREN CREEK BRIDGE NO. 480098 | | *NON-SIS* |
| DISTRICT:03 | COUNTY:ESCAMBIA | TYPE OF WORK:BRIDGE REPLACEMENT | |
| ROADWAY ID:48520000 | PROJECT LENGTH: .200MI | LANES EXIST/IMPROVED/ADDED: 2/ 2/ 0 | |
| FUND | | | |
| CODE | 2020 | | |
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| PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT | | | |
| BRTZ | | 212,441 | |
| TOTAL 430466 1 | | 212,441 | |
| TOTAL 430466 1 | | 212,441 | |
| | | | |
| ITEM NUMBER:430468 1 | PROJECT DESCRIPTION:O C PHILLIPS ROAD OVER BRUSHY CREEK BRIDGE NO. 484029 | | *NON-SIS* |
| DISTRICT:03 | COUNTY:ESCAMBIA | TYPE OF WORK:BRIDGE REPLACEMENT | |
| ROADWAY ID:48000079 | PROJECT LENGTH: .015MI | LANES EXIST/IMPROVED/ADDED: 2/ 2/ 0 | |
| FUND | | | |
| CODE | 2020 | | |
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| PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY ESCAMBIA BOCC | | | |
| BRTZ | | 277,435 | |
| TOTAL 430468 1 | | 277,435 | |
| TOTAL 430468 1 | | 277,435 | |

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| ITEM NUMBER:431785 2 | PROJECT DESCRIPTION:SR 289 9TH AVENUE @ CR 742 CREIGHTON RD INTERSECTION | *NON-SIS* |
| DISTRICT:03 | COUNTY:ESCAMBIA | TYPE OF WORK:ADD TURN LANE(S) |
| ROADWAY ID:48003000 | PROJECT LENGTH: .145MI | LANES EXIST/IMPROVED/ADDED: 4/ 4/ 1 |
| FUND CODE | 2020 | |
| PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT | | |
| SU | -4,409 | |
| TOTAL 431785 2 | -4,409 | |
| TOTAL 431785 2 | -4,409 | |

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| ITEM NUMBER:432285 1 | PROJECT DESCRIPTION:CR 168 OVER UNNAMED BRANCH BRIDGE NO. 480099 | *NON-SIS* |
| DISTRICT:03 | COUNTY:ESCAMBIA | TYPE OF WORK:BRIDGE REPLACEMENT |
| ROADWAY ID:48507000 | PROJECT LENGTH: .097MI | LANES EXIST/IMPROVED/ADDED: 2/ 2/ 0 |
| FUND CODE | 2020 | |
| PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT | | |
| BRTZ | 11,341 | |
| SABR | -10,903 | |
| PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT | | |
| BRTZ | 1,318,485 | |
| TOTAL 432285 1 | 1,318,923 | |
| TOTAL 432285 1 | 1,318,923 | |

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| ITEM NUMBER:432286 1 | PROJECT DESCRIPTION:HANKS ROAD OVER BREASTWORKS CREEK BRIDGE NO. 484020 | *NON-SIS* |
| DISTRICT:03 | COUNTY:ESCAMBIA | TYPE OF WORK:BRIDGE REPLACEMENT |
| ROADWAY ID:48000122 | PROJECT LENGTH: .225MI | LANES EXIST/IMPROVED/ADDED: 2/ 2/ 0 |
| FUND CODE | 2020 | |
| PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT | | |
| BRTZ | 395,964 | |
| TOTAL 432286 1 | 395,964 | |
| TOTAL 432286 1 | 395,964 | |

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| ITEM NUMBER:432287 1 | PROJECT DESCRIPTION:DAWSON ROAD OVER PRITCHETT MILL BR BRIDGE NO. 484046 | *NON-SIS* |
| DISTRICT:03 | COUNTY:ESCAMBIA | TYPE OF WORK:BRIDGE REPLACEMENT |
| ROADWAY ID:48000140 | PROJECT LENGTH: .012MI | LANES EXIST/IMPROVED/ADDED: 2/ 2/ 0 |
| FUND CODE | 2020 | |
| PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY ESCAMBIA BOCC | | |
| BRTZ | 241,104 | |
| PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT | | |
| BRTZ | 1,547 | |
| TOTAL 432287 1 | 242,651 | |
| TOTAL 432287 1 | 242,651 | |

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| ITEM NUMBER:432288 1 | PROJECT DESCRIPTION:CRARY ROAD OVER PRITCHETT MILL CREEK BRIDGE NO. 484048 | *NON-SIS* |
| DISTRICT:03 | COUNTY:ESCAMBIA | |
| ROADWAY ID:48000084 | PROJECT LENGTH: .161MI | TYPE OF WORK:BRIDGE REPLACEMENT |
| | | LANES EXIST/IMPROVED/ADDED: 2/ 2/ 0 |
| FUND CODE | 2020 | |
| PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT BRTZ | -8,630 | |
| PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT BRTZ | 2,000 | |
| TOTAL 432288 1 | -6,630 | |
| TOTAL 432288 1 | -6,630 | |

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| ITEM NUMBER:432562 1 | PROJECT DESCRIPTION:SR 750 AIRPORT BLVD FROM SR 291 DAVIS HWY TO SR 289 9TH AVE | *NON-SIS* |
| DISTRICT:03 | COUNTY:ESCAMBIA | |
| ROADWAY ID:48116000 | PROJECT LENGTH: 1.059MI | TYPE OF WORK:RESURFACING |
| | | LANES EXIST/IMPROVED/ADDED: 4/ 4/ 0 |
| FUND CODE | 2020 | |
| PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT CM | -129 | |
| TOTAL 432562 1 | -129 | |
| TOTAL 432562 1 | -129 | |

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| ITEM NUMBER:433113 1 | PROJECT DESCRIPTION:SR 8 (I-10) @ SR 99 BEULAH ROAD | *SIS* |
| DISTRICT:03 | COUNTY:ESCAMBIA | |
| ROADWAY ID:48260000 | PROJECT LENGTH: 3.087MI | TYPE OF WORK:INTERCHANGE JUSTIFICA/MODIFICA |
| | | LANES EXIST/IMPROVED/ADDED: 2/ 2/ 0 |
| FUND CODE | 2020 | |
| PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT NHPP | 709,167 | |
| SU | 230,157 | |
| TOTAL 433113 1 | 939,324 | |
| TOTAL 433113 1 | 939,324 | |

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| ITEM NUMBER:433113 2 | PROJECT DESCRIPTION:SR 99 BEULAH ROAD FROM S OF SR 10 (US 90A) 9 MI RD TO FRANK REEDER RD | *NON-SIS* |
| DISTRICT:03 | COUNTY:ESCAMBIA | |
| ROADWAY ID:48090000 | PROJECT LENGTH: 1.199MI | TYPE OF WORK:PD&E/EMO STUDY |
| | | LANES EXIST/IMPROVED/ADDED: 2/ 2/ 0 |
| FUND CODE | 2020 | |
| PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT GFSU | 139,801 | |
| TOTAL 433113 2 | 139,801 | |
| TOTAL 433113 2 | 139,801 | |

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| ITEM NUMBER:433113 3 | PROJECT DESCRIPTION:SR 99 BEULAH ROAD FROM FRANK REEDER ROAD TO ISAAC LANE | | *NON-SIS* |
| DISTRICT:03 | COUNTY:ESCAMBIA | TYPE OF WORK:PD&E/EMO STUDY | |
| ROADWAY ID:48090000 | PROJECT LENGTH: .420MI | LANES EXIST/IMPROVED/ADDED: 2/ 2/ 0 | |
| FUND | | | |
| CODE | 2020 | | |
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| PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT | | | |
| GFSU | 56,868 | | |
| TOTAL 433113 3 | 56,868 | | |
| TOTAL 433113 3 | 56,868 | | |
| ITEM NUMBER:433577 1 | PROJECT DESCRIPTION:SR 296 MICHIGAN AVE FROM SR 10A (US 90) MOBILE HWY TO DENVER AVENUE | | *NON-SIS* |
| DISTRICT:03 | COUNTY:ESCAMBIA | TYPE OF WORK:SIDEWALK | |
| ROADWAY ID:48012000 | PROJECT LENGTH: .162MI | LANES EXIST/IMPROVED/ADDED: 4/ 0/ 0 | |
| FUND | | | |
| CODE | 2020 | | |
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| PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT | | | |
| TALU | 3 | | |
| TOTAL 433577 1 | 3 | | |
| TOTAL 433577 1 | 3 | | |
| ITEM NUMBER:433577 2 | PROJECT DESCRIPTION:CR 296 SAUFLEY FIELD FROM NAS ENTRANCE TO W OF SR 10A (US 90) MOBILE | | *NON-SIS* |
| DISTRICT:03 | COUNTY:ESCAMBIA | TYPE OF WORK:SIDEWALK | |
| ROADWAY ID:48610000 | PROJECT LENGTH: 2.143MI | LANES EXIST/IMPROVED/ADDED: 1/ 0/ 0 | |
| FUND | | | |
| CODE | 2020 | | |
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| PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT | | | |
| TALU | -3,437 | | |
| TOTAL 433577 2 | -3,437 | | |
| TOTAL 433577 2 | -3,437 | | |
| ITEM NUMBER:433905 1 | PROJECT DESCRIPTION:BRATT ROAD OVER CANOE CREEK BRIDGE NO. 484050 | | *NON-SIS* |
| DISTRICT:03 | COUNTY:ESCAMBIA | TYPE OF WORK:BRIDGE REPLACEMENT | |
| ROADWAY ID:48512000 | PROJECT LENGTH: .023MI | LANES EXIST/IMPROVED/ADDED: 2/ 0/ 0 | |
| FUND | | | |
| CODE | 2020 | | |
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| PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT | | | |
| BRTZ | 1,018,100 | | |
| TOTAL 433905 1 | 1,018,100 | | |
| TOTAL 433905 1 | 1,018,100 | | |

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| ITEM NUMBER:434611 1 | PROJECT DESCRIPTION:SR 95 (US 29) FROM N OF SR 10 (US 90) TO S OF CR 184 MUSCOGEE ROAD | *SIS* |
| DISTRICT:03 | COUNTY:ESCAMBIA | TYPE OF WORK:RESURFACING |
| ROADWAY ID:48040000 | PROJECT LENGTH: 5.313MI | LANES EXIST/IMPROVED/ADDED: 4/ 4/ 0 |
| FUND CODE | 2020 | |
| PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT | | |
| SA | -1,049 | |
| TOTAL 434611 1 | -1,049 | |
| TOTAL 434611 1 | -1,049 | |

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| ITEM NUMBER:436272 1 | PROJECT DESCRIPTION:SR30/298 (US 98) LILLIAN HWY FROM PERDIDO BAY BR TO CR 297 DOG TRK RD | *NON-SIS* |
| DISTRICT:03 | COUNTY:ESCAMBIA | TYPE OF WORK:RESURFACING |
| ROADWAY ID:48110000 | PROJECT LENGTH: 3.412MI | LANES EXIST/IMPROVED/ADDED: 2/ 2/ 0 |
| FUND CODE | 2020 | |
| PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT | | |
| SA | 18,195 | |
| TOTAL 436272 1 | 18,195 | |
| TOTAL 436272 1 | 18,195 | |

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| ITEM NUMBER:436719 1 | PROJECT DESCRIPTION:SR 295 NEW WARRINGTON RD @ CR 298A JACKSON ST INTERSECTION | *NON-SIS* |
| DISTRICT:03 | COUNTY:ESCAMBIA | TYPE OF WORK:ADD TURN LANE(S) |
| ROADWAY ID:48080000 | PROJECT LENGTH: .228MI | LANES EXIST/IMPROVED/ADDED: 2/ 0/ 1 |
| FUND CODE | 2020 | |
| PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT | | |
| SU | -14,305 | |
| TOTAL 436719 1 | -14,305 | |
| TOTAL 436719 1 | -14,305 | |

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| ITEM NUMBER:436720 1 | PROJECT DESCRIPTION:SR 292 GULF BEACH HWY @ SR 727 FAIRFIELD DR INTERSECTION | *NON-SIS* |
| DISTRICT:03 | COUNTY:ESCAMBIA | TYPE OF WORK:ADD TURN LANE(S) |
| ROADWAY ID:48050000 | PROJECT LENGTH: .082MI | LANES EXIST/IMPROVED/ADDED: 1/ 0/ 1 |
| FUND CODE | 2020 | |
| PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT | | |
| HSP | -3,098 | |
| SU | -89,492 | |
| TOTAL 436720 1 | -92,590 | |
| TOTAL 436720 1 | -92,590 | |

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| ITEM NUMBER:437085 1 | PROJECT DESCRIPTION:BAUER ROAD FROM CR 292A GULF BEACH HWY TO SR 292 SORRENTO ROAD | *NON-SIS* |
| DISTRICT:03 | COUNTY:ESCAMBIA | |
| ROADWAY ID:48000128 | PROJECT LENGTH: 1.306MI | |
| | | TYPE OF WORK:PAVE SHOULDERS |
| | | LANES EXIST/IMPROVED/ADDED: 2/ 2/ 0 |
| FUND CODE | 2020 | |
| PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY ESCAMBIA COUNTY BOARD OF COUNTY TALU | 53,823 | |
| PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT TALT TALU | -4,264 -59 | |
| TOTAL 437085 1 | 49,500 | |
| TOTAL 437085 1 | 49,500 | |

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| ITEM NUMBER:437178 1 | PROJECT DESCRIPTION:SR 289 9TH AVENUE OVER CARPENTERS CREEK BRIDGE 480092 | *NON-SIS* |
| DISTRICT:03 | COUNTY:ESCAMBIA | |
| ROADWAY ID:48003000 | PROJECT LENGTH: .152MI | |
| | | TYPE OF WORK:BRIDGE REPLACEMENT |
| | | LANES EXIST/IMPROVED/ADDED: 2/ 2/ 0 |
| FUND CODE | 2020 | |
| PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT NHBR | 105,376 | |
| PHASE: RIGHT OF WAY / RESPONSIBLE AGENCY: MANAGED BY FDOT NHBR | 48,183 | |
| TOTAL 437178 1 | 153,559 | |
| TOTAL 437178 1 | 153,559 | |

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| ITEM NUMBER:437746 1 | PROJECT DESCRIPTION:SR 95 (US 29) FROM S OF CR 184 MUSCOGEE RD TO SR 97 ATMORE HWY | *SIS* |
| DISTRICT:03 | COUNTY:ESCAMBIA | |
| ROADWAY ID:48040000 | PROJECT LENGTH: 9.133MI | |
| | | TYPE OF WORK:RESURFACING |
| | | LANES EXIST/IMPROVED/ADDED: 4/ 4/ 0 |
| FUND CODE | 2020 | |
| PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT CM SA | 626,287 2,615,638 | |
| TOTAL 437746 1 | 3,241,925 | |
| TOTAL 437746 1 | 3,241,925 | |

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| ITEM NUMBER:437844 1 | PROJECT DESCRIPTION:SR 30 (US 98) GREGORY ST & BAYFRONT PKWY @ 17TH AVE INTERCHANGE | *SIS* |
| DISTRICT:03 | COUNTY:ESCAMBIA | |
| ROADWAY ID:48100000 | PROJECT LENGTH: .775MI | |
| | | TYPE OF WORK:MISCELLANEOUS CONSTRUCTION |
| | | LANES EXIST/IMPROVED/ADDED: 3/ 3/ 0 |
| FUND CODE | 2020 | |
| PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT NHPP | 21,585 | |
| PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT NHPP | 389,949 | |
| TOTAL 437844 1 | 411,534 | |
| TOTAL 437844 1 | 411,534 | |

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| ITEM NUMBER:439561 2 DISTRICT:03 ROADWAY ID:48003000 | PROJECT DESCRIPTION:SR 289 N 9TH AVE FROM SACRED HEART ENTRANCE TO SR 742 CREIGHTON RD COUNTY:ESCAMBIA PROJECT LENGTH: 1.842MI | *NON-SIS* TYPE OF WORK:LIGHTING LANES EXIST/IMPROVED/ADDED: 2/ 2/ 0 |
| FUND CODE _____ | 2020 _____ | |
| PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT HSP | -4,877 | |
| PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: RESPONSIBLE AGENCY NOT AVAILABLE HSP | -78,285 | |
| TOTAL 439561 2 | -83,162 | |
| TOTAL 439561 2 | -83,162 | |
| ITEM NUMBER:439573 2 DISTRICT:03 ROADWAY ID:48050000 | PROJECT DESCRIPTION:SR 292 BARRANCAS AVE FROM S 2ND ST TO W HERMAN AVE COUNTY:ESCAMBIA PROJECT LENGTH: 6.615MI | *NON-SIS* TYPE OF WORK:LIGHTING LANES EXIST/IMPROVED/ADDED: 4/ 2/ 0 |
| FUND CODE _____ | 2020 _____ | |
| PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT RED | -4,938 | |
| PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY GULF POWER COMPANY RED | -1,206 | |
| TOTAL 439573 2 | -6,144 | |
| TOTAL 439573 2 | -6,144 | |
| ITEM NUMBER:439584 2 DISTRICT:03 ROADWAY ID:48080000 | PROJECT DESCRIPTION:SR 295 S NAVY BLVD FROM SUNSET AVE TO SR 294 CHIEFS WAY COUNTY:ESCAMBIA PROJECT LENGTH: 1.721MI | *NON-SIS* TYPE OF WORK:LIGHTING LANES EXIST/IMPROVED/ADDED: 3/ 3/ 0 |
| FUND CODE _____ | 2020 _____ | |
| PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT HSP | -4,877 | |
| PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: RESPONSIBLE AGENCY NOT AVAILABLE HSP | -41,168 | |
| TOTAL 439584 2 | -46,045 | |
| TOTAL 439584 2 | -46,045 | |
| ITEM NUMBER:439586 2 DISTRICT:03 ROADWAY ID:48004000 | PROJECT DESCRIPTION:SR 727 S FAIRFIELD DR FROM SR 292 GULF BEACH HWY TO SR 95 PALAFOX ST COUNTY:ESCAMBIA PROJECT LENGTH: 9.008MI | *NON-SIS* TYPE OF WORK:LIGHTING LANES EXIST/IMPROVED/ADDED: 3/ 3/ 0 |
| FUND CODE _____ | 2020 _____ | |
| PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY GULF POWER COMPANY HSP | 206,285 | |
| TOTAL 439586 2 | 206,285 | |
| TOTAL 439586 2 | 206,285 | |

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|--|---|-------------------------------------|
| ITEM NUMBER:440721 1 | PROJECT DESCRIPTION:MASSACHUSETTS AVE FROM SR 10A (US 90/MOBILE HWY) TO HOLLYWOOD AVE | *NON-SIS* |
| DISTRICT:03 | COUNTY:ESCAMBIA | |
| ROADWAY ID:48600502 | PROJECT LENGTH: 1.627MI | |
| | | TYPE OF WORK:SIDEWALK |
| | | LANES EXIST/IMPROVED/ADDED: 2/ 0/ 0 |
| FUND CODE | 2020 | |
| PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT | | |
| TALU | 1,000 | |
| TOTAL 440721 1 | 1,000 | |
| TOTAL 440721 1 | 1,000 | |

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|--|--|-------------------------------------|
| ITEM NUMBER:441593 1 | PROJECT DESCRIPTION:SR 8 (I-10) ESCAMBIA COUNTY WELCOME CENTER | *SIS* |
| DISTRICT:03 | COUNTY:ESCAMBIA | |
| ROADWAY ID:48260058 | PROJECT LENGTH: .357MI | |
| | | TYPE OF WORK:RESURFACING |
| | | LANES EXIST/IMPROVED/ADDED: 1/ 1/ 0 |
| FUND CODE | 2020 | |
| PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT | | |
| NHPP | 27,923 | |
| TOTAL 441593 1 | 27,923 | |
| TOTAL 441593 1 | 27,923 | |

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|---|--|-------------------------------------|
| ITEM NUMBER:441725 1 | PROJECT DESCRIPTION:SR 10A (US 90) MOBILE HWY @ SR 295 NEW WARRINGTON ROAD | *NON-SIS* |
| DISTRICT:03 | COUNTY:ESCAMBIA | |
| ROADWAY ID:48020000 | PROJECT LENGTH: .095MI | |
| | | TYPE OF WORK:SAFETY PROJECT |
| | | LANES EXIST/IMPROVED/ADDED: 2/ 2/ 0 |
| FUND CODE | 2020 | |
| PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT | | |
| HSP | 218,879 | |
| TOTAL 441725 1 | 218,879 | |
| TOTAL 441725 1 | 218,879 | |

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|---|--|-------------------------------------|
| ITEM NUMBER:441737 1 | PROJECT DESCRIPTION:SR 296 MICHIGAN AVENUE FROM SR 10A (US 90) MOBILE HWY TO MEMPHIS AVE | *NON-SIS* |
| DISTRICT:03 | COUNTY:ESCAMBIA | |
| ROADWAY ID:48012000 | PROJECT LENGTH: .657MI | |
| | | TYPE OF WORK:SAFETY PROJECT |
| | | LANES EXIST/IMPROVED/ADDED: 4/ 4/ 0 |
| FUND CODE | 2020 | |
| PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT | | |
| HSP | 19,013 | |
| TOTAL 441737 1 | 19,013 | |
| TOTAL 441737 1 | 19,013 | |

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| ITEM NUMBER:441738 1 | PROJECT DESCRIPTION:SR 10 (US 90A) E 9 MILE RD FROM N PALAFOX ST TO CHEMSTRAND RD | *NON-SIS* |
| DISTRICT:03 | COUNTY:ESCAMBIA | TYPE OF WORK:SAFETY PROJECT |
| ROADWAY ID:48010000 | PROJECT LENGTH: .674MI | LANES EXIST/IMPROVED/ADDED: 3/ 3/ 0 |
| FUND CODE | 2020 | |
| PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT | | |
| HSP | 301,454 | |
| TOTAL 441738 1 | 301,454 | |
| TOTAL 441738 1 | 301,454 | |
| ITEM NUMBER:442749 1 | PROJECT DESCRIPTION:SR 8 (I-10) OVER SR 10 (US 90A) NINE MILE RD BR NO. 480061 & 480066 | *SIS* |
| DISTRICT:03 | COUNTY:ESCAMBIA | TYPE OF WORK:BRIDGE REPLACEMENT |
| ROADWAY ID:48260000 | PROJECT LENGTH: .053MI | LANES EXIST/IMPROVED/ADDED: 2/ 0/ 0 |
| FUND CODE | 2020 | |
| PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT | | |
| NHBR | 130,784 | |
| TOTAL 442749 1 | 130,784 | |
| TOTAL 442749 1 | 130,784 | |
| ITEM NUMBER:443769 1 | PROJECT DESCRIPTION:SR 10A (US 90) W CERVANTES ST FROM DOMINGUEZ ST TO A STREET | *NON-SIS* |
| DISTRICT:03 | COUNTY:ESCAMBIA | TYPE OF WORK:PEDESTRIAN SAFETY IMPROVEMENT |
| ROADWAY ID:48020000 | PROJECT LENGTH: 2.248MI | LANES EXIST/IMPROVED/ADDED: 4/ 4/ 0 |
| FUND CODE | 2020 | |
| PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT | | |
| SU | 164,405 | |
| PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT | | |
| GFSU | 103,280 | |
| SU | 453,481 | |
| TOTAL 443769 1 | 721,166 | |
| TOTAL 443769 1 | 721,166 | |
| ITEM NUMBER:444039 1 | PROJECT DESCRIPTION:SR 10 (US 90A) E 9 MILE RD FROM CR 749 CHEMSTRAND RD TO BALDRIDGE DR | *NON-SIS* |
| DISTRICT:03 | COUNTY:ESCAMBIA | TYPE OF WORK:SAFETY PROJECT |
| ROADWAY ID:48010000 | PROJECT LENGTH: 2.211MI | LANES EXIST/IMPROVED/ADDED: 2/ 2/ 0 |
| FUND CODE | 2020 | |
| PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT | | |
| HSP | 66,938 | |
| TOTAL 444039 1 | 66,938 | |
| TOTAL 444039 1 | 66,938 | |

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DATE RUN: 10/01/2020
TIME RUN: 09.29.25
MBROBLTP

ITEM NUMBER:444046 1
DISTRICT:03
ROADWAY ID:48260000

PROJECT DESCRIPTION:SR 8 (I-10) AT SR 8A (I-110) INTERCHANGE
COUNTY:ESCAMBIA
PROJECT LENGTH: 4.030MI

SIS

TYPE OF WORK:SAFETY PROJECT
LANES EXIST/IMPROVED/ADDED: 3/ 3/ 0

FUND
CODE

2020

PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT

HSP

62,493

TOTAL 444046 1

62,493

TOTAL 444046 1

62,493

ITEM NUMBER:444347 1
DISTRICT:03
ROADWAY ID:48117000

PROJECT DESCRIPTION:SR 750 AIRPORT BLVD FROM CR 95A N PALAFOX TO N 12TH AVE
COUNTY:ESCAMBIA
PROJECT LENGTH: 3.086MI

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*NON-SIS*
TYPE OF WORK:LIGHTING
LANES EXIST/IMPROVED/ADDED: 2/ 2/ 0

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FUND
CODE

2020

PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT

HSP

101,216

TOTAL 444347 1

101,216

TOTAL 444347 1

101,216

ITEM NUMBER:446034 1
DISTRICT:03
ROADWAY ID:48040000

PROJECT DESCRIPTION:SR 95 (US 29) FROM BLOUNT ST TO CR749 OLD CHEMSTRAND RD
COUNTY:ESCAMBIA
PROJECT LENGTH: 11.541MI

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                                *SIS*
TYPE OF WORK:LIGHTING
LANES EXIST/IMPROVED/ADDED: 4/ 4/ 0

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FUND
CODE

2020

PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT

RED

138,316

TOTAL 446034 1

138,316

TOTAL 446034 1

138,316

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| PAGE 14 | FLORIDA DEPARTMENT OF TRANSPORTATION OFFICE OF WORK PROGRAM ANNUAL OBLIGATIONS REPORT ===== | DATE RUN: 10/01/2020 TIME RUN: 09.29.25 MBROBLTP |
| FLORIDA-ALABAMA TPO | HIGHWAYS ===== | |
| ITEM NUMBER:220440 1 DISTRICT:03 ROADWAY ID:58030000 | PROJECT DESCRIPTION:SR 30 (US 98) FROM BAYSHORE ROAD TO PORTSIDE DRIVE COUNTY:SANTA ROSA PROJECT LENGTH: 5.140MI | *SIS* TYPE OF WORK:ADD LANES & RECONSTRUCT LANES EXIST/IMPROVED/ADDED: 4/ 4/ 2 |
| FUND CODE | 2020 | |
| PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT NHPP | 4,810,136 | |
| TOTAL 220440 1 | 4,810,136 | |
| TOTAL 220440 1 | 4,810,136 | |
| ITEM NUMBER:413062 4 DISTRICT:03 ROADWAY ID:58002000 | PROJECT DESCRIPTION:SR 8 (I-10) FROM SR 281 AVALON BLVD TO OKALOOSA COUNTY LINE COUNTY:SANTA ROSA PROJECT LENGTH: 20.969MI | *SIS* TYPE OF WORK:PD&E/EMO STUDY LANES EXIST/IMPROVED/ADDED: 2/ 2/ 2 |
| FUND CODE | 2020 | |
| PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT NFP | 1,510,096 | |
| TOTAL 413062 4 | 1,510,096 | |
| TOTAL 413062 4 | 1,510,096 | |
| ITEM NUMBER:416748 4 DISTRICT:03 ROADWAY ID:58010000 | PROJECT DESCRIPTION:SR 87 PD&E STUDY - EXPANSION COUNTY:SANTA ROSA PROJECT LENGTH: 5.912MI | *NON-SIS* TYPE OF WORK:PD&E/EMO STUDY LANES EXIST/IMPROVED/ADDED: 4/ 4/ 0 |
| FUND CODE | 2020 | |
| PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT SA SU | -46,435 -39,268 | |
| TOTAL 416748 4 | -85,703 | |
| TOTAL 416748 4 | -85,703 | |
| ITEM NUMBER:416748 9 DISTRICT:03 ROADWAY ID:58045000 | PROJECT DESCRIPTION:SR 87A FROM CR 191 MUNSON HWY TO SR 87 N COUNTY:SANTA ROSA PROJECT LENGTH: 6.752MI | *NON-SIS* TYPE OF WORK:NEW ROAD CONSTRUCTION LANES EXIST/IMPROVED/ADDED: 0/ 0/ 2 |
| FUND CODE | 2020 | |
| PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT SA | 1,405,373 | |
| TOTAL 416748 9 | 1,405,373 | |
| TOTAL 416748 9 | 1,405,373 | |

ITEM NUMBER:431883 1

DISTRICT:03

ROADWAY ID:58030000

PROJECT DESCRIPTION:SR 30 (US 98) CORRIDOR MANAGEMENT IMPROVEMENT PROJECTS

COUNTY:SANTA ROSA

PROJECT LENGTH: 2.879MI

SIS

TYPE OF WORK:CORRIDOR/SUBAREA PLANNING

LANES EXIST/IMPROVED/ADDED: 4/ 0/ 0

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|---|--------|
| FUND CODE | 2020 |
| PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT | |
| SU | -9,505 |
| TOTAL 431883 1 | -9,505 |
| TOTAL 431883 1 | -9,505 |

ITEM NUMBER:431883 2

DISTRICT:03

ROADWAY ID:58010000

PROJECT DESCRIPTION:SR 10 (US 90) CORRIDOR MANAGEMENT IMPROVEMENT PROJECTS

COUNTY:SANTA ROSA

PROJECT LENGTH: 7.823MI

NON-SIS

TYPE OF WORK:MISCELLANEOUS CONSTRUCTION

LANES EXIST/IMPROVED/ADDED: 2/ 0/ 0

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|---|---------|
| FUND CODE | 2020 |
| PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT | |
| SA | -14,564 |
| SU | 8,994 |
| TOTAL 431883 2 | -5,570 |
| TOTAL 431883 2 | -5,570 |

ITEM NUMBER:431883 3

DISTRICT:03

ROADWAY ID:58030000

PROJECT DESCRIPTION:SR 30 (US 98) CORRIDOR MANAGEMENT IMPROVEMENT PROJECTS

COUNTY:SANTA ROSA

PROJECT LENGTH: 2.837MI

SIS

TYPE OF WORK:MISCELLANEOUS CONSTRUCTION

LANES EXIST/IMPROVED/ADDED: 4/ 0/ 0

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|---|---------|
| FUND CODE | 2020 |
| PHASE: RIGHT OF WAY / RESPONSIBLE AGENCY: MANAGED BY FDOT | |
| SU | -4,922 |
| PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT | |
| SU | -40,800 |
| TOTAL 431883 3 | -45,722 |
| TOTAL 431883 3 | -45,722 |

ITEM NUMBER:431883 4

DISTRICT:03

ROADWAY ID:58010000

PROJECT DESCRIPTION:SR 10 (US 90) CORRIDOR MANAGEMENT IMPROVEMENT PROJECTS

COUNTY:SANTA ROSA

PROJECT LENGTH: 6.503MI

NON-SIS

TYPE OF WORK:MISCELLANEOUS CONSTRUCTION

LANES EXIST/IMPROVED/ADDED: 2/ 0/ 0

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|--|---------|
| FUND CODE | 2020 |
| PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT | |
| SU | 67 |
| PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT | |
| SU | 265,245 |
| TOTAL 431883 4 | 265,312 |
| TOTAL 431883 4 | 265,312 |

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| ITEM NUMBER:431883 5 | PROJECT DESCRIPTION:SR 30 (US 98) CORRIDOR MANAGEMENT IMPROVEMENT PROJECTS | *SIS* |
| DISTRICT:03 | COUNTY:SANTA ROSA | TYPE OF WORK:MISCELLANEOUS CONSTRUCTION |
| ROADWAY ID:58030000 | PROJECT LENGTH: 15.302MI | LANES EXIST/IMPROVED/ADDED: 2/ 0/ 0 |
| FUND CODE | 2020 | |
| PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT | | |
| SU | -4,893 | |
| PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT | | |
| SU | 49,590 | |
| TOTAL 431883 5 | 44,697 | |
| TOTAL 431883 5 | 44,697 | |

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|--|--|---|
| ITEM NUMBER:431883 6 | PROJECT DESCRIPTION:SR 30 (US 98) CORRIDOR MANAGEMENT IMPROVEMENT PROJECTS | *SIS* |
| DISTRICT:03 | COUNTY:SANTA ROSA | TYPE OF WORK:MISCELLANEOUS CONSTRUCTION |
| ROADWAY ID:58030000 | PROJECT LENGTH: 12.253MI | LANES EXIST/IMPROVED/ADDED: 2/ 0/ 0 |
| FUND CODE | 2020 | |
| PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT | | |
| SU | 12,865 | |
| TOTAL 431883 6 | 12,865 | |
| TOTAL 431883 6 | 12,865 | |

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|--|---|-------------------------------------|
| ITEM NUMBER:432554 1 | PROJECT DESCRIPTION:SR 4 FROM ESCAMBIA RIVER BRIDGE TO CR 87A | *NON-SIS* |
| DISTRICT:03 | COUNTY:SANTA ROSA | TYPE OF WORK:RESURFACING |
| ROADWAY ID:58080000 | PROJECT LENGTH: 8.821MI | LANES EXIST/IMPROVED/ADDED: 2/ 2/ 0 |
| FUND CODE | 2020 | |
| PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT | | |
| SN | -260 | |
| TOTAL 432554 1 | -260 | |
| TOTAL 432554 1 | -260 | |

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|---|---|-------------------------------------|
| ITEM NUMBER:433575 2 | PROJECT DESCRIPTION:BLACKWATER HERITAGE TRAIL CONNECTOR SIDEWALKS | *NON-SIS* |
| DISTRICT:03 | COUNTY:SANTA ROSA | TYPE OF WORK:SIDEWALK |
| ROADWAY ID:58900008 | PROJECT LENGTH: .464MI | LANES EXIST/IMPROVED/ADDED: 2/ 2/ 0 |
| FUND CODE | 2020 | |
| PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT | | |
| TALU | 5,000 | |
| TOTAL 433575 2 | 5,000 | |
| TOTAL 433575 2 | 5,000 | |

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|--|---|-------------------------------------|
| ITEM NUMBER:435816 1 | PROJECT DESCRIPTION:SR 10 (US 90) OVER SIMPSON RIVER BRIDGE NO. 580056 & 580108 | *NON-SIS* |
| DISTRICT:03 | COUNTY:SANTA ROSA | TYPE OF WORK:BRIDGE REPLACEMENT |
| ROADWAY ID:58010000 | PROJECT LENGTH: .553MI | LANES EXIST/IMPROVED/ADDED: 2/ 2/ 0 |
| FUND CODE | 2020 | |
| PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT | | |
| NHBR | 147,415 | |
| TOTAL 435816 1 | 147,415 | |
| TOTAL 435816 1 | 147,415 | |

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|---|--|-------------------------------------|
| ITEM NUMBER:436985 1 | PROJECT DESCRIPTION:KING MIDDLE SCHOOL SIDEWALK CONNECTION | *NON-SIS* |
| DISTRICT:03 | COUNTY:SANTA ROSA | TYPE OF WORK:SIDEWALK |
| ROADWAY ID:58900001 | PROJECT LENGTH: 1.150MI | LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0 |
| FUND CODE | 2020 | |
| PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT | | |
| TALT | 947 | |
| TALU | 2,000 | |
| PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY SANTA ROSA COUNTY BOCC | | |
| TALT | 51,945 | |
| TALU | 105,246 | |
| TOTAL 436985 1 | 160,138 | |
| TOTAL 436985 1 | 160,138 | |

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|---|--|-------------------------------------|
| ITEM NUMBER:437087 1 | PROJECT DESCRIPTION:HAMILTON BRIDGE ROAD FROM E SPENCER FIELD ROAD TO JIM DANDY LANE | *NON-SIS* |
| DISTRICT:03 | COUNTY:SANTA ROSA | TYPE OF WORK:SIDEWALK |
| ROADWAY ID:58000022 | PROJECT LENGTH: 1.035MI | LANES EXIST/IMPROVED/ADDED: 2/ 2/ 0 |
| FUND CODE | 2020 | |
| PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT | | |
| TALU | 1,000 | |
| TOTAL 437087 1 | 1,000 | |
| TOTAL 437087 1 | 1,000 | |

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|---|--|-------------------------------------|
| ITEM NUMBER:437087 2 | PROJECT DESCRIPTION:GLOVER LANE FROM HAMILTON BRIDGE ROAD TO HOBBS MIDDLE SCHOOL SIDEWALKS | *NON-SIS* |
| DISTRICT:03 | COUNTY:SANTA ROSA | TYPE OF WORK:SIDEWALK |
| ROADWAY ID:58900005 | PROJECT LENGTH: .579MI | LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0 |
| FUND CODE | 2020 | |
| PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY SANTA ROSA COUNTY BOCC | | |
| TALU | 120,654 | |
| TOTAL 437087 2 | 120,654 | |
| TOTAL 437087 2 | 120,654 | |

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|---|--|-------------------------------------|
| ITEM NUMBER:437091 1 | PROJECT DESCRIPTION:CR 197A JAY/SPRING STREET FROM SCHOOL STREET TO MILDRED STREET | *NON-SIS* |
| DISTRICT:03 | COUNTY:SANTA ROSA | TYPE OF WORK:SIDEWALK |
| ROADWAY ID:58580000 | PROJECT LENGTH: .522MI | LANES EXIST/IMPROVED/ADDED: 2/ 2/ 0 |
| FUND CODE | 2020 | |
| PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY SANTA ROSA COUNTY BOCC | | |
| TALT | 351,992 | |
| TOTAL 437091 1 | 351,992 | |
| TOTAL 437091 1 | 351,992 | |

| | | |
|--|---|-------------------------------------|
| ITEM NUMBER:438114 1 | PROJECT DESCRIPTION:CR 191A OLD BAGDAD HWY FROM SR 281 AVALON BLVD TO PARKMORE PLAZA DR | *NON-SIS* |
| DISTRICT:03 | COUNTY:SANTA ROSA | TYPE OF WORK:SIDEWALK |
| ROADWAY ID:58590000 | PROJECT LENGTH: .906MI | LANES EXIST/IMPROVED/ADDED: 2/ 0/ 0 |
| FUND CODE | 2020 | |
| PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT | | |
| TALU | 186,246 | |
| TOTAL 438114 1 | 186,246 | |
| TOTAL 438114 1 | 186,246 | |

| | | |
|---|---|-------------------------------------|
| ITEM NUMBER:439587 2 | PROJECT DESCRIPTION:SR 281 AVALON BLVD FROM SR 8 (I-10) EB RAMP TO CARROLL RD | *NON-SIS* |
| DISTRICT:03 | COUNTY:SANTA ROSA | TYPE OF WORK:LIGHTING |
| ROADWAY ID:58005000 | PROJECT LENGTH: 4.395MI | LANES EXIST/IMPROVED/ADDED: 2/ 2/ 0 |
| FUND CODE | 2020 | |
| PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY GULF POWER COMPANY | | |
| HSP | 38,718 | |
| TOTAL 439587 2 | 38,718 | |
| TOTAL 439587 2 | 38,718 | |

| | | |
|---|--|-------------------------------------|
| ITEM NUMBER:439721 1 | PROJECT DESCRIPTION:SR 87 FROM S OF CLEAR CREEK TO N OF SR 4 | *NON-SIS* |
| DISTRICT:03 | COUNTY:SANTA ROSA | TYPE OF WORK:RESURFACING |
| ROADWAY ID:58050000 | PROJECT LENGTH: 14.059MI | LANES EXIST/IMPROVED/ADDED: 2/ 2/ 0 |
| FUND CODE | 2020 | |
| PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT | | |
| CM | 98,300 | |
| GFSL | 105,826 | |
| SA | 281,320 | |
| TOTAL 439721 1 | 485,446 | |
| TOTAL 439721 1 | 485,446 | |

ITEM NUMBER:440915 3

DISTRICT:03

ROADWAY ID:58010000

PROJECT DESCRIPTION:SR 10 (US 90) CAROLINE ST FROM CR 89 WARD BASIN RD TO WEST OF SR 87S

COUNTY:SANTA ROSA

PROJECT LENGTH: 2.675MI

NON-SIS

TYPE OF WORK:ADD LANES & RECONSTRUCT

LANES EXIST/IMPROVED/ADDED: 2/ 2/ 2

| | |
|--|---------|
| FUND CODE | 2020 |
| PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT | |
| SU | 368,030 |
| TOTAL 440915 3 | 368,030 |
| TOTAL 440915 3 | 368,030 |

ITEM NUMBER:441588 1

DISTRICT:03

ROADWAY ID:58002000

PROJECT DESCRIPTION:SR 8 (I-10) E OF SR 281 AVALON BLVD TO E OF SR 87

COUNTY:SANTA ROSA

PROJECT LENGTH: 14.355MI

SIS

TYPE OF WORK:RESURFACING

LANES EXIST/IMPROVED/ADDED: 4/ 4/ 0

| | |
|--|---------|
| FUND CODE | 2020 |
| PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT | |
| NHPP | 792,107 |
| TOTAL 441588 1 | 792,107 |
| TOTAL 441588 1 | 792,107 |

ITEM NUMBER:444045 1

DISTRICT:03

ROADWAY ID:58002000

PROJECT DESCRIPTION:SR 8 (I-10) FROM E END OF ESCAMBIA BAY BRIDGE TO OKALOOSA COUNTY LINE

COUNTY:SANTA ROSA

PROJECT LENGTH: 23.098MI

SIS

TYPE OF WORK:SAFETY PROJECT

LANES EXIST/IMPROVED/ADDED: 3/ 3/ 0

| | |
|--|------------|
| FUND CODE | 2020 |
| PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT | |
| HSP | 179,758 |
| TOTAL 444045 1 | 179,758 |
| TOTAL 444045 1 | 179,758 |
| TOTAL DIST: 03 | 22,307,499 |
| TOTAL HIGHWAYS | 22,307,499 |

ITEM NUMBER:439321 2

DISTRICT:03

ROADWAY ID:

PROJECT DESCRIPTION:FLORIDA-ALABAMA TPO FY 2018/2019-2019/2020 UPWP

COUNTY:ESCAMBIA

PROJECT LENGTH: .000

NON-SIS

TYPE OF WORK:TRANSPORTATION PLANNING

LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

| FUND CODE | 2020 |
|--|---------|
| PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY WEST FLORIDA REGIONAL PLANNING | |
| PL | 212,612 |
| SU | 230,438 |
| TOTAL 439321 2 | 443,050 |
| TOTAL 439321 2 | 443,050 |

ITEM NUMBER:439321 3

DISTRICT:03

ROADWAY ID:

PROJECT DESCRIPTION:FLORIDA-ALABAMA (PENSACOLA) TPO FY 2020/2021-2021/2022 UPWP

COUNTY:ESCAMBIA

PROJECT LENGTH: .000

NON-SIS

TYPE OF WORK:TRANSPORTATION PLANNING

LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

| FUND CODE | 2020 |
|---|---------|
| PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: RESPONSIBLE AGENCY NOT AVAILABLE | |
| PL | 159,037 |
| SU | 53,500 |
| TOTAL 439321 3 | 212,537 |
| TOTAL 439321 3 | 212,537 |
| TOTAL DIST: 03 | 655,587 |
| TOTAL PLANNING | 655,587 |

FLORIDA DEPARTMENT OF TRANSPORTATION
OFFICE OF WORK PROGRAM
ANNUAL OBLIGATIONS REPORT
=====

TRANSIT
=====

DATE RUN: 10/01/2020
TIME RUN: 09.29.25
MBROBLTP

ITEM NUMBER:421733 1
DISTRICT:03
ROADWAY ID:

PROJECT DESCRIPTION: ESCAMBIA CO ECAT 5307 CAPITAL FLEX PREVENTIVE MAINTENANCE
COUNTY: ESCAMBIA
PROJECT LENGTH: .000

```

*NON-SIS*
TYPE OF WORK:CAPITAL FOR FIXED ROUTE
LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

```

FUND
CODE

2020

PHASE: GRANTS AND MISCELLANEOUS / RESPONSIBLE AGENCY: RESPONSIBLE AGENCY NOT AVAILABLE

SU

300,000

| | |
|----------------|---------|
| TOTAL 421733 1 | 300,000 |
|----------------|---------|

300,000

| | |
|----------------|---------|
| TOTAL 421733 1 | 300,000 |
|----------------|---------|

300,000

| | |
|----------------|---------|
| TOTAL DIST: 03 | 300,000 |
|----------------|---------|

300,000

GRAND TOTAL

23,263,086

Alabama DOT authorized project in FY 2020.

Authorized Projects

Sponsor: BALDWIN COUNTY COMMISSION

| Program | Table No. | FA Nbr. | Project Number | Scope | Length (miles) | Start Date | Type of Work | % Engineer Estimate | Fed. Obligated | Fed. Expenditure | Balance |
|---|-----------|--------------------|----------------|-------|----------------|------------|-------------------|---------------------|----------------|------------------|----------|
| ULLL | 1 | STPLL 0219(254) | 100063403 | PE | 1.640 | 02/01/2020 | SHOULDER WIDENING | \$40,000 | \$26,510 | \$222 | \$26,288 |
| Project Description: ADD PAVED SHOULDERS ON CR-99 FROM CARRIER DRIVE TO SPANISH COVE DRIVE | | | | | | | | | | | |
| ULLL1 | 1 | STPLL 0219(254) | 100063403 | PE | 1.640 | 02/01/2020 | SHOULDER WIDENING | \$40,000 | \$13,490 | \$0 | \$13,490 |
| Project Description: ADD PAVED SHOULDERS ON CR-99 FROM CARRIER DRIVE TO SPANISH COVE DRIVE | | | | | | | | | | | |

Public Transportation federally authorized projects in FY 2020.

**FY20 ECAT ACTIVE GRANTS SUMMARY
AS OF SEPTEMBER 30, 2020**

GRANT #

FL-90X759-00

FY2011 CAPITAL PROJECTS FUNDING INC

| | | | |
|-----------------|-----------|----|-----------|
| CAPITAL | 18,855.00 | | |
| ADA PARATRANSIT | - | | |
| TOTAL REMAINING | <hr/> | \$ | 18,855.00 |

FL-90X804-00

FY2012 CAPITAL PROJECTS FUNDING INC

| | | | |
|-----------------|------------|----|------------|
| CAPITAL | 351,240.00 | | |
| PLANNING | | | |
| ADA PARATRANSIT | | | |
| TOTAL REMAINING | <hr/> | \$ | 351,240.00 |

FL-90-X825-00

FY2013 CAPITAL PROJECTS FUNDING INC

| | | | |
|----------------------|-----------|----|-----------|
| CAPITAL | 27,291.00 | | |
| OPERATING ASSISTANCE | - | | |
| ADA PARATRANSIT | - | | |
| TOTAL REMAINING | <hr/> | \$ | 27,291.00 |

FL-34-0030-00

FY14 SECTION 5339 BUS AND BUS FACILITIES

| | | | |
|-----------------|------------|----|------------|
| CAPITAL | 312,833.00 | | |
| TOTAL REMAINING | <hr/> | \$ | 312,833.00 |

FL-90-X848-01

FY2014 CAPITAL PROJECTS FUNDING INC

| | | | |
|----------------------|------------|----|------------|
| CAPITAL | 156,919.00 | | |
| PLANNING | - | | |
| OPERATING ASSISTANCE | - | | |
| ADA PARATRANSIT | - | | |
| TOTAL REMAINING | <hr/> | \$ | 156,919.00 |

FL-2017-005-00

(FL-34-0054)

**FY2015 AND FY2016 SECTION 5339
BUS AND BUS FACILITIES**

| | | | |
|-----------------|------------|----|------------|
| CAPITAL | 500,483.00 | | |
| TOTAL REMAINING | <hr/> | \$ | 500,483.00 |

**FY20 ECAT ACTIVE GRANTS SUMMARY
AS OF SEPTEMBER 30, 2020**

FL-2017-003-00 **FY2016 5307 CAPITAL FUNDS**
(FL-90-X919)

| | | |
|----------------------|-----------|------------------------|
| CAPITAL | 31,678.00 | |
| OPERATING ASSISTANCE | - | |
| ADA PARATRANSIT | - | |
| | <hr/> | \$ 31,678.00 |

FL-90-X877-01 **FY2015 CAPITAL PROJECTS FUNDING INC**

| | | |
|----------------------|--------------|--------------------------|
| CAPITAL | 1,182,907.00 | |
| PLANNING | - | |
| ELDERLY AND DISABLED | - | |
| ADA PARATRANSIT | - | |
| TOTAL REMAINING | <hr/> | \$ 1,182,907.00 |

FL-2017-058-01 **FY2017 5307 CAPITAL AND**
(FL-90-X938) **OPERATING ASSISTANCE**

| | | |
|----------------------|------------|-------------------------|
| CAPITAL | 148,413.00 | |
| PLANNING | - | |
| OPERATING ASSISTANCE | - | |
| ADA PARATRANSIT | - | |
| TOTAL REMAINING | <hr/> | \$ 148,413.00 |

FL-2018-088-00 **FFY18 PENSACOLA FL-AL URBANIZED AREA**
(FL-90-X990) **5307 CAPITAL AND OPERATING ASSISTANCE**

| | | |
|-----------------|-----------|------------------------|
| CAPITAL | 63,954.00 | BALDWIN COUNTY |
| CAPITAL | 35,310.00 | |
| ADA PARATRANSIT | - | |
| TOTAL REMAINING | <hr/> | \$ 99,264.00 |

FL-2019-059-00 **5307 CAPITAL AND OPERATING ASSSISTANCE**

| | | | |
|---------------------|----------------------|-----------|-------------------------|
| (FL-90-Y024) | CAPITAL | 36,000.00 | |
| | CAPITAL | 64,022.00 | BALDWIN COUNTY |
| | OPERATING ASSISTANCE | - | |
| | ADA PARATRANSIT | - | |
| | TOTAL REMAINING | <hr/> | \$ 100,022.00 |

**FY20 ECAT ACTIVE GRANTS SUMMARY
AS OF SEPTEMBER 30, 2020**

| | | | |
|------------------------------------|--|--------------|--------------------------------|
| FL-2020-052-00 | 5307 CAPITAL AND OPERATING ASSISTANCE | | |
| (FL-90-Y066) | CAPITAL | 36,487.00 | |
| | CAPITAL | - | |
| | CAPITAL | 66,114.00 | BALDWIN COUNTY |
| | CAPITAL | 200,000.00 | TDP UPDATE (HDR |
| | OPERATING ASSISTANCE | 506,238.00 | |
| | TOTAL REMAINING | | \$ 808,839.00 |
| FL-2020-033-00 | FHWA FLEX TO 5307 - CAPITAL ASSISTANCE | | |
| (FL-95-X172) | CAPITAL | - | |
| | TOTAL REMAINING | | \$ - |
| FL-2020-109-00 | FFY17-20 5339 FORMULA FUNDS - BUSES ... | | |
| (FL-34-0162) | CAPITAL | 382,050.00 | |
| | CAPITAL | 1,230,000.00 | |
| | TOTAL REMAINING | | \$ 1,612,050.00 |
| FL-2020-056-00 | 5307 CARES ACT FOR OPERATING AND CAPITAL ASSISTANCE | | |
| (FL-90-Y069) | ADA | 1,183,956.00 | |
| | CAPITAL | 101,379.00 | |
| | PREVENTIVE MAINTENANCE | 1,269,985.00 | |
| | OPERATING ASSISTANCE | 6,954,311.00 | |
| | TOTAL REMAINING | | \$ 9,509,631.00 |
| TOTAL GRANT FUNDS REMAINING | | | <u>\$ 14,860,425.00</u> |

BY CATEGORY:

| | |
|------------------------------------|--------------------------------|
| CAPITAL | 4,945,935.00 |
| PREVENTIVE MAINTENANCE | 1,269,985.00 |
| OPERATING ASSISTANCE | 7,460,549.00 |
| ELDERLY/DISABLED | - |
| ADA PARATRANSIT | 1,183,956.00 |
| TOTAL GRANT FUNDS REMAINING | <u>\$ 14,860,425.00</u> |

The Florida-Alabama TPO had the following obligated public transportation projects at the end of Federal Fiscal Year 2020

| | |
|-------|-----------|
| 5305: | \$309,109 |
| JARC: | \$256,684 |
| NF | 73,081 |

Appendix E

FLORIDA-ALABAMA TPO Project Priorities FY 2021-25

FY 2021 - FY 2025 Florida-Alabama TPO Project Priorities

Prepared for

**Florida-Alabama Transportation Planning Organization;
Florida Department of Transportation, District Three; and
Alabama Department of Transportation**

Prepared by

**Emerald Coast Regional Council
Staff to the Florida-Alabama Transportation Planning Organization**

Adopted: July 10, 2019



This report was financed in part by the U.S. Department of Transportation, the Federal Highway Administration, the Federal Transit Administration, the Florida Department of Transportation and local participating governments, in partial fulfillment of UPWP Work Task C.1. This document does not necessarily reflect the official reviews or policies of the U.S. Department of Transportation.

Florida-Alabama Transportation Planning Organization



FY 2021 - 2025 Project Priorities Document

Prepared by



Emerald Coast Regional Council

Staff to the Florida-Alabama Transportation Planning Organization

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Pensacola, Florida 32514
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(850) 637-1923**

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List of Appendices

Appendix A – Regional Intelligent Transportation System (ITS) Master Plan Projects

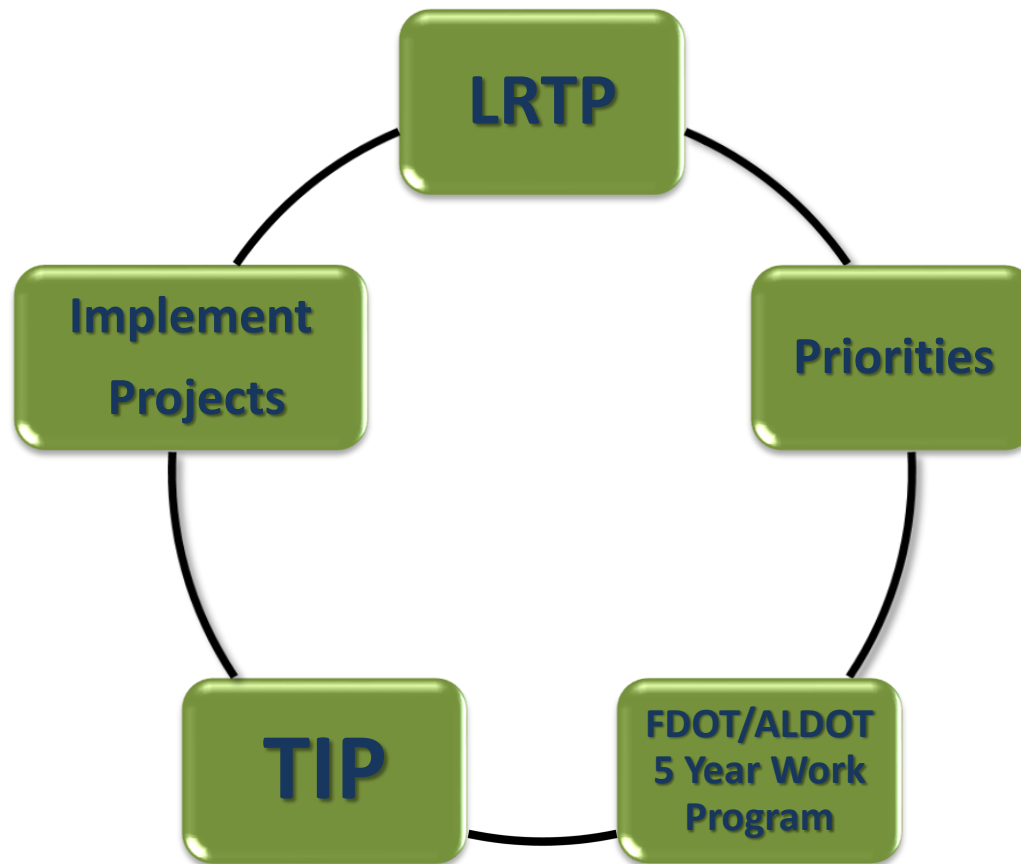
Appendix B – Evaluation Criteria

Appendix C – Public Comments

Appendix D – Resolution FL-AL 19-15

INTRODUCTION

The Florida-Alabama Transportation Planning Organization (TPO), staffed by the Emerald Coast Regional Council, is tasked with developing Project Priorities. Project Priorities, which are essentially the Cost Feasible Plan element of the Long Range Transportation Plan (LRTP), are usually approved in September each year and are due to the State Departments of Transportation by October 1st. The adopted Project Priorities are used by the State Departments of Transportation to develop a five-year Work Program. This five-year Work Program is then used by the TPO to develop its five-year Transportation Improvement Program (TIP). The TIP is adopted by the TPO at its June meeting each year. The chart below explains the process identified above.



The projects listed in this Project Priorities document are identified by the following tables:

- Capacity Projects (Tables 1-3).
- Transportation System Management Projects (Table 4).
- Transportation Alternatives Projects (Table 5).
- Alabama Bicycle/Pedestrian Projects (Table 6).
- Public Transportation Related Projects (Tables 7-8).
- Aviation Projects (Tables 9-10).
- Port Projects (Table 11).

METHODOLOGY

- Capacity projects are based on the 2040 LRTP. Completed projects are removed from the list, projects that are scheduled for construction in the first three years are moved to the committed list, and new projects are placed at the end of the priorities list and ranked by cost of the funding set asides and construction projects. There is one capacity project in Alabama.
- Transportation System Management Projects are ranked based on TPO approved criteria. Projects were provided by the Florida Department of Transportation.
- Transportation Alternatives Projects are ranked based on TPO approved criteria.
- The Bicycle/Pedestrian Projects are for the Alabama portion of the TPO. Alabama Department of Transportation allocation is \$158,383 per year for the TPO. This money is for Bicycle/Pedestrian projects. Priorities are ranked from a public workshop in Lillian a few years ago.
- Public Transportation Related Projects are listed by potential grants and are furnished by the TPO's Public Transportation Staff in consultation with the region's public transportation providers.
- Aviation Project Priorities are furnished by the Pensacola International Airport and Peter Prince Field/Santa Rosa County Staffs.
- Port Project Priorities are provided by the Port of Pensacola.

The Capacity, Transportation System Management, and Transportation Alternatives Projects have separate Evaluation Criteria to rank projects. The Evaluation Criteria for these three categories are listed in Appendix B. However, **the TPO has the final decision on how the Project Priorities are ranked.**

PUBLIC INVOLVEMENT

Four non-traditional public outreach events occurred during development of the FY 2021-2025 Project Priorities. The first such event happened on May 9, 2019 at the Tiger Point Community Center in conjunction with the Santa Rosa County Board of County Commissioners Meeting. The second event took place on May 15, 2019 at the Lillian-Perdido Bay Library. The third event transpired on May 16, 2019 at the Escambia County Government Complex in conjunction with the Escambia County Board of County Commissioners Meeting. The location of the last event (June 17, 2019) was at the Bagdad Community Center. In addition, two TPO and Advisory Committee workshops were held as part of the development of the FY 2021-2025 Project Priorities. The first workshop was on May 22, 2019 at the Pensacola City Hall whereas the June 17, 2019 workshop also occurred at the Pensacola City Hall. A public workshop was also held on June 17, 2019 at the Pensacola City. Each of the workshops were advertised in the Pensacola News Journal. An e-mail notice was also sent to the TPO and Advisory Committee Members. News releases were distributed to media outlets and meeting information was promoted through social media sites. Flyers were created and emailed to members of the TPO and advisory committees.

Comments from the public involvement opportunities were identified in the TPO and Advisory Committee Members June and July agenda enclosures for members review in setting Project Priorities. A Public Forum was also held at the TPO meeting in July. The comments from the public involvement opportunities are included in Appendix C. The Project Priorities Tables from drafts through adoption were posted on the web site for review and comment. The Project Priorities were a review item at the June TPO Meeting and were approved at the July TPO Meeting (see Resolution FL-AL 19-15 in Appendix D) with the following changes:

TABLE 1-NON-SIS PROJECTS:

- #1 Non-SIS Priority. Obligate 90% of the Federal Urbanized (SU) funds in FY 2023-2024 towards the development of the RTMC and on-system Regional Advanced Traffic Management System improvements.
- #3 Non-SIS Priority (\$1,500,000) for Mobility Management Program Projects:
 - Detroit/Johnson Improvements:
 - \$300,000 (Sidewalks north and south of Johnson)
 - \$1,200,000 (Mill, resurface and add paved shoulders and sidewalks from Chemstrand Road to Cody Lane)
- #11 Non-SIS Priority US 90 from Glover Lane/Old U.S. 90 to SR 87 N. Stewart Street moved to #12
- #12 Non-SIS Priority US 90 from SR 87 N Stewart Street to CR 89/Ward Basin moved to #11
- #25 Non-SIS Priority US 90 from Scenic Highway to Santa Rosa County Line priority changed to 6 lanes from 4 lanes
- #26, #27, #30, #31 and fully funded US 98 Non-SIS Priorities were removed since they are also SIS Priorities

- #25 Non-SIS Priority Pinestead-Longleaf Connector priority changed to Longleaf from Pine Forest Road to Kemp Road and changed to Priority #38. Change Priority #27 Sorrento Road from Innerarity Point Road to Blue Angel Parkway to Priority #25. Change Priority #38 Fairfield Drive from Mobile Highway to Lillian Highway to Priority #27.
- #15 Non-SIS Priority (Pine Forest Road from I-10 to CR 297A) moved to priority #7, shifting all following projects down one spot
- Non-SIS Fully Funded List: The Design money for Complete Streets for Project ID #4409041 for West Main Street from Barrancas to S. Clubbs Street funded in FY 2021-2022 as it was a Non-SIS Project Priority for FY 2020-2024

TABLE 4-TSM PROJECTS:

- #2 US 90 and West Spencer Field Road and #3 US 98 and Soundside Drive Priorities were switched in ranking

TABLE 5-TAP PROJECTS:

- #8 Transportation Alternatives Priority Perdido Key Drive from West State Park Boundary to Gongora Drive. Ten feet was replaced with 8 feet and the words “SR (292) along with 5 feet concrete sidewalks on the southside connecting heavily developed areas on Perdido Key” were deleted in the project description

Table 1 - FY 21-25 Non-Strategic Intermodal System (Non-SIS) Project Priorities - Florida

| Priority Rank | Project Name/Limits | FDOT WPI# | Programmed Funding | | | | | | Project/Strategy | County | Length (miles) | Funding Sought |
|---------------|---|-----------|--------------------|-------------|-------------|-----------|-------------|-----------|--|-----------|----------------|----------------|
| 1A | Regional ITS Plan Projects | NA | Phase | 2020 | 2021 | 2022 | 2023 | 2024 | Obligate up to 90% of the Federal Urbanized (SU) funds in FY 2023-2024 and FY 2024-2025 towards the development of the RTMC and on-system Regional Advanced Traffic Management System improvements. \$28,000,000 in the 2040 Long Range Transportation Plan for ITS. | ESC./SRC. | N/A | \$10,000,000 |
| | | | | | | | | | | | | |
| | | | | | | | | | | | | |
| | | | | | | | | | | | | |
| | | | | | | | | | | | | |
| 1B | Regional ITS Plan Projects | 4125452 | Phase | 2020 | 2021 | 2022 | 2023 | 2024 | Annual Maintenance for ITS | ESC./SRC. | N/A | \$400,000 |
| | | | OPS | \$300,000 | \$300,000 | | \$400,000 | \$400,000 | | | | |
| 2 | Chemstrand Road Johnson Avenue to Old Chemstrand Road | NA | Phase | 2020 | 2021 | 2022 | 2023 | 2024 | Mobility Management Program Studies | ESC. | 4.93 | \$150,000 |
| | | | | | | | | | | | | |
| 3 | Detroit-Johnson US 29 to Cody Lane | | Phase | 2020 | 2021 | 2022 | 2023 | 2024 | Johnson Avenue Multi-Modal Improvement Project | ESC. | NA | \$1,500,000 |
| | | | | | | | | | | | | |
| 4 | Public Transportation Capital Improvements | 4217331 | Phase | 2020 | 2021 | 2022 | 2023 | 2024 | Flex Funds | ESC. | N/A | \$300,000 |
| | | | CAP SU | \$300,000 | \$300,000 | \$300,000 | \$300,000 | \$300,000 | | | | |
| 5 | US 90 Escambia County Line to Bell Lane | NA | Phase | 2020 | 2021 | 2022 | 2023 | 2024 | Sidewalks | SRC. | 7.17 | \$350,000 |
| | | | | | | | | | | | | |
| 6 | US 90 Willing Street to Stewart Street | NA | Phase | 2020 | 2021 | 2022 | 2023 | 2024 | Complete Streets Program | SRC. | 0.5 | \$250,000 |
| | | | | | | | | | | | | |
| 7 | Pine Forest Road I-10 to CR 297A | NA | Phase | 2020 | 2021 | 2022 | 2023 | 2024 | Widen to 4 Lanes | ESC. | 1.08 | PD&E |
| | | | | | | | | | | | | |
| 8 | SR 292 (Perdido Key Drive) West State Park Boundary to Gongora | 4389081 | Phase | 2020 | 2021 | 2022 | 2023 | 2024 | Regional Trail Program | ESC. | 4.263 | \$250,000 |
| | | | | | | | | | | | | |
| 9 | Nine Mile Road Mobile Highway to Beulah Road | 2186055 | Phase | 2020 | 2021 | 2022 | 2023 | 2024 | Widen to 4 Lanes | ESC. | 1.797 | CST |
| | | | ROW | \$1,090,000 | \$410,000 | | | | | | | |
| 10 | Burgess Road US 29 to Hilburn Road | 2184291 | Phase | 2020 | 2021 | 2022 | 2023 | 2024 | Widen to 4 Lanes | ESC. | 1.912 | CST |
| | | | ROW | | \$3,247,762 | | | | | | | |
| 11 | US 29 Connector Nine Mile Road to US 29 | | Phase | 2020 | 2021 | 2022 | 2023 | 2024 | New 4 Lane Facility | ESC. | N/A | PE |
| | | | | | | | | | | | | |
| 12 | US 90 SR 87N Stewart St. to CR 89/Ward Basin Rd. | 4409152 | Phase | 2020 | 2021 | 2022 | 2023 | 2024 | Widen to 4 Lanes | SRC. | 1.584 | ROW |
| | | | PE | | | | \$2,750,000 | | | | | |
| 13 | US 90 Glover Lane/Old US 90 to SR 87N Stewart St. | 4409151 | Phase | 2020 | 2021 | 2022 | 2023 | 2024 | Widen to 6 Lanes | SRC. | 1.423 | ROW |
| | | | | | | | | | | | | |
| 14 | US 90 CR 89/Ward Basin Rd. to SR 875 | 4409153 | Phase | 2020 | 2021 | 2022 | 2023 | 2024 | Widen to 4 Lanes | SRC. | 3.134 | ROW |
| | | | PE | \$1,700,000 | | | | | | | | |
| 15 | US 90 Escambia Co. Line to Glover Lane/Old US 90 | 2204363 | Phase | 2020 | 2021 | 2022 | 2023 | 2024 | Widen to 6 Lanes | SRC. | 10.941 | PE |
| | | | | | | | | | | | | |

Table 1 - FY 21-25 Non-Strategic Intermodal System (Non-SIS) Project Priorities - Florida

| Priority Rank | Project Name/Limits | FDOT WPI# | Programmed Funding | | | | | | Project/Strategy | County | Length (miles) | Funding Sought |
|---------------|--|--------------------|--------------------|------|-------------|------|------|------|----------------------------------|-----------|----------------|-------------------------------|
| 16 | Gulf Beach Highway Fairfield Drive to Navy Boulevard | 2184932 | Phase | 2020 | 2021 | 2022 | 2023 | 2024 | Widen to 4 Lanes | ESC. | 1.892 | PE |
| 17 | Sorrento Road/Gulf Beach Highway Blue Angel Parkway to Fairfield Drive | 2184933 | Phase | 2020 | 2021 | 2022 | 2023 | 2024 | Widen to 4 Lanes | ESC. | 3.324 | PE |
| 18 | Bayfront Parkway Tarragona Street to Chase Street | NA | Phase | 2020 | 2021 | 2022 | 2023 | 2024 | 2 Lane Improvement | ESC. | 1 | PD&E |
| 19 | Main Street Barrancas Avenue to Clubbs Street | NA | Phase | 2020 | 2021 | 2022 | 2023 | 2024 | 2 Lane Improvement | ESC. | 0.785 | PD&E |
| 20 | Express Bus Route Milton to Beulah | NA | Phase | 2020 | 2021 | 2022 | 2023 | 2024 | New Express Bus Route | ESC./SRC. | NA | Capital Purchase |
| 21 | Blue Angel Parkway Sorrento Road to US 98 | 4210121 | Phase | 2020 | 2021 | 2022 | 2023 | 2024 | Widen to 4 Lanes | ESC. | 3.239 | ROW with State Funds |
| | | | ROW LF | | \$5,000,000 | | | | | | | |
| 22 | Sorrento Road Innerarity Point Road to Blue Angel Parkway | 4210112 | Phase | 2020 | 2021 | 2022 | 2023 | 2024 | Widen to 4 Lanes | ESC. | 5.116 | PD&E on Hold |
| 23 | Langley Av./Tippin Av./9th Av. | 2186202 | Phase | 2020 | 2021 | 2022 | 2023 | 2024 | Major Intersection Improvement | ESC. | 1.069 | 30% Design until more funding |
| 24 | Fairfield Drive Mobile Highway to Lillian Highway | NA | Phase | 2020 | 2021 | 2022 | 2023 | 2024 | Widen to 4 Lanes | ESC. | 4.2 | PD&E |
| 25 | US 90 Scenic Highway to Santa Rosa County Line | 2204362 | Phase | 2020 | 2021 | 2022 | 2023 | 2024 | Widen to 6 Lanes | ESC. | 0.813 | PE |
| 26 | SR 292 (Perdido Key Drive) Alabama State Line to Innerarity Point Road | 4210111 | Phase | 2020 | 2021 | 2022 | 2023 | 2024 | Provide Multimodal Improvement | ESC. | 6.956 | PE |
| 27 | US 98 At SR 399 | NA | Phase | 2020 | 2021 | 2022 | 2023 | 2024 | Major Intersection Improvement | SRC. | NA | PD&E |
| 28 | Express Bus Route Pensacola to Beulah | NA | Phase | 2020 | 2021 | 2022 | 2023 | 2024 | New Express Bus Route | ESC. | NA | Capital Purchase |
| 29 | Mobile Highway Nine Mile Road to Godwin Lane | NA | Phase | 2020 | 2021 | 2022 | 2023 | 2024 | Widen to 4 Lanes | ESC. | 7.2 | PD&E |
| 30 | Navarre Community Access Road Edgewood Drive to Whispering Pines Road | 4369021 | Phase | 2020 | 2021 | 2022 | 2023 | 2024 | Construction 2 Lane Connectivity | SRC. | 7.6 | PD&E |
| 31 | Longleaf Road Pine Forest Road to Kemp Road | 4210141 4210143 | Phase | 2020 | 2021 | 2022 | 2023 | 2024 | Widen to 4 Lanes | ESC. | 4.292 | ROW |
| 32 | Berryhill Road Woodbine Road to West Spencer Field Road | NA | Phase | 2020 | 2021 | 2022 | 2023 | 2024 | Widen to 3 Lanes | SRC. | 2 | PD&E |

Table 1 - FY 21-25 Non-Strategic Intermodal System (Non-SIS) Project Priorities - Florida

| Priority Rank | Project Name/Limits | FDOT WPI# | Programmed Funding | | | | | | Project/Strategy | County | Length (miles) | Funding Sought |
|---------------|--|-----------|--------------------|------|------|------|------|------|--------------------------|--------|----------------|----------------|
| 33 | Woodbine Road US 90 to Berryhill Road | NA | | | | | | | Widen to 4 Lanes | SRC. | 3.9 | PD&E |
| 34 | East Bay Boulevard SR 87 to Edgewood Drive | NA | Phase | 2020 | 2021 | 2022 | 2023 | 2024 | Enhanced 2 Lane Facility | SRC. | 5.3 | PD&E |
| 35 | Nine Mile Road Foxtail Loop to East of I-10 | 2185192 | | | | | | | Corridor Improvements | ESC. | 1.906 | ROW |

PD&E - Project Development and Environment Study
PE - Preliminary Engineering (Design)
ROW - Right-of-Way
CST - Construction
SIS - Strategic Intermodal System (FDOT roadway designation)
DSB - Design Build

FULLY FUNDED PROJECTS NOT YET CONSTRUCTED

| | | | | | | | | | | | | |
|----|--|---------|-------|------|------|---------|------|------|------------------|------|-------|--------------|
| NA | West Main Street Barrancas to South Clubbs Street | 4409041 | Phase | 2020 | 2021 | 2022 | 2023 | 2024 | Complete Streets | ESC. | 0.785 | Fully Funded |
| | | | PE | | | 250,000 | | | | | | |

Table 2 - FY 21-25 Strategic Intermodal System (SIS) Project Priorities - Florida

| Priority Rank | Project Name/Limits | FDOT WPI# | Programmed Funding | | | | | | Project/Strategy | County | Length (miles) | Funding Sought |
|---------------|---|----------------------|--------------------|------|-------------|-------------|---------------|------|--------------------------------|--------|----------------|----------------------|
| 1 | I-10 at US 29 | 2224761 | Phase | 2020 | 2021 | 2022 | 2023 | 2024 | Interchange | ESC. | 5.816 | Fully Funded |
| | | | ROW | | \$3,935,700 | \$7,738,946 | | | | | | |
| | | | CST | | | | \$131,526,615 | | | | | |
| 2 | I-10 at Beulah Road | 43331131 | Phase | 2020 | 2021 | 2022 | 2023 | 2024 | New Interchange | ESC. | 2.75 | ROW |
| | | | | | | | | | | | | |
| 3 | I-10 Alabama Line to West of SR 95 (US 29) | 4379051 | Phase | 2020 | 2021 | 2022 | 2023 | 2024 | Widen to 6 Lanes | ESC. | 9.569 | PE |
| | | | | | | | | | | | | |
| 4 | US 29 Connector Nine Mile to US 29 | 433113-2 433113-3 | Phase | 2020 | 2021 | 2022 | 2023 | 2024 | New 4 Lane Facility | ESC. | NA | PE |
| | | | | | | | | | | | | |
| 5 | SR 87 North CR 87A (Langley Street) to Neal Kington Rd. | 4167482 | Phase | 2020 | 2021 | 2022 | 2023 | 2024 | Widen to 4 Lanes | SRC. | 5.8 | ROW |
| | | | | | | | | | | | | |
| 6 | Blue Angel Parkway Sorrento Road to US 98 | 4210121 | Phase | 2020 | 2021 | 2022 | 2023 | 2024 | Widen to 4 Lanes | ESC. | 3.239 | ROW with State Funds |
| | | | ROW LF | | \$5,000,000 | | | | | | | |
| 7 | SR 87 Connector SR 10 (US 90) to CR 191 (Munson Highway) | 4167488 | Phase | 2020 | 2021 | 2022 | 2023 | 2024 | Widen to 4 Lanes | SRC. | 3.5 | ROW |
| | | | | | | | | | | | | |
| 8 | SR 87 Connector CR 191 (Munson Highway) to SR 87 North | 4167489 | Phase | 2020 | 2021 | 2022 | 2023 | 2024 | Widen to 4 Lanes | SRC. | 4.7 | ROW |
| | | | | | | | | | | | | |
| 9 | Blue Angel Parkway US 98 to Saufley Field Road | 4210122 | Phase | 2020 | 2021 | 2022 | 2023 | 2024 | Widen to 4 Lanes | ESC. | 7.077 | PE |
| | | | | | | | | | | | | |
| 10 | US 98 East of Ortega Street to Okaloosa Co. Line | 2204265 | Phase | 2020 | 2021 | 2022 | 2023 | 2024 | Widen to 6 Lanes | SRC. | 3.435 | ROW |
| | | | PE | | | \$3,850,000 | | | | | | |
| 11 | US 98 E. of Ramble Bay Lane to E. of Ortega Street | 2204266 | Phase | 2020 | 2021 | 2022 | 2023 | 2024 | Widen to 6 Lanes | SRC. | 2.428 | PE |
| | | | | | | | | | | | | |
| 12 | US 98 FL-AL State Line to Blue Angel Parkway | NA | Phase | 2020 | 2021 | 2022 | 2023 | 2024 | Widen to 4 Lanes | ESC. | 5 | PD&E |
| | | | | | | | | | | | | |
| 13 | US 98 At SR 399 | NA | Phase | 2020 | 2021 | 2022 | 2023 | 2024 | Major Intersection Improvement | SRC. | NA | PD&E |
| | | | | | | | | | | | | |
| 14 | US 98 Portside Drive to Bergren Road | 2204263 | Phase | 2020 | 2021 | 2022 | 2023 | 2024 | Widen to 6 Lanes | SRC. | 5.473 | ROW |
| | | | PE | | | | \$4,950,000 | | | | | |
| 15 | US 98 Bergren Road to East of Ramble Bay Lane | 2204264 | Phase | 2020 | 2021 | 2022 | 2023 | 2024 | Widen to 6 Lanes | SRC. | 4.578 | PE |
| | | | | | | | | | | | | |
| 16 | I-10 US 29 to Davis Highway | NA | Phase | 2020 | 2021 | 2022 | 2023 | 2024 | Widen to 8 Lanes | ESC. | 2.56 | PD&E |
| | | | | | | | | | | | | |

Table 2 - FY 21-25 Strategic Intermodal System (SIS) Project Priorities - Florida

| Priority Rank | Project Name/Limits | FDOT WPI# | Programmed Funding | | | | | | Project/Strategy | County | Length (miles) | Funding Sought |
|---------------|--|-----------|--------------------|------|------|------|------|------|------------------|--------|----------------|----------------|
| 17 | I-10 Avalon Boulevard to Okaloosa County Line | 4130624 | Phase | 2020 | 2021 | 2022 | 2023 | 2024 | Widen to 6 Lanes | SRC. | 20.969 | PD&E |
| | | | | | | | | | | | | |

PD&E - Project Development and Environment Study
PE - Preliminary Engineering (Design)
ROW - Right-of-Way
CST - Construction
SIS - Strategic Intermodal System (FDOT roadway designation)
DSB - Design Build

FULLY FUNDED PROJECTS NOT YET CONSTRUCTED

| | | | | | | | | | | | |
|---------------------------------|---------|-------|--------------|------|------|------|------|------------------|------|-------|--------------|
| SR 30 (US 98) | 2204401 | Phase | 2020 | 2021 | 2022 | 2023 | 2024 | Widen to 6 Lanes | SRC. | 4.253 | Fully Funded |
| Bayshore Road to Portside Drive | | DSB | \$78,769,893 | | | | | | | | |

Table 3 - FY 21-215 Capacity Project Priorities - Alabama

| Priority Rank | Project Name/Limits | ALDOT WPI# | Programmed Funding | | | | | Project/Strategy | County | Length (miles) | Funding Sought |
|---------------|---|------------|--------------------|------|------|------|--------------|------------------|--------|----------------|----------------|
| 1 | SR 180 (Canal Road) SR 59 to Foley Beach Express | 100040566 | Phase | 2020 | 2021 | 2022 | 2023 | Widen to 5 Lanes | BAL. | 4.74 | Fully Funded |
| | | 100040567 | ROW | | | | \$4,239,194 | | | | |
| | | 100040568 | UT | | | | | | | | |
| | | | CST | | | | | | | | |
| | | | | | | | \$13,347,495 | | | | |

PD&E - Project Development and Environment Study

PE - Preliminary Engineering (Design)

ROW - Right-of-Way

CST - Construction

Table 4 - FY 21-25 Transportation System Management (TSM) Project Priorities

| Recommended Rank | Previous Rank | Major Street | Minor Street | Proposed Improvements | Study Date | Cost Estimate |
|------------------|---|------------------------------|--------------------------|---|------------|---|
| 1 | 3 | SR 30 (US 98) (ESC) | Little Creek Lane | 1- Add northbound right turn lane | NA | In Progress |
| | FDOT Comments: No comments provided. | | | | | |
| Recommended Rank | Previous Rank | Major Street | Minor Street | Proposed Improvements | Study Date | Cost Estimate |
| 2 | NA | SR 30 (US 98) (SRC) | Soundside Drive | 1- Signalize intersection | 02/28/16 | \$463,147 for Construction \$100,000 for ROW |
| | FDOT Comments: Maintain Right of Way phase for potential driveway tie-in issues and ditch system issues. | | | | | |
| Recommended Rank | Previous Rank | Major Street | Minor Street | Proposed Improvements | Study Date | Cost Estimate |
| 3 | 5 | SR 10 (US 90) (SRC) | West Spencer Field Road | 1- Upgrade signals to mast arm configuration 2- Dual Southbound Left Turn Lane 3- Realign Crosswalks | NA | \$250,000 for Construction |
| | FDOT Comments: Right of Way for signal poles and borings. | | | | | |
| Recommended Rank | Previous Rank | Major Street | Minor Street | Proposed Improvements | Study Date | Cost Estimate |
| 4 | 6 | State System Wide (ESC/SRC) | | 1- Uninterrupted Power Supply Upgrades to Intersections | NA | In Progress |
| | FDOT Comments: Requested by Ryan Navota. List of intersections not provided to-date. Request removal and implement through ATMS deployment. | | | | | |
| Recommended Rank | Previous Rank | Major Street | Minor Street | Proposed Improvements | Study Date | Cost Estimate |
| NA | NA | SR 292 (Sorrento Road) (ESC) | CR 292A Innerarity Point | 1- Construct Southbound Left Turn Lane, Construct East Bound Right Turn Lane, and Extend West Bound Left Turn Lane. | NA | Fully Funded |
| | FDOT Comments: Construction funded FY 20/21. Project ID 4399641. | | | | | |

Table 4 - FY 21-25 Transportation System Management (TSM) Project Priorities

| Recommended Rank | Previous Rank | Major Street | Minor Street | Proposed Improvements | Study Date | Cost Estimate |
|------------------|--|---------------------------------------|----------------------------|---|------------|---------------|
| NA | NA | SR 292 (Gulf Beach Highway) (ESC) | Sunset Avenue Patton Drive | 1- Signalize Patton Drive and Sunset Avenue. Access Management to intersection turn lanes. Widen road to facilitate turn lane improvements. | NA | Fully Funded |
| | FDOT Comments: Construction funded FY 19/20. Project ID 4406581. | | | | | |
| Recommended Rank | Previous Rank | Major Street | Minor Street | Proposed Improvements | Study Date | Cost Estimate |
| NA | NA | SR 10 (US 90A) E Nine Mile Road (ESC) | North Palafox Street | 1- Upgrade Traffic Signals, Modify Medians, Remove Acceleration Tapers, and Left Turn Lanes at Unsignalized Intersections. | NA | Fully Funded |
| | FDOT Comments: Construction funded FY 19/20. Project ID 4417381. | | | | | |
| Recommended Rank | Previous Rank | Major Street | Minor Street | Proposed Improvements | Study Date | Cost Estimate |
| NA | 1 | SR 292 (Sorrento Road) (ESC) | CR 293 (Bauer Road) | 1- Construct East Bound Right Turn Lane, Construct North Bound Right Turn Lane, Extend West Bound Left Turn Lane, Extend West Bound Right Turn Lane, and Reconfigure Signal Hardware. | NA | Fully Funded |
| | FDOT Comments: Construction funded FY 21/22. Project ID 4418821. | | | | | |
| Recommended Rank | Previous Rank | Major Street | Minor Street | Proposed Improvements | Study Date | Cost Estimate |
| NA | 4 | SR 10 (US 90) Mobile Highway (ESC) | Klondike Road | 1-Add Traffic Signal at Intersection and Right Turn Lanes in all Quadrants. | NA | Fully Funded |
| | FDOT Comments: Construction funded FY 21/22. Project ID 4440991. | | | | | |

Table 5 - FY 21-25 Transportation Alternatives (TA) Project Priorities

| Priority | FDOT WPI# | Project | Limits | Description | Phases |
|----------|-----------|---|--|--|------------|
| 1 | NA | Multi-Modal Connectivity to Legion Field Park & Global Learning Academy (Pensacola CRA) | North L Street from Cervantes Street to Gregory Street West Gregory Street from Pace Boulevard to North I Street West Wright Street from Pace Boulevard to North P Street Pace Boulevard at Jackson Street Pace Boulevard at Wright Street | The proposed project will interconnect L Street and Gregory Street. Additional safety features are proposed with a traffic signal on Pace Boulevard at Wright Street and a pedestrian phase for the signal on Pace Boulevard at Jackson Street. The include features of a Yield Street on L Street, a multimodal sidepath along the south side of Gregory Street, and new sidewalks on Wright Street. 0.88 miles. | PE and CST |
| 2 | NA | Multi-Modal Connectivity to Downtown Pensacola via W. Main Street (Pensacola CRA) | West Main Street from B Street to Clubbs Street | The proposed project will include a 10 foot multimodal bike/ped sidepath located approximately 6 to 8 feet from the edge of pavement to West Main Street. The green strip between the edge of pavement and the path will be used as a stormwater management rain garden and traffic calming element. The project will serve as west extension to the Main Street road diet east of the project limits, and will provide for the conversion and reuse of an unutilized segment of railway corridor for trails for pedestrians and bicyclists. 0.16 miles. | PE and CST |
| 3 | NA | Multi-Modal Connector - Phase 1 (Milton) | CR 191 (Munson Highway) from SR 87 (Stewart Street) to Carpenter's Park | This project will provide a safe walking/bicycle route that will interconnect local residential areas as well as the nearby schools (Milton High School and Rhodes Elementary School). | PE and CST |
| 4 | NA | Chemstrand Road #2 (ESC) | Lowell Lane to Ten Mile Road | Install sidewalks along both sides of Chemstrand Rd from Lowell Lane to 440' south of Ten Mile Road. The project length is approximately 0.754 miles. | PE and CST |
| 5 | NA | Olive Road Phases I and II (ESC) | Old Palafox to Davis Highway | This project will install sidewalks on the north side of Olive Rd (CR-290) in Escambia County. The project length is approximately 2.18 miles and begins at Old Palafox and ends at Davis Hwy (SR-291). Escambia County has recently completed construction on Olive Rd which included resurfacing, miscellaneous drainage and water main upgrades. Sidewalks were not included in the project due to budget constraints. | PE and CST |
| 6 | NA | Dog Track Road (ESC) | Blue Angel Parkway to SR 30 (US 98) | This project will install paved shoulders along both sides of Dog Track Rd (CR-297) in Escambia County. | PE and CST |

Table 5 - FY 21-25 Transportation Alternatives (TA) Project Priorities

| Priority | FDOT WPI# | Project | Limits | Description | Phases |
|----------|-----------|---|--|---|------------|
| 7 | NA | Chemstrand Road #1 (ESC) | Johnson Avenue to Nine Mile Road | This project will install sidewalks along Chemstrand Rd in Escambia County. The project length is approximately 1.0 miles and begins at Johnson Ave and ends at Nine Mile Rd (SR-10). This project will provide a connection to sidewalks on Johnson Ave. | PE and CST |
| 8 | NA | Perdido Key Drive (ESC) | West State Park Boundary to Gongora Drive | This project will provide for construction of a 8' wide multi-use path on the north side of Perdido Key Dr. 4.263 miles. | PE and CST |
| 9 | NA | Stefani Road and Nine ½ Mile Road (ESC) | Pine Forest Road and Stefani Road to Stefani Road and Nine Mile Road | This project will install sidewalks on the east side of Stefani Rd between Nine Mile Rd and Nine & ½ Mile Rd (0.5 miles). Sidewalks are also proposed along the north side of Nine & ½ Mile Rd between Pine Forest Rd and Stefani Rd. 0.75 miles. | PE and CST |
| 10 | 4424381 | Multi-use Pathway (Gulf Breeze) | Fairpoint Drive to Shoreline Drive | Project will form a collected loop for multi-use pathway and boardwalk trail on Shoreline Drive, Fairpoint Drive, and wetlands boardwalk trail south of Shoreline Drive in Gulf Breeze. 3.93 miles. | CST |
| 11 | NA | Panhandle Trail (SRC) | US 98 to East River Drive | This project will install 5,350 ft bike trail lanes on Panhandle Trail. | PE and CST |

PD&E - Project Development and Environment Study
PE - Preliminary Engineering (Design)
ROW - Right-of-Way
CST - Construction

FULLY FUNDED PROJECTS NOT YET CONSTRUCTED

| | | | | | | | | | | |
|---|---------|-------|------|-------------|-------------|------|------|---------------------------------|------|-------|
| CR 191A (Old Bagdad Highway) SR 281 (Avalon Blvd.) to Parkmore Plaza Dr. | 4381142 | Phase | 2020 | 2021 | 2022 | 2023 | 2024 | Sidewalks | SRC. | 0.906 |
| | | CST | | | \$282,127 | | | | | |
| CR 296 (Saufley Field Road) NAS Entrance to Mobile Highway | 4335772 | Phase | 2020 | 2021 | 2022 | 2023 | 2024 | Sidewalks | ESC. | 2.143 |
| | | CST | | | \$1,351,677 | | | | | |
| CR 399 (East Bay Boulevard) Over Tom King Bayou | 4407411 | Phase | 2020 | 2021 | 2022 | 2023 | 2024 | Pedestrian Wildlife Overpass | SRC. | 0.172 |
| | | CST | | \$1,082,455 | | | | | | |

Table 6 - FY 21-25 Bicycle and Pedestrian Project Priorities - Alabama

| Priority Rank | Project Name/Limits | ALDOT WPI# | Programmed Funding | | | | | | Project/Strategy | County | Length (miles) | Funding Sought |
|---------------|--|------------|--------------------|----------|----------|----------|-----------|------|---------------------------------------|--------|----------------|----------------|
| 1 | CR 99 Carrier Drive to Spanish Cove Drive | 100063403 | Phase | 2020 | 2021 | 2022 | 2023 | 2024 | Add Paved Shoulders (Major Regrading) | BAL. | 2 | FULLY FUNDED |
| | | 100063404 | CST | | | | \$509,952 | | | | | |
| 2 | CR 99 CR 91 to Carrier Drive | 100063634 | Phase | 2020 | 2021 | 2022 | 2023 | 2024 | Add Paved Shoulders (Major Regrading) | BAL. | 2.19 | CST |
| | | 100063640 | PE | \$25,000 | | | | | | | | |
| 3 | SR 42 (Alabama US 98) Hillcrest Road to Barclay Avenue | 100063635 | Phase | 2020 | 2021 | 2022 | 2023 | 2024 | Add Paved Shoulders (Major Regrading) | BAL. | 0.78 | CST |
| | | 100063641 | PE | | \$25,000 | | | | | | | |
| 4 | SR 42 (Alabama US 98) Barclay Avenue to Alabama State Line | 100068456 | Phase | 2020 | 2021 | 2022 | 2023 | 2024 | Add Sidewalks (Major Regrading) | BAL. | 1.35 | CST |
| | | | PE | | | \$25,000 | | | | | | |
| 5 | CR 99 Carrier Drive to Spanish Cove Drive | NA | Phase | 2020 | 2021 | 2022 | 2023 | 2024 | Add Sidewalks (Major Regrading) | BAL. | 2 | PE CST |
| | | | | | | | | | | | | |
| 6 | SR 42 (Alabama US 98) SR 91 Sycamore to Hillcrest Road | NA | Phase | 2020 | 2021 | 2022 | 2023 | 2024 | Add Paved Shoulders (Major Regrading) | BAL. | 0.78 | PE CST |
| | | | | | | | | | | | | |
| 7 | SR 42 (Alabama US 98) Hillcrest Road to Barclay Avenue | NA | Phase | 2020 | 2021 | 2022 | 2023 | 2024 | Add Sidewalks (Major Regrading) | BAL. | 0.78 | PE CST |
| | | | | | | | | | | | | |
| 8 | SR 42 Alabama US 98 SR 91 Sycamore to Hillcrest Road | NA | Phase | 2020 | 2021 | 2022 | 2023 | 2024 | Add Sidewalks (Major Regrading) | BAL. | 1.01 | PE CST |
| | | | | | | | | | | | | |

PD&E - Project Development and Environment Study
PE - Preliminary Engineering (Design)
ROW - Right-of-Way
CST - Construction

FULLY FUNDED PROJECTS NOT YET CONSTRUCTED

| | | | | | | | | | | | | |
|--|--|-----------|-------|-----------|------|------|------|------|---------------------------------------|------|------|--------------|
| | SR 42 (Alabama US 98) Barclay Avenue to Alabama State Line | 100060029 | Phase | 2020 | 2021 | 2022 | 2023 | 2024 | Add Paved Shoulders (Major Regrading) | BAL. | 1.35 | Fully Funded |
| | | | CST | \$331,476 | | | | | | | | |

Table 7: FY 21 - 25 Escambia County Public Transportation Priorities Listed by Grant

| FDOT Item Segment# | Funding Source | % | Project Description | Proposed FY 21 2020-2021 | Proposed FY 22 2021-2022 | Proposed FY 23 2022-2023 | Proposed FY 24 2023-2024 | Proposed FY 25 2024-2025 |
|-----------------------|---|-------------------|---|-----------------------------|-----------------------------|-----------------------------|-----------------------------|-----------------------------|
| NA | TD – Escambia Trip & Equip Local Funds | 90% 10% | Provide non sponsored trips and/or capital equipment to the trans disadv | 666,815 74,091 | 666,815 74,091 | 666,815 74,091 | 666,815 74,091 | 666,815 74,091 |
| NA | TD – Escambia Planning | 100% | Planning agency duties for trans disadv planning related service | 25,275 | 25,275 | 25,275 | 25,275 | 25,275 |
| 421717 | FTA 5305 State Local Funds | 80% 10% 10% | FL-AL TPO Planning grant funds | 137,184 17,148 17,148 | 137,184 17,148 17,148 | 137,184 17,148 17,148 | 137,184 17,148 17,148 | 137,184 17,148 17,148 |
| 429262-1 | FTA 5307 Toll Revenue Credit | 80% 20% | Capital – prev. maint, replacement vehicles, expansion vehicles, signage, shelters, transit centers, misc. equip, security and training | 2,200,000 550,000 | 2,200,000 550,000 | 2,200,000 550,000 | 2,200,000 550,000 | 2,200,000 550,000 |
| 421733-1 ¹ | FTA 5307 FLEX Toll Revenue Credit | 80% 20% | Capital – prev. maint, replacement vehicles, expansion vehicles, signage, shelters, transit centers, misc. equip, security and training | 300,000 75,000 | 300,000 75,000 | 300,000 75,000 | 300,000 75,000 | 300,000 75,000 |
| 430995-3 | FTA 5307 Local Funds | 50% 50% | Operating Assistance (Operating costs for equipment and facilities & JARC Projects) | 1,000,000 1,000,000 | 1,000,000 1,000,000 | 1,000,000 1,000,000 | 1,000,000 1,000,000 | 1,000,000 1,000,000 |

¹Federal funds of \$300,000 correspond to the Non-SIS Priority 4 in Table 1.

Table 7: FY 21 - 25 Escambia County Public Transportation Priorities Listed by Grant

| FDOT Item Segment# | Funding Source | % | Project Description | Proposed FY 21 2020-2021 | Proposed FY 22 2021-2022 | Proposed FY 23 2022-2023 | Proposed FY 24 2023-2024 | Proposed FY 25 2024-2025 |
|---------------------------|-----------------------------------|-------------------|--|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|
| 430995-4 | FTA 5339 Toll Revenue Credit | 80% 20% | Capital – bus and bus related facilities | 300,084 75,021 | 300,084 75,021 | 300,084 75,021 | 300,084 75,021 | 300,084 75,021 |
| N/A | FTA 5310 State Local Funds | 80% 10% 10% | Capital – Enhanced Mobility of Seniors and Individuals with Disabilities | 350,000 43,750 43,750 | 350,000 43,750 43,750 | 350,000 43,750 43,750 | 350,000 43,750 43,750 | 350,000 43,750 43,750 |
| 430995-2 | FTA 5310 Local Funds | 50% 50% | Operating – Enhanced Mobility of Seniors and Individuals with Disabilities | 350,000 350,000 | 350,000 350,000 | 350,000 350,000 | 350,000 350,000 | 350,000 350,000 |
| 422257-1 | FDOT Block Grant Local Funds | 50% 50% | Operating Assistance – Block Grant | 1,041,109 1,041,109 | 1,093,164 1,093,164 | 1,153,867 1,153,867 | 1,205,214 1,205,214 | 1,265,475 1,265,475 |
| NA | FDOT 5311 State Local Funds | 80% 10% 10% | Capital – Rural Assistance | 185,958 23,245 23,245 | 185,958 23,245 23,245 | 185,958 23,245 23,245 | 185,958 23,245 23,245 | 185,958 23,245 23,245 |
| 421368-3 | FDOT 5311 Local Funds | 50% 50% | Operating – Rural Assistance | 230,000 230,000 | 230,000 230,000 | 230,000 230,000 | 230,000 230,000 | 230,000 230,000 |
| 422260-1 | FDOT | 100% | Urban Corridor | 450,000 | 445,200 | 458,649 | 449,813 | 449,813 |

Table 8: FY 21 - 25 Santa Rosa County Public Transportation Priorities Listed by Grant

| FDOT Item Segment# | Funding Source | % | Project Description | Proposed FY 21 2020-2021 | Proposed FY 22 2021-2022 | Proposed FY 23 2022-2023 | Proposed FY 24 2023-2024 | Proposed FY 25 2024-2025 |
|--------------------|------------------------------------|-------------------|--|-----------------------------|-----------------------------|-----------------------------|-----------------------------|-----------------------------|
| NA | TD – Santa Rosa T&E Local Funds | 90% 10% | Provide non sponsored trips and/or capital equipment to the trans disadv | 395,107 43,901 | 395,107 43,901 | 395,107 43,901 | 395,107 43,901 | 395,107 43,901 |
| NA | TD – Santa Rosa Planning | 100% | For planning agency to provide trans disadv planning related service | 22,177 | 22,177 | 22,177 | 22,177 | 22,177 |
| 421371-3 | FTA 5310 State Local Funds | 80% 10% 10% | Capital – Enhanced Mobility of Seniors and Individuals with Disabilities | 150,000 18,750 18,750 | 150,000 18,750 18,750 | 150,000 18,750 18,750 | 150,000 18,750 18,750 | 150,000 18,750 18,750 |
| 421371-4 | FDOT 5311 Local Funds | 50% 50% | Operating – Rural Assistance | 130,000 130,000 | 130,000 130,000 | 130,000 130,000 | 130,000 130,000 | 130,000 130,000 |

**Table 9: FY 21 - 25 Pensacola International Airport Aviation Project Priorities
2021**

| Priority Ranking | FDOT Item-Segment | Description | Local | FDOT | FAA/Federal | Total |
|------------------|-------------------|---|------------|------------|-------------|------------|
| 1 | 4357175 | Relocate Helicopter Operations – Design Construct | 84,600 | 84,600 | | 169,200 |
| 2 | 4414942 | Commercial Airport (MRO) Campus Expansion | 34,000,000 | 34,000,000 | | 68,000,000 |
| 3 | TBA | Median/Crosswalk Improvements - Design | 65,000 | 65,000 | | 130,000 |
| 4 | TBA | Taxiway A1 Connector Rehabilitation - Design | 11,000 | | 99,000 | 110,000 |
| 5 | TBA | Inbound Bag Room Relocation - Design | 370,000 | 370,000 | | 740,000 |
| 6 | TBA | Bag Claim Lobby Expansion - Design | 26,000 | | 234,000 | 260,000 |
| 7 | TBA | Runway 17-35 Extension – Environmental Assessment | 150,000 | | 1,350,000 | 1,500,000 |
| 8 | TBA | Paved Airside Perimeter Road – Phase I | 350,000 | 350,000 | | 700,000 |
| | | FY 21 Total | 35,056,600 | 34,869,600 | 1,683,000 | 71,609,200 |

2022

| Priority Ranking | FDOT Item-Segment | Description | Local | FDOT | FAA/Federal | Total |
|------------------|-------------------|--|-----------|-----------|-------------|------------|
| 1 | 4357177 | Taxiway A1 Connector Rehabilitation - Construction | 650,000 | 650,000 | | 1,300,000 |
| 2 | 4414942 | Commercial Airport (MRO) Campus Expansion | 1,000,000 | 1,000,000 | | 2,000,000 |
| 3 | TBA | Median/Crosswalk Improvements - Construction | 650,000 | 650,000 | | 1,300,000 |
| 4 | TBA | Inbound Bag Room Relocation - Construction | 740,000 | | 6,660,000 | 7,400,000 |
| 5 | TBA | Bag Claim Lobby Expansion - Construction | 260,000 | | 2,340,000 | 2,600,000 |
| 6 | TBA | Runway 17-35 Extension – Design | 150,000 | | 1,350,000 | 1,500,000 |
| 7 | TBA | North RON Ramp – Design/Construction | 2,275,000 | | 2,275,000 | 4,550,000 |
| | | FY 22 Total | 5,725,000 | 2,300,000 | 12,625,000 | 20,650,000 |

**Table 9: FY 21 - 25 Pensacola International Airport Aviation Project Priorities
2023**

| Priority Ranking | FDOT Item-Segment | Description | Local | FDOT | FAA/Federal | Total |
|------------------|-------------------|---|-----------|-----------|-------------|------------|
| 1 | 4203005 | Runway 17/35 Extension – Construction | 500,000 | 500,000 | 2,610,000 | 3,610,000 |
| 2 | 4203004 | New Parallel Taxiway - Design | 150,00 | 150,000 | 1,575,000 | 1,875,000 |
| 3 | 4414942 | Commercial Airport (MRO) Campus Expansion | 2,000,000 | 2,000,000 | | 4,000,000 |
| 4 | TBA | Taxiway A Extension - Design | 80,000 | 80,000 | | 160,000 |
| 5 | 4203006 | Taxiway D Upgrade - Construction | 30,000 | 25,000 | 495,000 | 550,000 |
| | | FY 23 Total | 2,760,000 | 2,755,000 | 4,680,000 | 10,195,000 |

2024

| Priority Ranking | FDOT Item-Segment | Description | Local | FDOT | FAA/Federal | Total |
|------------------|-------------------|-------------------------------------|-----------|-----------|-------------|------------|
| 1 | 4357178 | New Parallel Taxiway - Construction | 1,250,000 | 500,000 | 15,750,000 | 17,500,000 |
| 2 | TBA | Taxiway A Extension - Construction | 800,000 | 800,000 | | 1,600,000 |
| 3 | 4357179 | Taxiway D Upgrade - Construction | 400,000 | 150,000 | 4,950,000 | 5,500,000 |
| 4 | TBA | HVAC Redevelopment | | | 9,932,000 | 9,932,000 |
| | | FY 24 Total | 2,450,000 | 1,450,000 | 30,632,000 | 34,532,000 |

2025

| Priority Ranking | FDOT Item-Segment | Description | Local | FDOT | FAA/Federal | Total |
|------------------|-------------------|------------------------------|-------|------|-------------|-----------|
| 1 | TBA | Runway 26 MALSR Installation | | | 2,650,000 | 2,650,000 |
| 2 | TBA | Runway 35 MALSR Installation | | | 2,650,000 | 2,650,000 |
| | | FY 25 Total | | | 5,300,000 | 5,300,000 |

**Table 10: FY 21 - 25 Peter Prince Airport Aviation Project Priorities
2021**

| Priority | FDOT Item-Segment | Description | Local | FDOT | FAA | Total |
|----------|-------------------|---|--------|--------|---------|-----------|
| 1 | 4256337 | Rehabilitation / Widening of Existing East Taxiways | 55,000 | 55,000 | 990,000 | 1,100,000 |
| 2 | TBA | Renovate Existing FBO facilities on West Apron | 15,000 | 15,000 | 270,000 | 300,000 |

2022

| Priority | FDOT Item-Segment | Description | Local | FDOT | FAA | Total |
|----------|-------------------|--|--------|--------|-----------|-----------|
| 1 | 4222943 | Rehabilitation and Widening of Existing West Taxiway | 91,855 | 91,855 | 1,653,390 | 1,837,100 |

2023

| Priority | FDOT Item-Segment | Description | Local | FDOT | FAA | Total |
|----------|-------------------|--|--------|---------|-----|---------|
| 1 | 4159313 | Replace/Upgrade Airport Security Perimeter Fence | 30,000 | 120,000 | | 150,000 |
| 2 | 4159314 | Replace/Upgrade Runway/Taxiway Lighting | 40,000 | 160,000 | | 200,000 |

2024

| Priority | FDOT Item-Segment | Description | Local | FDOT | FAA | Total |
|----------|-------------------|---------------------------------------|---------|---------|-----|---------|
| 1 | 4256338 | Construct T Hangar (10 units) & Apron | 150,000 | 600,000 | | 750,000 |

2025

| Priority | FDOT Item-Segment | Description | Local | FDOT | FAA | Total |
|----------|-------------------|---------------------------------------|---------|---------|-----|---------|
| 1 | TBA | Construct T Hangar (10 units) & Apron | 170,000 | 680,000 | | 850,000 |

Table 11: FY 21 - 25 Port of Pensacola Seaport Project Priorities

2021

| Project Priority | Project Description | Local Project Funding | Grant and Other Funding | Funding Delta | Projected Cost |
|-------------------------|---|------------------------------|--------------------------------|----------------------|-----------------------|
| 1 | Berth Dredging to 33 Feet | 96,367 | 289,100 | 0 | 385,467 |
| 2 | Berth #5 Condition Assessment | 62,500 | 187,500 | 0 | 250,000 |
| 3 | Warehouse #1 Improvements | 0 | 325,000 | 325,000 | 650,000 |
| 4 | Water Line Improvement and Conservation Program | 0 | 0 | TBD | TBD |

2022

| Project Priority | Project Description | Local Project Funding | Grant and Other Funding | Funding Delta | Projected Cost |
|-------------------------|---|------------------------------|--------------------------------|----------------------|-----------------------|
| 1 | Berth Dredging to 33 Feet | 96,367 | 289,100 | 0 | 385,467 |
| 2 | Berth #5 Engineering | 0 | 0 | 750,000 | 750,000 |
| 3 | Berth #6 Rehabilitation (Phase I, 2, 3) –Underway and Ongoing | 250,000 | 784,500 | 1,675,000 | 2,709,500 |
| 4 | Rail Improvements | 0 | 125,000 | 125,000 | 250,000 |

Table 11: FY 21 - 25 Port of Pensacola Seaport Project Priorities
2023

| Project Priority | Project Description | Local Project Funding | Grant and Other Funding | Funding Delta | Projected Cost |
|------------------|---|-----------------------|-------------------------|---------------|----------------|
| 1 | Berth Dredging to 33 Feet | 96,366 | 289,100 | 0 | 385,466 |
| 2 | Berth #6 Rehabilitation (Phase I, 2, 3) –Underway and Ongoing | 250,000 | 784,500 | 1,675,000 | 2,709,500 |
| 3 | Special Project Maritime Equipment Working Area and Yard | 0 | 0 | 2,000,000 | 2,000,000 |
| 4 | Shore Power Berth #3/5 | 0 | 50,000 | 150,000 | 200,000 |
| 5 | Corrosion Treatment and Prevention Facility | 0 | 250,000 | 250,000 | 500,000 |

2024

| Project Priority | Project Description | Local Project Funding | Grant and Other Funding | Funding Delta | Projected Cost |
|------------------|---|-----------------------|-------------------------|---------------|----------------|
| 1 | Berth #6 Rehabilitation (Phase I, 2, 3) –Underway and Ongoing | 250,000 | 784,500 | 1,675,000 | 2,709,500 |
| 2 | Internal Roadway Heavy Lift Ingress/Egress Projects | 50,000 | 225,000 | 856,603 | 1,131,603 |

2025

| Project Priority | Project Description | Local Project Funding | Grant and Other Funding | Funding Delta | Projected Cost |
|------------------|---|-----------------------|-------------------------|---------------|----------------|
| 1 | Berth #5 Construction | 0 | 0 | TBD | TBD |
| 2 | Berth #6 Rehabilitation (Phase I, 2, 3) –Underway and Ongoing | 250,000 | 784,500 | 1,675,000 | 2,709,500 |
| 3 | Internal Roadway Heavy Lift Ingress/Egress Projects | 50,000 | 225,000 | 856,602 | 1,131,602 |

Appendix A – Regional Intelligent Transportation System (ITS) Plan Projects

Escambia-Santa Rosa Regional ATMS

Escambia-Santa Rosa Regional Advanced Traffic Management System (ATMS)



TPO Board Meeting: April 10, 2019

Ben Faust, P.E.

Escambia-Santa Rosa Regional ATMS

The Challenge

Adding capacity has traditionally been the first approach to addressing congestion, although it is costly in both time and dollars.



Photo: © Shutterstock.com/Luna Vandoorne (4458877)

Escambia-Santa Rosa Regional ATMS

The Solution

New Transportation Systems Management and Operations (TSM&O) approaches keep traffic moving by **maximizing** the existing roadway capacity and **minimizing** the impact of unexpected events.



Photo: © Kevin Lee, Kittelson & Associates, Baltimore, MD

Escambia-Santa Rosa Regional ATMS

What is TSM&O?

- Transportation Systems Management and Operations
- Strategies that use technology to leverage existing roadway infrastructure (i.e. Signals, etc.)

What does TSM&O do for us?

- Incident Management – Ensure safety of motorists and first responders
- Monitoring – CCTVs allow operators to view roadways and incidents in real-time
- Evacuations – Arterials are often under-utilized and require improved operations
- Event traffic and parking management
- Detector Failures – Identified immediately so they can be fixed/replaced



Escambia-Santa Rosa Regional ATMS

TSM&O Strategies

- Communications
- Fiber
- Monitoring
- CCTVs
- Vehicle detection
- Information dissemination
- Incident management
- Traffic signal technology
- Retiming
- Preemption
- Priority
- Demand management
- Work zone management
- Integrated Corridor Management
- Parking management
- Transit management
- Electronic payment
- Connected vehicles
- Freight technologies
- Data management
- Event management
- Asset management
- Bike/ped safety



Escambia-Santa Rosa Regional ATMS

Proven Tactics

- Incident management
- Synchronized/adaptive traffic signals
- Message signs
- Active traffic management
- Managed lanes/transit



Photo: © Kevin Lee, Kittelson & Associates, Baltimore, MD

Benefits of ATMS

Benefits of TSM&O

- Better experience for all roadway users
 - Increased travel time reliability
- More efficient operations and maintenance of roadways
 - Normal operations
 - Emergency/evacuation situations
- Increased safety for motorists and first responders
- Infrastructure can be deployed in conjunction with capacity improvements
- Typically high cost-benefit ratio



Benefits of ATMS

FHWA* Estimated ATMS Benefits - Based on previous studies expected benefits from implementing an ATMS are:

- 25% travel delay reduction
- 30% incident duration reduction
- 12.5% crash reduction
- 17:1 Benefit/cost ratio (based on reduction in delay and the cost for operations and maintenance)



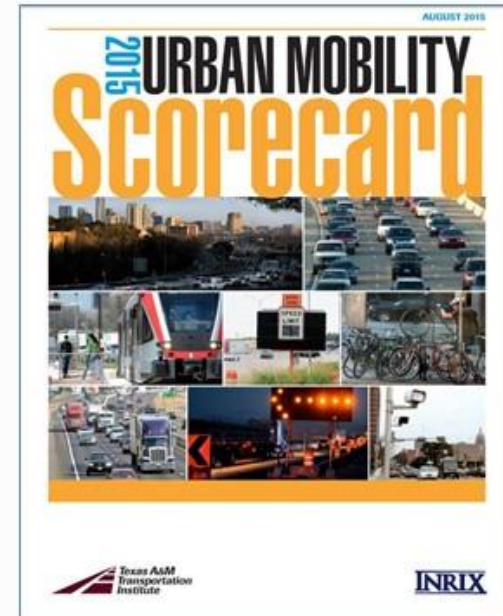
Benefits of ATMS

- Travel Time Benefits
 - Esc. Co. 5.7M miles/day traveled
 - SR Co. 3.1M miles/day traveled
- 3.2B miles/year

Source: FDOT Traffic Data 2017

Annual Hours of Delay per Commuter – 38 Annual
Traffic Congestion Cost per Commuter - \$849

Source: Urban Mobility Scorecard 2015 by Texas A&M and
INRIX for Pensacola Urban Area



Freight and fuel savings would be even greater

Benefits of ATMS

- Safety Benefits
 - Escambia County – 6227 crashes
 - Santa Rosa County – 1893 crashes

Table 23.5.1 FDOT (HSIPG) Average Crash Costs by Facility Type

| FACILITY TYPE | DIVIDED | | | UNDIVIDED | | |
|---------------|-----------|-----------|-----------|-----------|-----------|-----------|
| | URBAN | SUBURBAN | RURAL | URBAN | SUBURBAN | RURAL |
| 2-3 Lanes | \$144,112 | \$215,885 | \$374,247 | \$155,444 | \$310,580 | \$589,421 |
| 4-5 Lanes | \$152,103 | \$260,271 | \$519,109 | \$133,200 | \$255,081 | \$90,957 |
| 6+ Lanes | \$151,384 | \$184,426 | \$815,085 | n/a | n/a | n/a |
| Interstate | \$193,477 | n/a | \$395,511 | n/a | n/a | n/a |
| Turnpike | \$180,836 | n/a | \$285,189 | n/a | n/a | n/a |



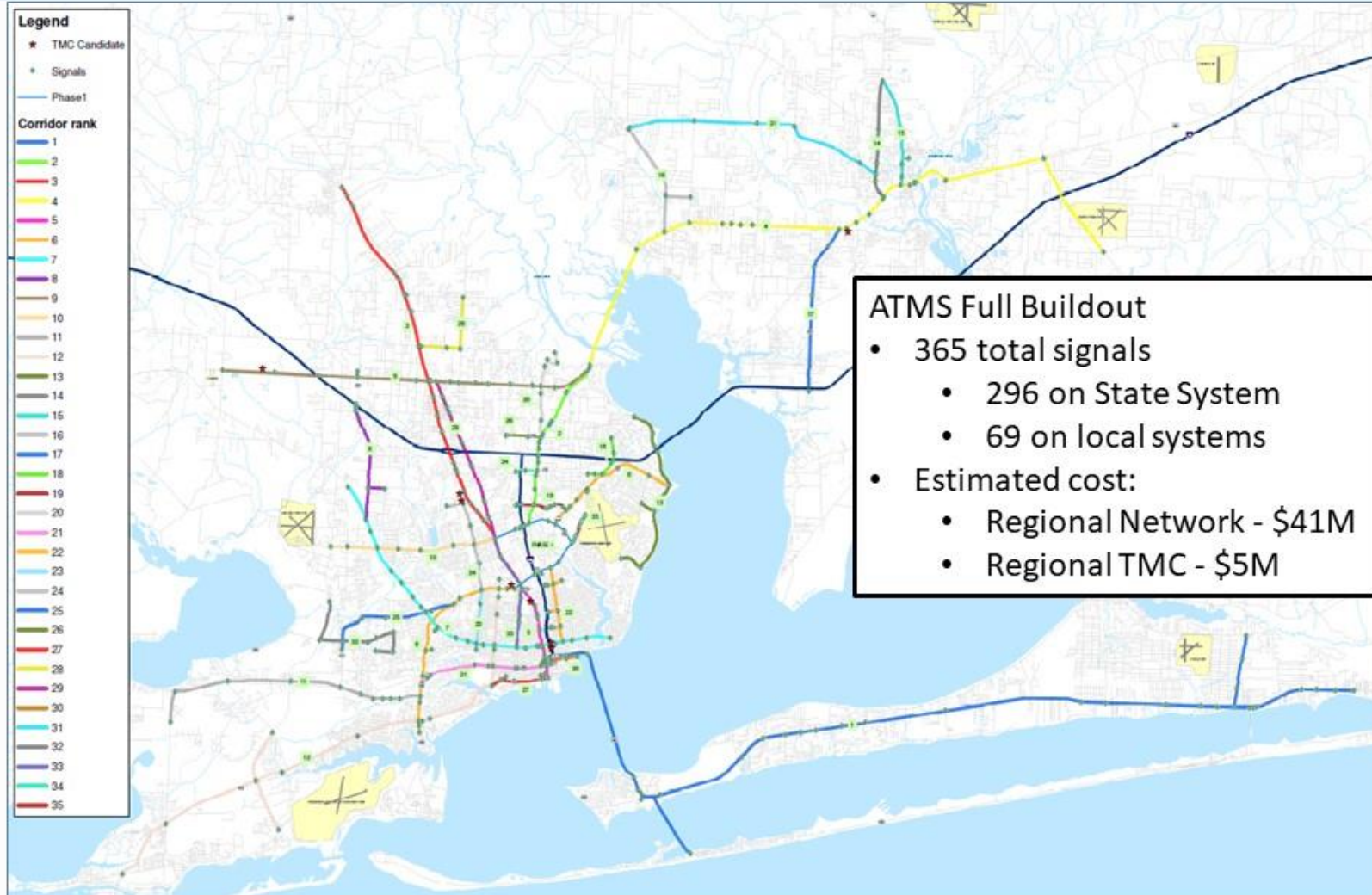
ATMS Deployment

Study included several ATMS deployment scenarios

from partial/phased build to full build out (approximately \$45 million)

- **Full Build Out Deployment:**
 - Full dedicated communications network
 - New Regional Traffic Management Center
 - Complete terminal equipment
 - Dynamic Message Signs
 - Bluetooth readers
 - Road Weather Information Systems
 - Microwave Vehicle Detection Systems

ATMS – Regional Network and TMC



ATMS Operations Cost

Based on two shifts, five days per week:

- 4 Operators
- 2 Shift Supervisors
- 1 Traffic Engineer
- 1 Traffic Analyst
- Miscellaneous support staff: IT, electronics, locators
- Software licensing

Estimated initial annual cost for operations: Approximately \$855K

Operational Costs

| Number of Staff | Position | Annual Salary | Total |
|--|------------------------|---------------|----------------------|
| 4 | Operators | \$ 35,000.00 | \$ 140,000.00 |
| 2 | Shift Supervisors | \$ 55,000.00 | \$ 110,000.00 |
| 1 | Traffic Engineer | \$ 95,000.00 | \$ 95,000.00 |
| 1 | IT Support | \$ 55,000.00 | \$ 55,000.00 |
| 2 | Locators | \$ 40,000.00 | \$ 80,000.00 |
| 2 | Electronic Specialists | \$ 50,000.00 | \$ 100,000.00 |
| 1 | Traffic Signal Analyst | \$ 50,000.00 | \$ 50,000.00 |
| Annual Operation Staffing Sub-Total | | | \$ 630,000.00 |
| Employee Benefits | | | \$ 100,000.00 |
| Annual Software Licensing Fees | | | \$ 60,000.00 |
| Annual Utility Fees | | | \$ 40,000.00 |
| Specialized Tools for Fiber Communications Maintenance (i.e. OTDR, Power Meter, Fusion Splicer, Splice Van) | | | \$ 90,000.00 |
| Total | | | \$ 920,000.00 |

Operational Costs

Agencies Estimated Annual O & M Cost of RATMS:

| Agencies | No of Signals | % of Total | O & M Cost |
|---------------------|---------------|------------|---------------|
| Escambia County | 195 | 53% | \$ 491,506.85 |
| City of Pensacola | 92 | 25% | \$ 231,890.41 |
| Santa Rosa County | 58 | 16% | \$ 146,191.78 |
| City of Milton | 15 | 4% | \$ 37,808.22 |
| City of Gulf Breeze | 5 | 1% | \$ 12,602.74 |
| Total | 365 | 100% | \$ 920,000.00 |

ATMS Resolution

In 2016 all five agencies passed resolutions “expressing support for the construction and operation of a unified ATMS and a regional TMC”

[illegible]

The proposed continuation date of the Regional ATMS Feasibility Study and Implementation Plan project is spring of 2016, and

WHEREAS, the Department has encouraged the creation of a unified regional ATMS, and it is to provide funding assistance for the design, construction, operation, and maintenance of the system; and

WHEREAS, the creation and maintenance of the ATMS at the regional Transportation Management Center would provide enhanced safety to emergency communication and emergency coordination;

BEFORE THE BOARD OF COUNTY COMMISSIONERS OF FLORIDA COUNTY, FLORIDA, AS FOLLOWS:

Section 1. That the Board of County Commissioners finds the above recited to be true and correct and incorporate them herein by reference.

Section 2. That the Executive County Board of County Commissioners hereby expresses its support to the Department's administration of the design and construction of a regional ATMS and a regional TMC to Escondido County, Santa Rosa County, the City of Panama City, the City of Milton, and the City of Gulf Breeze.

Section 3. That the Escondido County Board of County Commissioners with endeavor to ensure emergency coordination and collaboration for the joint development, operation, and maintenance of a regional TMC to operate the regional ATMS through a regional Transportation Management Team.

Section 4. That the resolution shall take effect immediately upon its adoption by the Board of County Commissioners.

Section 5. That the Clerk shall forward a copy of this Resolution to James T. Barfield, Director of the Secretary, DOT.

ADOPTED this _____ day of _____, 2016.

RESOLVED BY A VOTE OF 10-0 WITH
ABSENCE OF TWO (2) OTHER
MEMBERS OF THE BOARD OF
COUNTY COMMISSIONERS
COUNTY OF FLORIDA
COUNTY CLERK

COUNTY CLERK

ATTEST:

Clerk of the Circuit Court

NOTED AND RECORDED

Clerk of the Circuit Court

RECEIVED
CLERK OF THE CIRCUIT COURT
JAN 11 2016

BOARD OF COUNTY COMMISSIONERS
COUNTY OF FLORIDA

COUNTY CLERK

2

preliminary completion date of the Regional ATMS Feasibility Study and Implementation Plan project is spring of 2016; and

WHEREAS, the Department has encouraged the creation of a unified regional ATMS, and agreed to provide funding assistance for the design, construction, operation, and maintenance of the system; and

WHEREAS, the joint operation and maintenance of the ATMS at a regional Transportation Management Center (TMC) would provide enhanced safety by streamlining communication and emergency coordination;

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF MILTON, FLORIDA, AS FOLLOWS:

Section 1. That the City Council finds the above recited to be true and correct and incorporates them herein by reference.

Section 2. That the City Council hereby expresses its support for the Department's administration of the design and construction of a regional ATMS and a regional TMC for Escambia County, Santa Rosa County, the City of Panama, the City of Milton, and the City of Gulf Breeze.


Section 3. That the City Council will endeavor to establish interagency cooperation and coordination for the joint development, operation, and maintenance of a regional TMC to operate the regional ATMS through a regional Transportation Management Team.

Section 4. That this resolution shall take effect immediately upon its adoption by the City Council of the City of Milton.


Section 5. That the City Clerk shall forward a copy of this Resolution to James T. Berfield, United States Senator, FSOT.

ADOPTED THIS 12th Day of April, 2016.

CITY COUNCIL OF CITY OF MILTON, FLORIDA

By: 
Wesley Wells, Mayor

ATTYEST:


Dawn Nollen, City Clerk

(SEAL)

Feasibility Study and Implementation Plan project which will be a blueprint for the modernization of the capital services (Sanitary Sewerage and Water Reuse) Study. The proposed construction and use of the Regional Advanced Feasibility Study and Implementation Plan project in spring of 2016, and

WHEREAS, the Department has encouraged the creation of a unified regional ATWS, and agreed to various funding initiatives for the design, construction, operation, and maintenance of the system and

WHEREAS, the core operation and maintenance of the ATWS as a regional Transportation Maintenance Bureau (TMB) would provide enhanced safety by streamlining construction and emergency coordination. NOW, THEREFORE,

BE IT REMUNDED BY THE CITY COUNCIL OF THE CITY OF PIMA, ARIZONA, AS FOLLOWS:

SECTION 1. That the City Council Rule the above therein to be true, correct and incorporate these terms by reference.

SECTION 2. That the City Council hereby expresses its support for the Department's administration of the design and construction of a regional ATWS and a regional TMB. Its Financial City, Santa Roca County, the City of Pima, the City of Mohave, and the City of Gold Butte.

SECTION 3. That the City Council will endeavor to establish interagency cooperation and coordination for the joint development, operation, and maintenance of a regional TMB to operate the regional ATWS through a regional Transportation Maintenance Team.

SECTION 4. That a copy of this Resolution be forwarded to James T. Barfield, Director, Santa Roca County.

SECTION 5. That this Resolution shall become effective on the 10th business day after the adoption, unless otherwise provided pursuant to Section 4.04(b) of the City Charter of the City of Pima.

Adopted: May 12, 2016

Approved: [Signature]
President of City Council

Attest:
[Signature]
City Clerk

1. This resolution requires that the approved and adopted by the City Council of the City of Pima, Arizona, be filed with the County Clerk of Santa Roca County, Arizona, for recording. The City Clerk of Santa Roca County, Arizona, is hereby authorized to execute this resolution.

[Signature]
City Clerk

2. This resolution requires that the approved and adopted by the City Council of the City of Pima, Arizona, be filed with the County Clerk of Santa Roca County, Arizona, for recording. The City Clerk of Santa Roca County, Arizona, is hereby authorized to execute this resolution.

Section 2. That the Santa Rosa County Board of County Commissioners hereby expresses its desire for the Department's administration of the design and construction of a regional ATMS and a regional TMC for Escambia County, Santa Rosa County, the City of Panama, the City of Milledgeville, and the City of Ocala.

Section 3. That the Santa Rosa County Board of County Commissioners will endeavor to establish emergency response and coordination for the grant development, acquisition, and maintenance of a regional TMC to regulate the regional ATMS through a regional Transportation Management Team.

Section 4. That this resolution shall take effect immediately upon its adoption by the Board of County Commissioners.

Section 5. That the Clerk shall forward a copy of this Resolution to James T. Barfield, District Court Secretary, FDOT.

PASSED AND ADOPTED by the Santa Rosa Board of County Commissioners on a vote of 4 yeas, 0 nays, and 0 abstain, on regular session, this 14th day of July, 2010.

 *David C. Sumner* Deputy Clerk for David C. Sumner
David C. Sumner, Clerk of Court

BOARD OF COUNTY COMMISSIONERS
SANTA ROSA COUNTY, FLORIDA

BY: *[Signature]*
Lisa Edmunds, Chairman

Escambia-Santa Rosa Regional ATMS

Escambia-Santa Rosa Regional Advanced Traffic Management System (ATMS)



Appendix B – Evaluation Criteria

2040 LONG RANGE TRANSPORTATION PLAN EVALUATION CRITERIA

A. Safety and Security (25%)

Hurricane Evacuation

- Hurricane Evacuation Route 3 points
- Not an Hurricane Evacuation Route 0 points

Source: Northwest Florida Hurricane Evacuation Restudy and Baldwin County Hurricane Evacuation Plan

Related Objectives: A.5 and A.6

Crash and Injury Reduction

- Project with highest incident rate (segment rate) 3 points
- Project with a mid-range incident rate (segment rate) 2 points
- Project with the lowest incident rate (segment rate) 1 point

*Projects are ranked from highest to lowest and awarded a graduated point value based on ranking past five years.

*The Alabama Department of Transportation Chief Engineer has directed that the Alabama Department of Transportation cannot allow accident, incident, crash, injury, or fatality information be shown or presented in association with descriptions of transportation projects, facilities, or physical locations in formal planning documents (UPWP, Long Range Plan, TIP, Congestion Management Plan, and Air Quality Conformity documentation) that include narrative or tabular project listings or descriptions. Including such language in those documents could potentially expose both the TPO and the State of Alabama to litigation. – *Bureau of Transportation Planning and Modal Programs, Montgomery, AL. May 9, 2014.*

Source: Signal Four Analytics

Related Objectives: A.6

Strategic Highway Network (STRAHNET) Route or Regionally Significant Facility that Crosses County and/or State Boundary

- Project on STRAHNET or Regionally Significant Facility 3 points
- Project not on STRAHNET or Regionally Significant Facility 0 points

Source: DOT, Strategic Highway Network (STRAHNET), Strategic Intermodal System, and Northwest Florida Regional TPO

Related Objectives: F.4

B. Users Needs (15%)

Existing (2010) Level of Service based on TPO's Congestion Management System

- Level of Service E or F 3 points
- Level of Service D 2 points
- Level of Service C 1 point
- Level of Service A or B 0 points

Source: Florida-Alabama TPO's Congestion Management Process Plan and ALDOT Traffic Counts

Related Objectives: B.3

Future (2040) Level of Service in 2040 for all projects in the Needs Assessment

- Level of Service A, B, or C 3 points
- Level of Service D 2 points
- Level of Service E 1 point
- Level of Service F 0 points

Source: Northwest Florida Regional Transportation Model and Orange Beach Transportation Model

Related Objectives: B.3

Adopted Plans: Project addresses user needs identified in adopted street and highway, master, regional, and local modal plans

- Yes 1 point
- No 0 points

Source: TPO, Local Governments, Northwest Florida Transportation Corridor Authority, and DOT

Related Objectives: B.1

C. Operational (15%)

Is project included in adopted Corridor Management Plans?

- Yes 1 point
- No 0 points

Source: TPO and Local Governments

Related Objectives: C.4

Is project included in Intelligent Transportation System Regional Plan?

- Yes
- No

1 point
0 points

Source: TPO's ITS Plan, Baldwin County, and Orange Beach

Related Objectives: C.4

Is project included in Freight Plan?

- Yes
- No

1 point
0 points

Source: TPO's Freight Plan

Related Objectives: C.4

Existing (2010) Volume to Capacity (V/C) Ratio based on Regional Transportation Model

- V/C Ratio 1.3 or greater
- V/C Ratio less than 1.3

1 point
0 points

Source: Northwest Florida Regional Transportation Model and ALDOT Orange Beach Model

Related Objectives: C.1 and C.2

Future (2040) Volume to Capacity (V/C) Ratio based on Regional Transportation Model

- V/C Ratio 1.3 or greater
- V/C Ratio less than 1.3

1 point
0 points

Source: Northwest Florida Regional Transportation Model and ALDOT Orange Beach Model

Related Objectives: C.1 and C.2

D. Multimodal (15%)

Bicycle, Pedestrian, or Public Transportation Improvement

- Project provides public transportation, bicycle, or pedestrian improvement 3 points
- Project provides no public transportation, bicycle, or pedestrian improvement 0 points

Source: TPO's Bicycle-Pedestrian Plan, TPO's Transit Development Plan, Baldwin County, and Orange Beach

Related Objectives: D.3, D.4 and D.5

E. Economic Vitality (10%)

Economic Development and Freight Movement

- Project provides a direct connection to a major activity center (airports, ports, industrial parks, tourist centers, military installations, retail malls, medical facilities, and educational facilities) 3 points
- Project does not provide a direction connection to a major activity center (airports, ports, industrial parks, tourist centers, military installations, retail malls, medical facilities, and educational facilities) 0 points

Source: DOT, SIS, TPO Freight Plan, and Northwest Florida Regional TPO

Related Objectives: E.1, E.2, and E.3

Continuity and Connectivity: Improvement to route continuity and the connectivity of the overall transportation network

- Project has regional significance and provides considerable benefit to the regional transportation system (U.S. Highway Number) 3 points
- Project has multijurisdictional significance and provides benefit to a multijurisdictional area (State Highway Number) 2 points
- Project has more than a local significance (County Highway Number) 1 point
- Project has local significance (only) and provides benefit only to a localized Area (local roadway) 0 points

Source: DOT and Local Governments

Related Objectives: E.1, E.2, E.3, and E.4

F. Quality of life (10%)

Project Environmental/Social Impacts

- Project has gone through Project Development and Environmental Study and/or DOT Consultant review and has no impacts or impacts are addressed 1 points
- Project has impacts 0 points

Source: DOT

Related Objectives: F.2

Community Impact Assessment

- Project has overall positive community impact 1 points
- Project does not have community support 0 points

Source: Project specific community impact assessment summary comments.

Related Objectives: F.3

G. Planning Process (10%)

Project Status

- Right-of-Way scheduled in 4th or 5th year of Work Program or Completed 3 points
- Final Design scheduled in 4th or 5th year of Year Work Program or Completed 2 points
- Project Development and Environmental Study (PD&E), Completed, underway, or scheduled in the 5 Year Work Program 1 point
- No Project Phases scheduled 0 points
- Project Scheduled for Construction in the Five Year Work Program /Capital Improvement Program or Project Scheduled for Right-of-Way or Design in First three years of Work Program is considered a **Committed Project in Long Range Plan and is not subject Evaluation Criteria ranking**

Source: DOT Five Year Work Program and Local Government Capital Improvement Program

Related Objectives: G.1 and G.2

Local Government Contribution

- Yes
- No

1 point
0 points

Source: Local Government Capital Improvement Program.

Related Objectives: G.1 and G.2

Notes: (a) The maximum total points a project can receive is **570** points:

| | |
|---|------------|
| Hurricane Evacuation | 3*25 = 75 |
| Crash and Injury Reduction | 3*25 = 75 |
| STRAHNET or Regionally Significant Facility | 3*25 = 75 |
| Level of Service (Existing CMP) | 3*15 = 45 |
| Level of Service (2040 Needs Assessment) | 3*15 = 45 |
| Adopted Plans | 1*15 = 15 |
| Corridor Management Plans | 1*15 = 15 |
| Intelligent Transportation System Regional Plan | 1*15 = 15 |
| Freight Plan | 1*15 = 15 |
| Volume to Capacity Ratio (Base Year) | 1*15 = 15 |
| Volume to Capacity Ratio (2040 Needs Assessment) | 1*15 = 15 |
| Bicycle, Pedestrian, or Public Transportation | 3*15 = 45 |
| Economic Development and Freight | 3*10 = 30 |
| Continuity and Connectivity | 3*10 = 30 |
| Project Environmental Social Impacts | 1*10 = 10 |
| Community Impact Assessment | 1*10 = 10 |
| Project Status | 3*10 = 30 |
| Local Government Contribution | 1*10 = 10 |
| Maximum Total Points | 570 |

(b) The Florida-Alabama TPO has final authority to select the projects for inclusion in the Cost Feasible Plan and to rank them in the Project Priorities. Alabama Department of Transportation has excluded Alabama projects from inclusion in the Cost Feasible for purposes of including in the Project Priorities.

TRANSPORTATION SYSTEMS MANAGEMENT (TSM) CRITERIA

| | |
|---|----------|
| A. Level of Service (LOS) Issue Addressed | |
| Current Deficiency | 5 Points |
| Five Year Deficiency | 3 Points |
| Ten Year Deficiency | 1 Point |
| Not deficient | 0 Points |
| B. Regional Significant Roadway (defined as a roadway that is included in the model for the metropolitan area's transportation network) | |
| Yes | 2 Points |
| No | 1 Point |
| C. Crash Rate | |
| Safety Ratio Greater than 2.00 | 3 Points |
| Safety Ratio from 1.00 to 2.00 | 2 Points |
| Safety Ratio less than 1.00 | 1 Point |
| D. Has an existing TPO priority | |
| Yes | 2 Points |
| No | 1 Point |
| E. Significant Freight Corridor | |
| Designated NHS Intermodal Connector or Truck | |
| Traffic more than 10% Annual Average Daily Traffic (AADT) | 3 Points |
| Truck Traffic 8-10% AADT | 2 Points |
| Truck Traffic 5-7.99% AADT | 1 Point |
| F. Local Project Support | |
| Wide Support = Resolutions of support from 2 local governments + 2 letters of support from community organizations | 5 Points |
| Moderate Support = Resolutions of support from 2 local government or 1 local government resolution + 1 letter of support from community organization | 4 Points |
| No demonstrated support beyond 1 local government sponsor resolution | 3 Points |

TRANSPORTATION ALTERNATIVES (TA) PROJECT CRITERIA

| | Evaluation Category | Scoring (Maximum Points Possible) | Project Score |
|--------------|---|--|----------------------|
| Criterion 1 | Safety | 25 | |
| Criterion 2 | Connectivity | 15 | |
| Criterion 3 | Location Efficiency | 15 | |
| Criterion 4 | Proximity to School | 15 | |
| Criterion 5 | Design Quality | 15 | |
| Criterion 6 | Environmental/Archeological Projects/ Historic Preservation | 15 | |
| | Total | 100 | |
| Bonus Points | Local Contribution, Age of Project and Public Support | 5 | |
| | | | |
| | Total Points Possible | 105 | |

Appendix C – Public Comments

Non-Traditional Public Outreach Events

May 9, 2019- Santa Rosa County Board of County Commissioners--Tiger Point Community Center

1. **Publix in Gulf Breeze at McClure Drive needs a traffic Signal light for left turn to go East.**
This request has been forwarded to the FDOT Urban Liaison.
2. **3-mile bridge exiting to Gulf Breeze traffic flow.**
FDOT has maintained a Maintenance of Traffic Plan for the 3 Mile Bridge Replacement.
3. **Soundside Drive & US 98 needs a traffic signal - no more U-turns lanes. People are crazy once there no one pays attention and everyone in a hurry - No Courtesy - no one follows the rules of the road. HELP US! Thank you**
This is #3 Transportation Systems Management Priority in the Draft TPO's FY 2021-2025 Project Priorities.
4. **Do not four lane go thru Milton! Ten years later, you'll want a road to return it to its walkable state. Consider a fly over (Essentially, I-110 to downtown Pensacola is a flyover, allowing for people to walk underneath.**
This is #12 Non-SIS Priority in the Draft TPO's FY 2021-2025 Project Priorities. FDOT has completed the Project Development and Environmental Study and Design is funded in FY 2022/23. City of Milton City Council has passed a resolution not supporting the 4-laning of this project.
5. **Soundside Drive needs a light NOW. It will only get worse with each passing day.**
This is #3 Transportation Systems Management Priority in the Draft TPO's FY 2021-2025 Project Priorities.
6. **We ask to prioritize 98 & Soundside for a traffic light. We've had several accidents, very serious. Cars traveling westbound clog the median turning left on soundside and making U-turns creating a complete cluster. Needs to be addressed.**
This is #3 Transportation Systems Management Priority in the Draft TPO's FY 2021-2025 Project Priorities.

May 15, 2019- Lillian-Perdido Bay Library

1. **I am President of the Perdido Key Association (PKA) and am concerned about an erosion of support for the Perdido Key multi-use path along Perdido Key Drive. It needs to be fully funded for conservation which is currently only true for the portion from the west end of the Perdido Key State Park to the Alabama State Line. The path must remain only for non-motorists, pedestrian & bicycle use traffic.**
This is #8 Transportation Alternatives Project Priority in the Draft TPO's FY 2021-2025 Project Priorities.

2. **Need paved shoulders for bikes or pedestrians use on HWY 98 #3 priority-for safety of pedestrians / bikes. Unable or difficult on Hwy 98 to ride bikes on side of road due to alert drivers when cars get off roadway. It is prohibitive for bikes being able to ride to side of the road instead of in the roadway. With speed of the cars and amount of traffic it is difficult for cars to move out to pass bike traffic.**
Comment noted.
3. **Great concerns over Pedestrian/ Bicycle Safety on Sorrento Road (SR292) from Bauer Road to Innerarity Point. 2 sections, BSU park, 3 major neighborhoods (possible candidate for safe routes to schools)**
Comment noted.
4. **Need to De-Prioritize widening of Sorrento Road from Blue Angel to Innerarity until Theo Baars Bridge is widened! Priority # 22 (Delete)**
FDOT is currently conducting a Safety Study on Theo Baars Bridge. The need for widening for widening Sorrento Road was established in the Long Range Transportation Plan. However, this project is currently the #22 Non-SIS Priority in the Draft TPO's FY 2021-2025 Project Priorities. Therefore, there are 21 projects ranked higher.
5. **Need to Expedite construction of Wolf Bay Bridge Connector to So. Baldwin with 4-lane connector to Lillian Bridge (to take congestion off Perdido Key Drive Now designated as Major inter-state corridor by FDOT.**
This project is funded by the City of Orange Beach. The 4-laning of US 98 in the TPO area is a needed project in the Long Range Transportation Plan. However, the widening of US 98 has not been funded by ALDOT.

May 16, 2019- Escambia County Board of County Commissioners—Escambia County Government Complex

1. **Fully support Public Transportation - very crucial to the community.**
Comment noted.
2. **I support ECAT!**
Comment noted.
3. **Although I do not live in Pensacola, I visit on a regular basis and I think public transportation is very important!**
Comment noted.
4. **I support ECAT - Keep public transportation.**
Comment noted.
5. **Keep growing & spreading out!**
Land use regulations are implemented by the local governments. As the population of Florida continues to grow, transportation infrastructure will need to be accommodated as well.
6. **We need bus transportation across the panhandle.**

This has been recognized a need in our Long Transportation Plans. However, funding remains the critical obstacle for implementing this request.

7. I support ECAT!

Comment noted.

June 17, 2019- Bagdad Community Center

Comments regarding US 90 from SR 87N (Stewart Street to CR 89 (Ward Basin Road) Widening to 4 lanes

1. Supports FDOT's Project US 90 PD&E alternative

Comment noted.

2. Milton City Council voted 6-2 against widening US 90. Glover Lane intersection is dangerous. A lot of accidents have occurred at this intersection.

Comment noted.

3. Does not want US 90 widened to 4 lanes.

Comment noted.

4. Supports US 90 widening but truck traffic should be diverted from downtown Milton.

Comment noted.

5. Opposes US 90 widening. Wishes other alternatives can be explored.

Comment noted.

6. Supports US 90 widening. It has been a priority for many years. Concerned about business outside of downtown as well as emergency vehicles.

Comment noted.

7. Supports US 90 widening and does not want it moved down on the Priority List. Four routes were studied during the PD&E. SR 87 bypass is not the answer.

Comment noted.

8. Lives downtown. Consider alternate modes. Opposed to US 90 widening.

Comment noted.

9. Lives in downtown and works in downtown. Accidents back up US 90. Employees get stuck in traffic often. Supports US 90 widening.

Comment noted.

10. Works and travels on US 90 on a daily basis. Bottlenecks occur often. Support US 90 widening.

Comment noted.

11. Opposes US 90 widening. More signal coordination is needed. Moving the courthouse will alleviate traffic.

Comment noted.

12. **Opposes US 90 widening. Save historic Milton. Gainesville, Florida good example went from 4 to 2 lanes. Perdido Key Drive was not widened to 4 lanes. Berryhill 2 lane bridge would fix the issue. Less vehicles. More uber and autonomous vehicles.**

Comment noted.

13. **Supports US 90 widening. More historical houses on Berryhill than US 90.**

Comment noted.

14. **Survey of downtown merchants supports widening of US 90.**

Comment noted.

15. **Supports US 90 widening. More historical houses on Berryhill than US 90.**

Comment noted.

16. **Preliminary Engineering or Design is funded in FY 2023 in amount of \$2,750,000. Need to find a solution to the problem. Milton City Council passed a resolution opposing the widening of US 90 through downtown.**

Comment noted.

Comment Cards and e-mails were also received and were provided to the TPO members.

COMMENTS FROM TPO AND ADVISORY COMMITTEES WORKSHOP

MAY 22, 2019

1. **Regarding comments from the May 15, 2019 Public Outreach at the Lillian-Perdido Bay Library.**
TPO Member Doug Underhill indicated his support for Multi-Use Path on Perdido Key. The growth of area supports the roadway capacity need for Sorrento Road from Blue Angel Parkway to Innerarity Point Road. The Wolf Bay Bridge project would relieve traffic off of Perdido Key Drive. Bicyclists and Pedestrian improvements need to be focused on Gulf Beach Highway instead of Sorrento Road which has been expressed to the Office of Greenways and Trails.
2. **Public comment. What can be done to two-way Martin Luther King, Jr. Drive and Davis Highway instead of the current one-way pairs?**
The City of Pensacola should send a letter to FDOT to determine if Martin Luther King, Jr. Drive and Davis Highway can be restriped for two-way traffic instead of the existing one-way traffic on both roadways since they are both state roadways.
3. **Public comment. Where would the public give input regarding the proposed roadway swap between FDOT and Escambia County for Perdido Key Drive and Beulah Road?**
Input regarding the proposed roadway swap between FDOT and Escambia County for Perdido Key Drive and Beulah Road needs to occur at a public meeting hosted by Escambia County.
4. **#1 Non-SIS Priority ITS. Large amount of money which is not in Escambia County's budget. Need to have conversations on what can be done to fund it. If cannot be funded, need to make a decision going forward.**
Presentations to the City Council and County Commission meetings regarding this topic are being arranged over the next few months.
5. **#3 Non-SIS Priority. What year would year would the Mobility Management Program projects be funded?**
The Mobility Management Program Project identified in this priority will likely be funded in FY 2024/2025 when the Florida Department of Transportation presents the FY 2021-2025 Tentative Work Program in October 2019.
6. **#15 Non-SIS Priority Pine Forest Road. With growth in this area, this project needs to be completed sooner rather than later.**
Comment noted.
7. **#16 Non-SIS Priority Gulf Beach Highway. The Escambia County Community Redevelopment Agency supports this project.**
Comment noted.
8. **#25 Non-SIS Priority US 90. Should be 6 lanes instead of 4 lanes. What is the status of the PD&E?**
US 90 should be 6 lanes instead of 4 lanes. The status of US 90 PD&E from Scenic Highway to the Santa Rosa County Line is complete.

9. **#28 Non-SIS Priority Perdido Key Drive. What are the multi-modal improvements?**
The multimodal improvements for Perdido Key for this Priority are funded with Design money that was programmed when the PD&E was funded. The multi-modal improvements are for Design of the multi-use path on Perdido Key Drive.
8. **#35 Non-SIS Priority Pinestead-Longleaf Connector. Is this project still feasible?**
Escambia County staff mentioned the portion from Pineforest Road to Kemp has 60 percent Design Plans complete. The portion from Kemp to US 29 is currently not a focus for Escambia County.
9. **Should West Cervantes Street Project be on the Fully funded table?**
No, Project ID #4437691 for West Cervantes Street from Dominguez Street to A Street is for construction of pedestrian safety improvements and was not a previous Non-SIS Project Priority. However, since the Design money for Complete Streets for Project ID #4409041 for West Main Street from Barrancas to S. Clubbs Street is funded in FY 2021-2022, it will be included in the fully funded table as it was a Non-SIS Project Priority for FY 2020-2024.
10. **#12 SIS Priority. US 98 in Western Escambia County. Should this project be on the Non-SIS instead of the SIS?**
This portion of US 98 is not currently on this SIS. When the 2040 Long Range Transportation Plan was developed, it was anticipated that US 98 would be part of the SIS in the future but was not yet part of the SIS. Therefore, it was decided to include this portion of US 98 in the SIS Cost Feasible Plan.
11. **What year does the Bicycle/Pedestrian money go back to Escambia County?**
The Bicycle/Pedestrian money goes to Santa Rosa County from FY 2021/2022 to FY 2025/2026. Therefore, the Bicycle/Pedestrian money goes back to Escambia County in FY 2026/2027.
12. **The Bicycle/Pedestrian Table for Florida should be included in the Project Priorities—just like in previous years.**
At a meeting with the Florida Department of Transportation, it was recommended that the TPO Staff condense its Project Priorities Document and not include the Bicycle/Pedestrian Priorities from the Bicycle/Pedestrian Plan. The reason for not including the Bicycle/Pedestrian Priorities is there were 75 Bicycle-Pedestrian Priorities last year and the Non-SIS Priority #5 is the only funding source for the Bicycle/Pedestrian Priorities and contains one priority annually in the amount of \$350,000.
13. **Public Transportation Priorities (Table 7). Escambia County Area Transit should have a priority for conversion to alternative fuel vehicles.**
The comment has been forwarded to the Escambia County Area Transit.
14. **Port of Pensacola Priorities (Table 11). Is there any funding for the ferries in the Port Pensacola Priorities?**
No, the ferries were funded from BP Oil Spill money and a Federal Grant. The ferries are operated by the Gulf Islands National Seashore.

COMMENTS FROM TPO AND ADVISORY COMMITTEES WORKSHOP

JUNE 17, 2019

1. **What is the reason funding amounts are missing?**

The Project Priorities are listed in priority order and the funding sought is the funding phase that is requested to be funded. The funding identified in FY 2020 through FY 2024 is the funding amount that is identified in FY 2020-2024 Work Program. Not all five years have funds listed for a project.

2. **#1B Non-SIS Priority Regional ITS Projects. Will the funding requested in FY 2022 be funded? Currently no funding is identified.**

It is anticipated that the funding request will be programmed in FY 2022. If it does not appear in the FY 2021-2025 Work Program, expect to see the funding request funded in the FY 2022-2026 Work Program.

3. **#6 Non-SIS Priority US 90. What is a Complete Street?**

Complete Streets are streets that are designed to accommodate different transportation modes in a safe manner for people and vehicles. Examples are parking, sidewalks, bicycle lanes, landscaping, and lane widths.

4. **#12 Non-SIS Priority US 90. Two comment cards were received that did not support the widening of US 90 from SR 87N (Stewart Street) to CR 89 (Ward Basin Ward).**

FDOT has completed the Project Development and Environmental Study and Design is funded in FY 2022/23. City of Milton City Council has passed a resolution not supporting the 4-laning of this project.

5. **#14 Non-SIS Priority US 90. Is the Project Development and Environmental Study complete?**

Yes, the Project Development and Environmental Study is complete for US 90 from Escambia County Line to Glover Lane/US 90. The requested priority is for the Design, or Preliminary Engineering Phase, to be funded.

6. **#26, #27, #30, #31, and Fully Funded Non-SIS Priorities US 98. Remove these priorities for the Non-SIS Priorities since US 98 has been added to the SIS and these priorities appear in the SIS Project Priorities.**

When the 2040 Long Range Transportation Plan was developed, it was anticipated that US 98 would eventually be added to the SIS. Therefore, US 98 is included on both the Non-SIS and SIS Project Priority lists.

7. **#28 Non-SIS Priority Perdido Key Drive. What are multimodal Improvements and what is planned for safety improvements at the Florida/Alabama State Line?**

Multimodal improvements on Perdido non-motorized improvements such as crosswalks multi-use paths. The Priority is to spend the Preliminary Engineering or Design funds that were programmed when Perdido Key Drive was a priority for 4-laning.

8. **#32 Non-SIS Priority Express Bus Route. What is meant by Express Bus Route?**

Express Bus Route is a bus route with limited stops from the origin to the destination.

9. **Non-SIS Fully Funded Projects. Should West Cervantes Street Safety Project be included in the Non-SIS Fully Funded list?**
No. The West Cervantes Street Safety Project was not funded with the Non-SIS capacity funds. It was funded with safety money. West Main Street Complete Streets Project #4409041 from Barrancas to S. Clubbs Street will be added to the Non-SIS Fully Funded List. It is funded for Design or Preliminary Engineering in FY 2022 and was a Non-SIS Priority in FY 2020-2024.
10. **#1 SIS Priority I-10/US 29 Interchange. Is this project complete?**
Phase 1 improvement, removing an access lane for merging of I-10 westbound and US 29 southbound and an installation of a traffic signal on US 29 north of I-10, is complete. This priority is for an interchange improvement, phase II, not an at-grade intersection improvement.
11. **#1 Capacity Projects—Alabama Priority Canal Road. Widening Canal Road will make this roadway unsafe for vehicle and pedestrians and at the intersection of the Foley Beach Express**
Canal Road will be designed and constructed in the safest manner possible for vehicles and pedestrians as well as at existing and future intersections with the Bridges along the corridor not just the Foley Beach Express.
12. **#2 and #3 TSM Priorities US 90 and West Spencer Field Road and US 98 and Soundside Drive. It was recommended to switch these two priorities. If US 98 and Soundside Drive is funded, an advance funding request with local funds maybe requested.**
Comment noted.
13. **#4 TSM Priority State System Wide. A row labeled “Fully Funded Projects Not Yet Constructed” should be inserted after this priority.**
Comment noted.
14. **Transportation Alternatives Priority #8 Perdido Key Drive. In the Project Description, replace “10 feet” with “8 feet” and delete the words “(SR 292) along with 5 feet concrete sidewalks on the south side connecting heavily developed areas on Perdido Key.”**
Comment noted.
15. **Fully Funded Transportation Alternatives Priority East Bay Boulevard. Replace the words “Pedestrian Wildlife” with the word “Multimodal.”**
If this change is made in the FDOT Work Program, this change will be made in the TPO’s Project Priorities.

COMMENTS FROM PUBLIC WORKSHOP

MAY 22, 2019

1. **How did the 2040 Long Range Transportation Plan comment about?**

The Long Range Transportation Plan is required to be adopted by the Florida-Alabama TPO every five years and maintain a twenty year planning horizon. The 2040 Long Range Transportation Plan was adopted on November 3, 2015. The 2045 Long Range Transportation Plan needs to be adopted by November 3, 2020.

2. **What data sources are used to develop projections?**

The Florida Department of Transportation develops and maintains the Northwest Florida Regional Transportation Model. Base Year and Horizon Year Socio-Economic projections are developed by Traffic Analysis Zone. These projections are used as input to run the Transportation Model. The output from the Transportation Model is used as a guide to determine what transportation improvements are needed for the Long Range Transportation Plan.

3. **Highway 98 in west Escambia County is a concern. How do the projections take into account rapid growth?**

Population is one of the inputs of the Socio-Economic Data for the Northwest Florida Regional Transportation Model.

4. **What is the difference between the Strategic Intermodal System (SIS) and the Non-SIS?**

The SIS roadways are the major roadways in the area such as but not limited to I-10, I-110, US 29, US 98, and SR 87 which the Florida Department of Transportation has devoted a major source of their funds for improvements. The Non-SIS are the other roadways in the region that do not meet the criteria of the SIS.

5. **Why is Blue Angel Parkway on both SIS and Non-SIS tables?**

When the 2040 Long Range Transportation Plan was developed, it was anticipated that military connectors would be part of the SIS in the future but were not yet part of the SIS. Therefore, it was decided to include Blue Angel Parkway on both lists. Military connectors are now included on the SIS.

6. **Do military installations get more consideration for transportation funding?**

SIS roadways received more funding than Non-SIS roadways.

7. **Where did the \$5,000,000 come from for Blue Angel Parkway?**

Blue Angel Parkway from Sorrento Road to US 98 (Non-SIS Priority #21 and SIS Priority #6) has \$5,000,000 for Right-of-Way in FY 2020-2021 as local funds.

8. **What involvement does the Federal Government have on Blue Angel Parkway?**
If Federal funds are used on Blue Angel Parkway, the roadway would have to be designed and constructed to the standards of the Federal Highway Administration.
9. **Is there a Federal contact for our region?**
The Federal Highway Administration in Tallahassee, Florida and Montgomery, Alabama assign contacts for our region.
10. **Highway 98 should be higher than #12 priority on the SIS. Urgency is for three lanes not four lanes.**
Comment noted.
11. **#3 priority on the Non-SIS. Does Escambia County need to provide more information than “To Be Determined”? When will the \$1,500,000 be available?**
It is recommended that Escambia County and the City of Pensacola review the completed Corridor Management Plans and determined which Corridor Management Plan should be included as the #3 Non-SIS Priority for implementation. The \$1,500,000 will likely be funded in FY 2024/2025 when the Florida Department of Transportation presents the FY 2021-2025 Tentative Work Program in October 2019.
12. **Why are the Committed Tables not listed in the priority document?**
At a meeting with the Florida Department of Transportation, it was recommended that the TPO Staff condense its Project Priorities Document and include projects funded for construction in the first three years of the work program at the end of each of the sections.
13. **Where are the traffic signal improvements?**
Table 4 lists the priorities for Transportation System Management Projects which are short-term operational improvements such as turn lanes, signal timing, median modification, etc. If a traffic signal improvement is warranted and has been included in the Florida Department of Transportation’s Candidate List, it will be included in Table 4.
14. **What is FDOT’s policy on replacing wired traffic lights?**
FDOT Policy is to replace wired traffic lights with mast arms within 10 miles of the coast of Gulf of Mexico when funds are available.
15. **Why are the Bicycle/Pedestrian projects for Florida no longer listed?**
At a meeting with the Florida Department of Transportation, it was recommended that the TPO Staff condense its Project Priorities Document and not include the Bicycle/Pedestrian Priorities from the Bicycle/Pedestrian Plan. The reason for not including the Bicycle/Pedestrian Priorities is there were 75 Bicycle-Pedestrian Priorities last year and the Non-SIS Priority #5 is the only funding source for the Bicycle/Pedestrian Priorities and contains one priority annually in the amount of \$350,000.

COMMENTS FROM TPO MEETING JULY 10, 2019

Chairman Parker asked that due to the amount of speaker cards submitted, comments be kept to 3 minutes or less.

Mr. Art Parrish discussed his concerns on the signal cycle lengths at the intersection of Hwy. 98 and Tiger Point Boulevard by the Sacred Heart Medical Park. Mr. Parrish stated that the green light signal to turn onto Hwy. 98 was extremely short and only allowed close to 7 cars to turn per cycle. Commissioner Lynchard stated that he once timed the light at that intersection, and the total time it was green was 8 seconds. Commissioner Lynchard stated that the transportation planner spoke with the signalization maintenance operator and concluded that the intersection needed to be monitored for changes. Commissioner Lynchard agreed that the widening of Hwy. 98 would be a good time to address the needs at that location.

Ms. Kelley Martinez stated that she worked for the Center for Independent Living and Disability Resources. Ms. Martinez discussed the importance of ADA and stated that many people with disabilities depend on public transportation to get around. Ms. Martinez asked that ADA laws be kept in mind while developing and executing transportation plans.

Ms. Vicki Campbell requested that Project Priority #22, Sorrento Road and Innerarity Point to Blue Angel Parkway (SR 292), be moved up on the priority list. Ms. Campbell stated that the strip of road was referred to as "Dead Man's Curve". Ms. Campbell said that large amount of wrecks occurs in that area. Ms. Campbell asked that this project be moved up due to the staggering amount of deaths that occur in that location and the unsafe conditions.

Mr. Orrin Smith read a letter on behalf of the City of Milton's Mayor, Heather Lindsey. Mr. Smith stated that the letter was written as a citizen and not as the Mayor of Milton. The letter was in support of the expansion of Hwy. 90 through downtown Milton. The letter read that Mayor Lindsey believes that the appropriate balancing of competing interests has been reached through the extensive PD&E study. The letter further discussed FDOT's commitment to minimize the impact on historical structures in downtown Milton and to maximize safety with the Complete Streets concept. Mayor Lindsey stated in her letter that in her capacity as mayor, she signed Resolution 1463-19 opposing the route through downtown Milton, but as an individual she disagrees with the resolution. Mayor Lindsey wrote that as a citizen of Milton, she respectfully urged the TPO to fund the improvements according to the PD&E study's findings.

Ms. Susan Creel spoke in opposition to the widening of Hwy. 90 through downtown Milton. She stated that she believed it would ruin the quality of downtown Milton.

Ms. Sharon Holley stated that she was on the Milton City Council but was speaking as a resident and tax payer of Santa Rosa County. Ms. Holley discussed the traffic issue on Hwy. 90 and spoke in support of widening Hwy. 90 through downtown Milton.

Mr. Jack Sanborn spoke in opposition to the expansion of Hwy. 90 through downtown Milton. Mr. Sanborn stated that 4 lanes through downtown Milton would destroy the walk-ability and bike-ability of downtown. Mr. Sanborn stated that if the 87-Connector project was moved up, a lot of traffic would be diverted from Milton.

Ms. Kim Macarthy stated that she was a member of the Santa Rosa County Historical Society. Ms. Macarthy described her observations of the traffic patterns on Hwy. 90 through downtown Milton. Ms. Macarthy asked that the expansion of Hwy. 90 through downtown Milton be moved down on the priority list to allow time for the City of Milton to work with FDOT to find a better alternative. She also asked that the 87- Connector be moved up on the list.

Ms. Carol Johnstone stated that she was on the Historic Preservation board in Milton and was a member of the Santa Rosa County Historical Society. Ms. Johnstone spoke in opposition of the expansion of lanes on Hwy. 90 through downtown Milton. Ms. Johnstone stated that the Hamilton Fisher building is the oldest brick building in the panhandle and that it needs to stay where it is. Ms. Johnstone stated that she would like to see the 87-Connector project to move up in priority and the expansion of Hwy. 90 through Milton move down.

Mr. George Jordan spoke as a citizen and not as a Milton City Council member regarding Hwy. 90 through downtown Milton.

Ms. Teressa Messick stated that she served on the Historic Preservation Board in Milton for 8 years. Ms. Messick stated that she had studied in detail the proposed plan by FDOT to expand Hwy. 90 through downtown Milton and that she was in favor of the plan. Ms. Messick asked that this project move up in the priorities

Mr. Vernon Compton stated that he was a member on the FL-AL CAC but was speaking as a citizen of Milton. Mr. Compton stated that he supported the City of Milton in opposing the proposed expansion of lanes through downtown Milton. Mr. Compton stated that there are other ways to achieve connectivity in order to get traffic off Hwy. 90. He stated that he also agreed with moving the 87 Connector up on the priorities.

Mr. Messick stated that he lives in the historical district of downtown Milton. Mr. Messick stated that FDOT recognized the serious traffic issues on Hwy. 90 and had moved up the PD&E study to begin in 2015 rather than 2035. Mr. Messick stated that he supports FDOT's study and supported leaving the project as is in the priority list.

Ms. Pam Mitchell spoke in support of the PD&E study. Ms. Mitchell stated that the Complete Streets program that FDOT has pledged, will revitalize the downtown. Ms. Mitchell stated that there needs to be traffic relief on Hwy. 90 as soon as possible.

Mr. Mike Folzman spoke in support of the proposed expansion of Hwy. 90 through downtown Milton. Mr. Folzman discussed that businesses are suffering from lost revenue due to drivers sitting in traffic. Mr. Folzman stated that the car counts continue to rise and that the traffic problem needs to be solved.

Ms. Lisa Dampier spoke in favor of the Hwy. 90 expansion. Ms. Dampier stated that this project began as an evacuation route study and that it cannot stop at a point and still serve that purpose. Ms. Dampier discussed the difficulties of traveling East to West in Milton. Ms. Dampier stated that while there are small sections of this project that serve special interests, she'd hope officials would not let those few stand in the way of serving the many.

Mr. Pat McClellan discussed the safety issues of Sorrento Road (SR 292). Mr. McClellan stated that he would like to see priority 22 moved up on the priority list not because of traffic, but for safety.

Ms. Jennifer Waters spoke supporting the idea of adding a right turn lane off of Hwy. 98 at Tiger Point East. Ms. Waters also spoke in support of adding a light being added at Soundside Drive and Hwy. 98. Ms. Waters advocated for adding more multi modal options in the Tiger Point area.

Ms. Cassandra Sharp spoke in opposition of the Hwy. 90 widening through downtown Milton. Ms. Sharp read, for the record several comment cards opposing the project from fellow Milton citizens. Ms. Sharp ask that Milton be granted the gift of time to find a better solution for the traffic problems in downtown Milton.

Appendix D – Resolution FL-AL 19 – 15

RESOLUTION FL-AL 19-15

A RESOLUTION OF THE FLORIDA-ALABAMA TRANSPORTATION PLANNING ORGANIZATION ADOPTING THE FY 2021-2025 PROJECT PRIORITIES

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, public outreach events were held on May 9, 15 and 26, 2019, public workshops were held on May 22 and June 17, 2019, and TPO and advisory committee public workshops were held on May 22 and June 17, 2019; and

WHEREAS, the initial step in the development of the TIP is for the TPO to submit its transportation project priorities for all modes of travel to the Florida Department of Transportation (FDOT) prior to August 1st; and

WHEREAS, the project priorities document is also submitted annually to the Alabama Department of Transportation (ALDOT) even though it is considered part of the Transportation Improvement Program which ALDOT only requires every four years;

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

The TPO adopts the FY2021 - FY 2025 Project Priorities with any changes that may have been presented.

Passed and duly adopted by the Florida- Alabama Transportation Planning Organization on this 10th day of July 2019.



ATTEST: 

FLORIDA- ALABAMA TRANSPORTATION
PLANNING ORGANIZATION

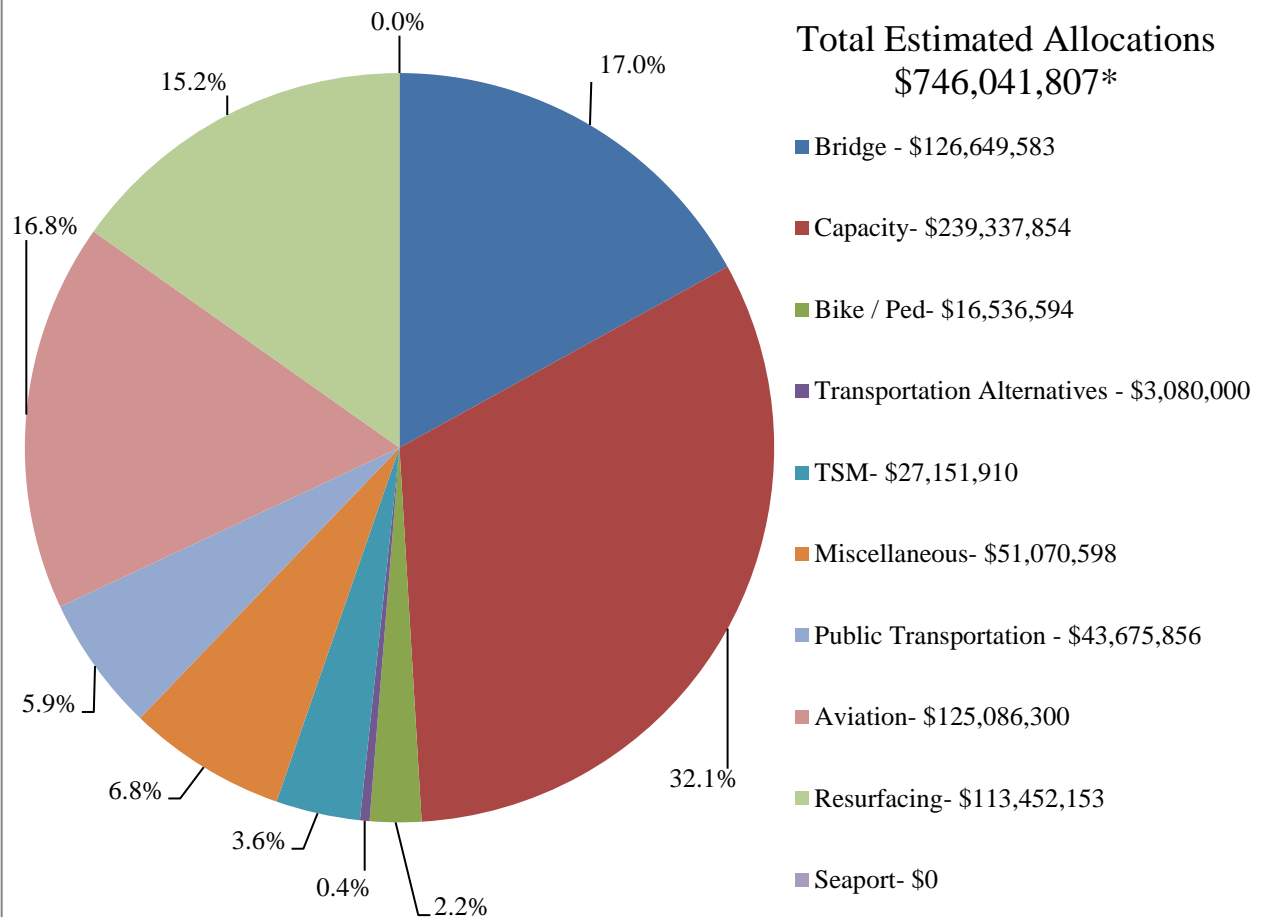
BY: 
Sam Parker, Chairman

Appendix F

Fiscal Constraint Demonstration

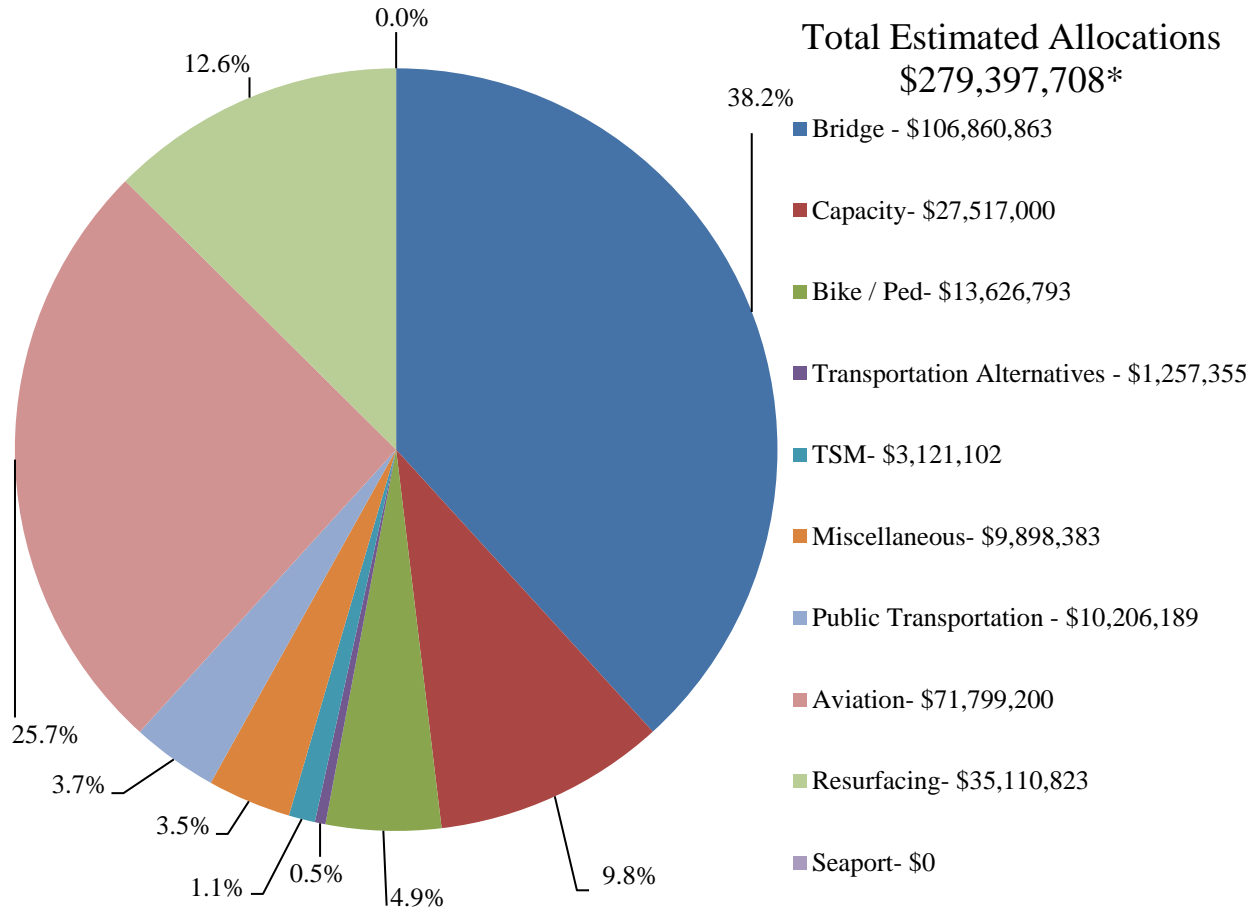
| 5 Year Summary of Funding Source | | | | | | |
|----------------------------------|--------------------|--------------------|-------------------|--------------------|-------------------|--------------------|
| Funding Source | 2020/21 | 2021/22 | 2022/23 | 2023/24 | 2024/25 | Total |
| | | | | | | |
| Federal | 66,630,695 | 68,777,811 | 37,547,561 | 50,973,202 | 9,098,193 | 233,027,462 |
| Local | 126,292,509 | 10,440,471 | 7,029,699 | 4,560,178 | 4,298,847 | 152,621,704 |
| State | 86,474,504 | 50,731,940 | 49,642,225 | 147,630,413 | 25,913,559 | 360,392,641 |
| State 100% | | | | | | 0 |
| | | | | | | |
| Total | 279,397,708 | 129,950,222 | 94,219,485 | 203,163,793 | 39,310,599 | 746,041,807 |

Estimated Funding Allocation by Project Type for Fiscal Year 2021 to 2025



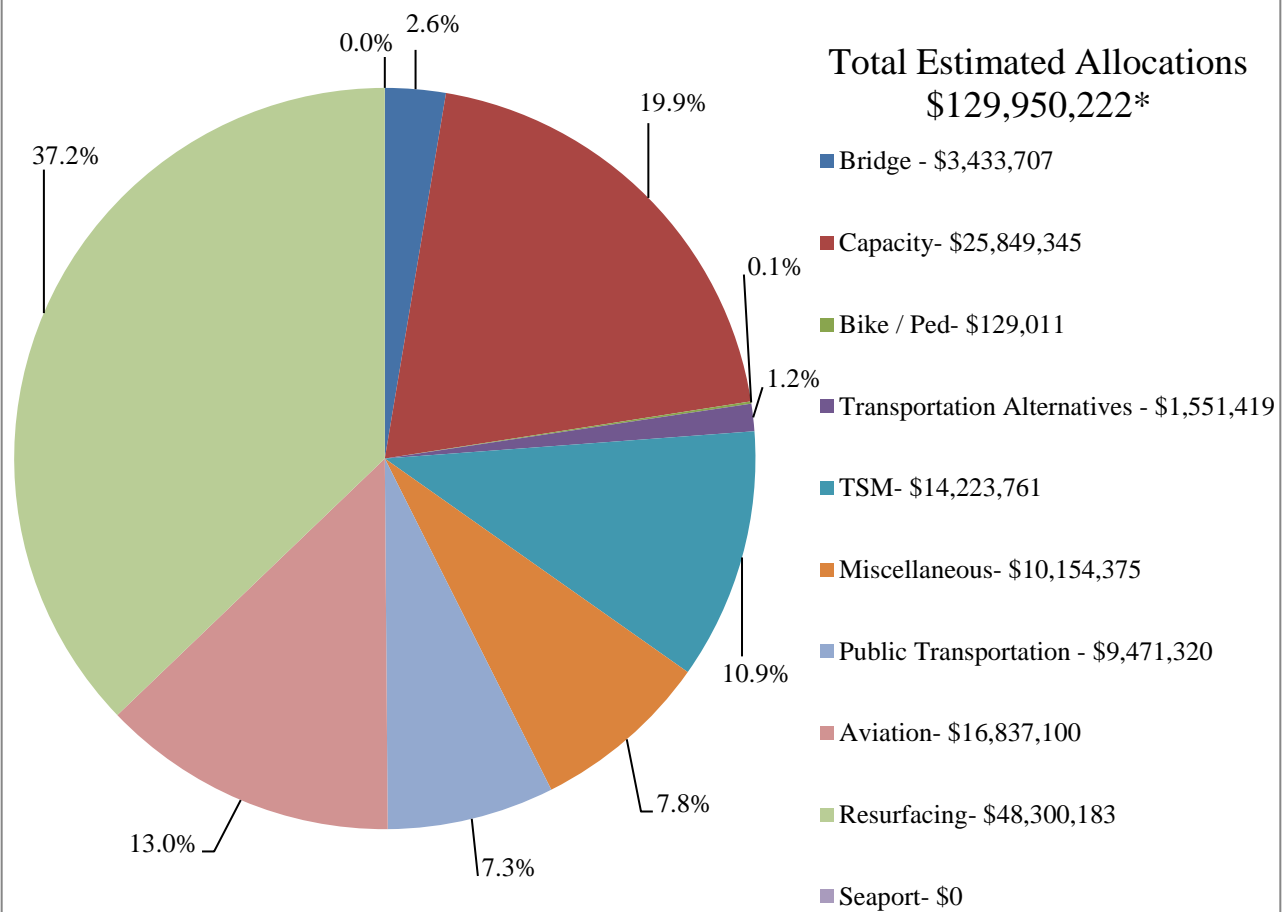
*Total Estimated Allocations includes funding from FDOT, ALDOT, and Local Governments

Estimated Funding Allocation by Project Type for Fiscal Year 2021



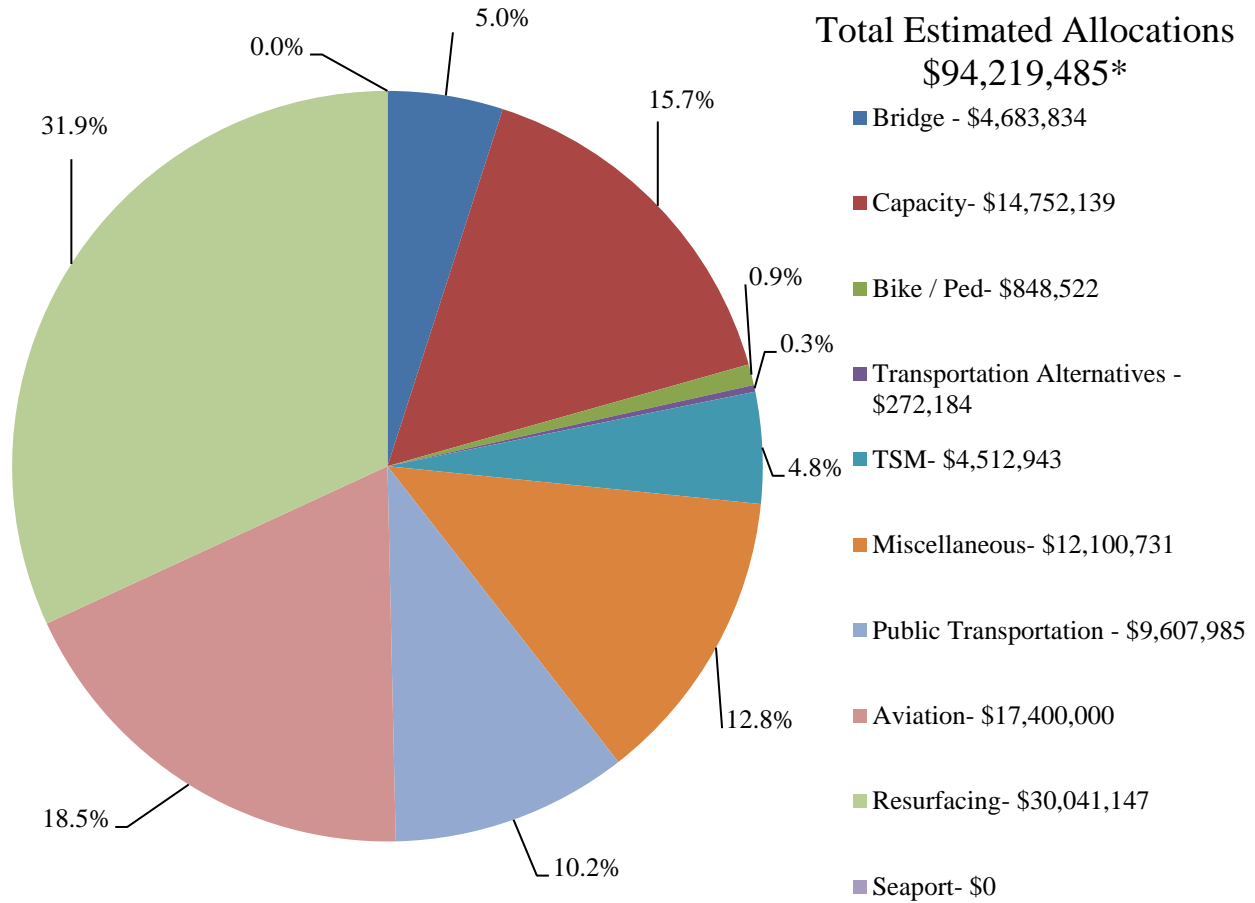
*Total Estimated Allocations includes funding from FDOT, ALDOT, and Local Governments

Estimated Funding Allocation by Project Type for Fiscal Year 2022



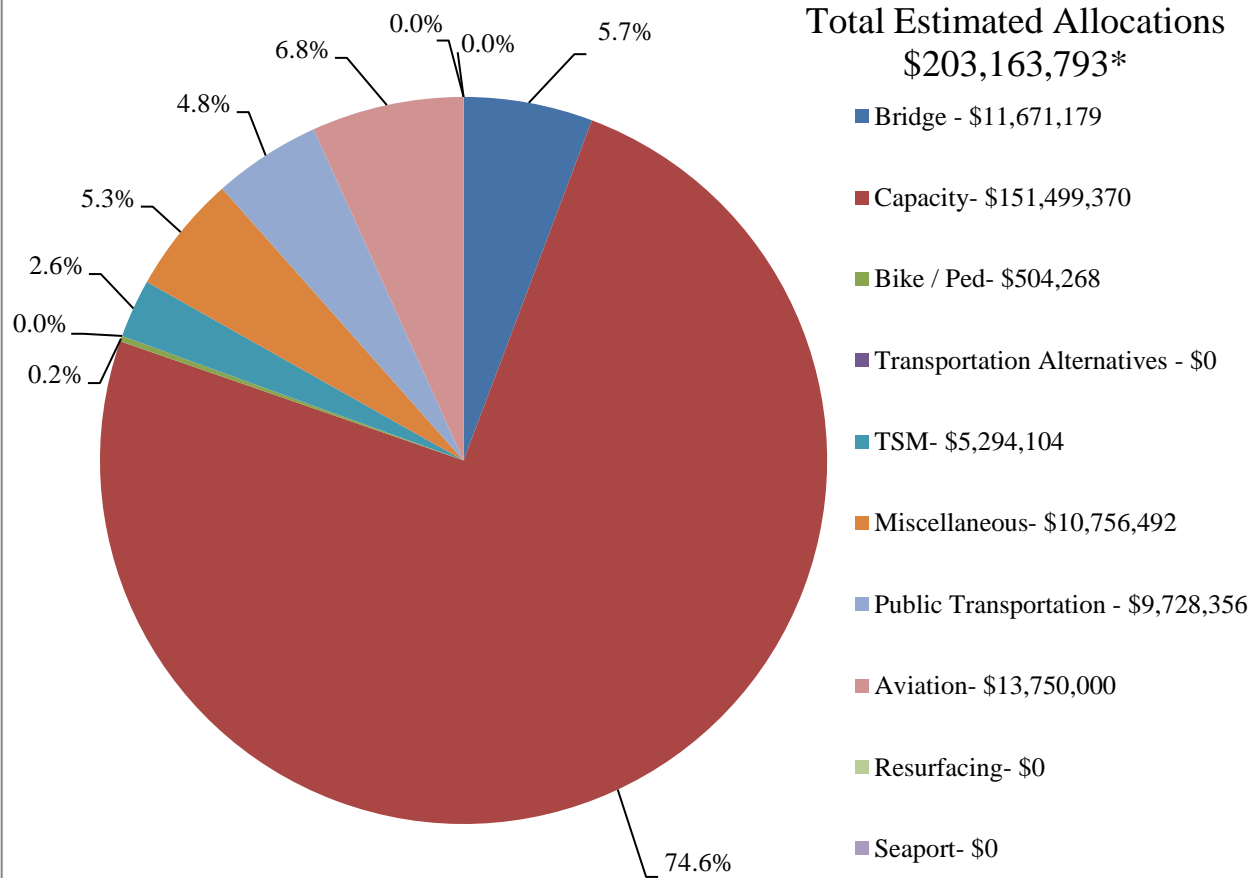
*Total Estimated Allocations includes funding from FDOT, ALDOT, and Local Governments

Estimated Funding Allocation by Project Type for Fiscal Year 2023



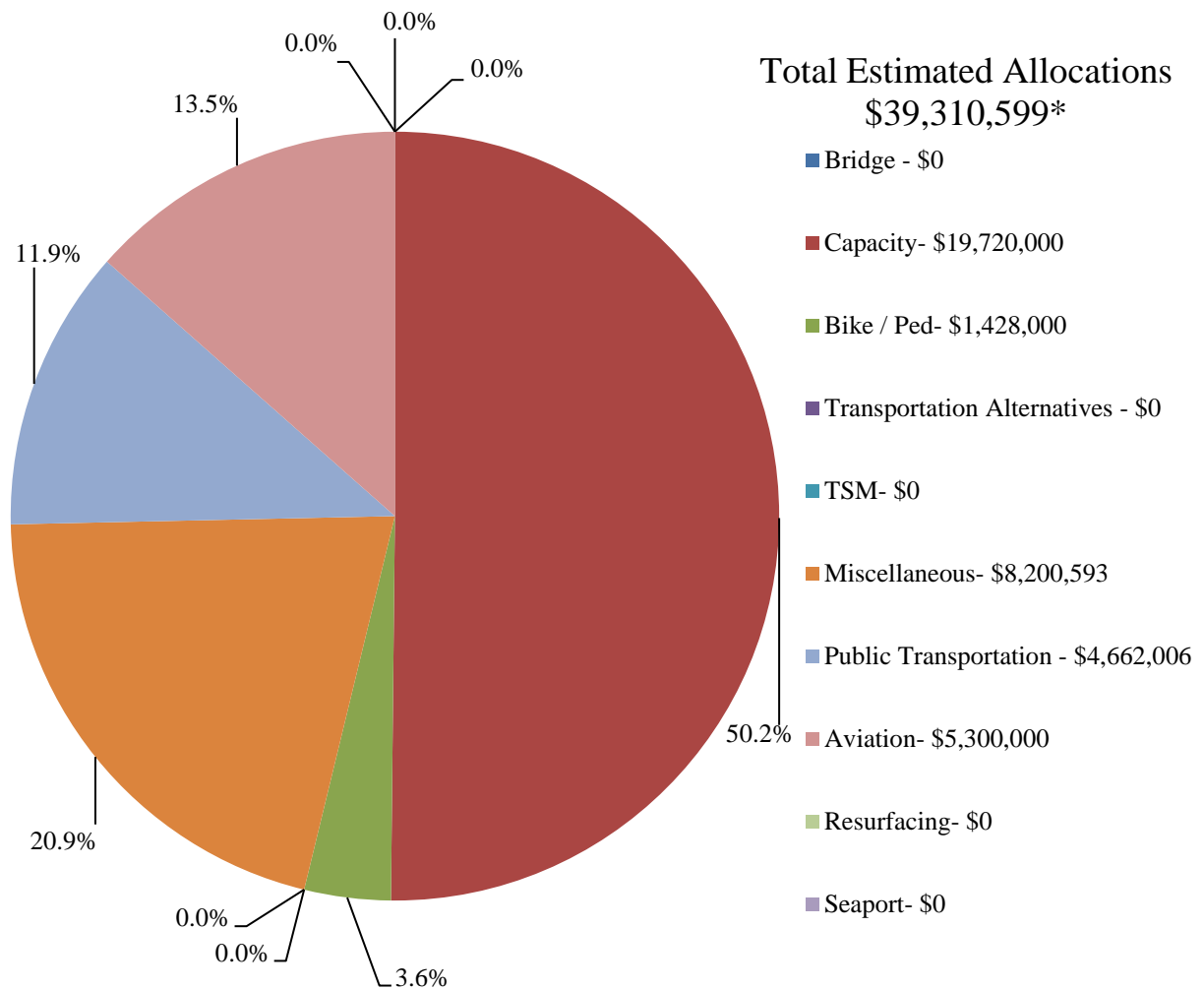
*Total Estimated Allocations includes funding from FDOT, ALDOT, and Local Governments

Estimated Funding Allocation by Project Type for Fiscal Year 2024



*Total Estimated Allocations includes funding from FDOT, ALDOT, and Local Governments

Estimated Funding Allocation by Project Type for Fiscal Year 2025



*Total Estimated Allocations includes funding from FDOT, ALDOT, and Local Governments

County: **Escambia**
 CTC: Escambia County
 Contact: Tonya Ellis
 1515 W Fairfield Drive
 Pensacola, FL 32501
 850-595-3229
 Email: tellis@myescambia.com

| Demographics | Number |
|-------------------------|---------|
| Total County Population | 313,512 |
| Unduplicated Head Count | 557 |



| Trips By Type of Service | 2017 | 2018 | 2019 |
|---------------------------|---------------|---------------|---------------|
| Fixed Route (FR) | 0 | 0 | 0 |
| Deviated FR | 0 | 0 | 0 |
| Complementary ADA | 0 | 0 | 56,236 |
| Paratransit | 83,135 | 97,904 | 42,827 |
| TNC | 0 | 0 | 0 |
| Taxi | 0 | 0 | 0 |
| School Board (School Bus) | 0 | 0 | 0 |
| Volunteers | 0 | 0 | 0 |
| TOTAL TRIPS | 83,135 | 97,904 | 99,063 |

| Passenger Trips By Trip Purpose | 2017 | 2018 | 2019 |
|---------------------------------|---------------|---------------|---------------|
| Medical | 32,359 | 40,172 | 36,543 |
| Employment | 30,313 | 41,214 | 45,156 |
| Ed/Train/DayCare | 2,552 | 4,358 | 4,961 |
| Nutritional | 31 | 2,745 | 2,162 |
| Life-Sustaining/Other | 17,880 | 9,415 | 10,241 |
| TOTAL TRIPS | 83,135 | 97,904 | 99,063 |

| Passenger Trips By Revenue Source | 2017 | 2018 | 2019 |
|-----------------------------------|---------------|---------------|---------------|
| CTD | 23,055 | 34,798 | 32,444 |
| AHCA | 1,802 | 2,268 | 457 |
| APD | 1,396 | 0 | 0 |
| DOEA | 3,250 | 4,495 | 4,373 |
| DOE | 1,016 | 1,151 | 1,064 |
| Other | 52,616 | 55,192 | 60,725 |
| TOTAL TRIPS | 83,135 | 97,904 | 99,063 |

| Trips by Provider Type | 2017 | 2018 | 2019 |
|-------------------------|---------------|---------------|---------------|
| CTC | 0 | 0 | 0 |
| Transportation Operator | 83,135 | 97,904 | 99,063 |
| Coordination Contractor | 0 | 0 | 0 |
| TOTAL TRIPS | 83,135 | 97,904 | 99,063 |

| Vehicle Data | 2017 | 2018 | 2019 |
|---------------|---------|-----------|---------|
| Vehicle Miles | 968,844 | 1,251,550 | 934,662 |
| Roadcalls | 0 | 5 | 6 |
| Accidents | 3 | 3 | 9 |
| Vehicles | 27 | 28 | 31 |
| Drivers | 36 | 43 | 33 |

| Financial and General Data | 2017 | 2018 | 2019 |
|----------------------------|--------------|--------------|--------------|
| Expenses | \$ 2,653,207 | \$ 2,983,108 | \$ 3,072,749 |
| Revenues | \$ 2,654,128 | \$ 2,983,106 | \$ 3,072,749 |
| Commendations | 19 | 27 | 40 |
| Complaints | 23 | 23 | 32 |
| Passenger No-Shows | 1,851 | 6,735 | 2,879 |
| Unmet Trip Requests | 0 | 53 | 96 |

| Performance Measures | 2017 | 2018 | 2019 |
|-----------------------------|---------|---------|---------|
| Accidents per 100,000 Miles | 0.31 | 0.24 | 0.96 |
| Miles between Roadcalls | 0 | 250,310 | 155,777 |
| Avg. Trips per Passenger | 64.50 | 66.92 | 177.85 |
| Cost per Trip | \$31.91 | \$30.47 | \$31.02 |
| Cost per Paratransit Trip | \$31.91 | \$30.47 | \$31.02 |
| Cost per Total Mile | \$2.74 | \$2.38 | \$3.29 |
| Cost per Paratransit Mile | \$2.74 | \$2.38 | \$3.29 |

County: **Santa Rosa**
 CTC: Tri-County Community Council, Inc.
 Contact: Joel Paul
 302 N Oklahoma ST
 Bonifay, FL 32425
 850-547-3689
 Email: joelpaul.tccc@mchi.com

| Demographics | Number |
|-------------------------|---------|
| Total County Population | 174,272 |
| Unduplicated Head Count | 372 |



| Trips By Type of Service | 2017 | 2018 | 2019 |
|---------------------------|---------------|---------------|---------------|
| Fixed Route (FR) | 0 | 0 | 0 |
| Deviated FR | 0 | 0 | 0 |
| Complementary ADA | 0 | 0 | 0 |
| Paratransit | 33,005 | 25,318 | 22,534 |
| TNC | 0 | 0 | 0 |
| Taxi | 0 | 0 | 0 |
| School Board (School Bus) | 0 | 0 | 0 |
| Volunteers | 0 | 0 | 0 |
| TOTAL TRIPS | 33,005 | 25,318 | 22,534 |

| Passenger Trips By Trip Purpose | | | |
|---------------------------------|---------------|---------------|---------------|
| Medical | 19,189 | 15,251 | 12,002 |
| Employment | 7,102 | 5,202 | 5,893 |
| Ed/Train/DayCare | 614 | 491 | 3,163 |
| Nutritional | 399 | 319 | 556 |
| Life-Sustaining/Other | 5,701 | 4,055 | 920 |
| TOTAL TRIPS | 33,005 | 25,318 | 22,534 |

| Passenger Trips By Revenue Source | | | |
|-----------------------------------|---------------|---------------|---------------|
| CTD | 13,275 | 12,143 | 12,224 |
| AHCA | 10,083 | 7,404 | 1,689 |
| APD | 3,113 | 5,399 | 2,222 |
| DOEA | 0 | 0 | 0 |
| DOE | 4 | 10 | 0 |
| Other | 6,530 | 362 | 6,399 |
| TOTAL TRIPS | 33,005 | 25,318 | 22,534 |

| Trips by Provider Type | | | |
|-------------------------|---------------|---------------|---------------|
| CTC | 33,005 | 25,318 | 22,534 |
| Transportation Operator | 0 | 0 | 0 |
| Coordination Contractor | 0 | 0 | 0 |
| TOTAL TRIPS | 33,005 | 25,318 | 22,534 |

| Vehicle Data | 2017 | 2018 | 2019 |
|---------------|---------|---------|---------|
| Vehicle Miles | 492,542 | 410,250 | 249,869 |
| Roadcalls | 2 | 5 | 0 |
| Accidents | 1 | 1 | 1 |
| Vehicles | 15 | 15 | 14 |
| Drivers | 18 | 19 | 8 |

| Financial and General Data | | | |
|----------------------------|------------|------------|------------|
| Expenses | \$ 870,702 | \$ 844,389 | \$ 739,161 |
| Revenues | \$ 898,220 | \$ 801,937 | \$ 749,809 |
| Commendations | 0 | 0 | 0 |
| Complaints | 0 | 0 | 0 |
| Passenger No-Shows | 1,776 | 663 | 320 |
| Unmet Trip Requests | 85 | 108 | 369 |

| Performance Measures | | | |
|-----------------------------|---------|---------|---------|
| Accidents per 100,000 Miles | 0.20 | 0.24 | 0.40 |
| Miles between Roadcalls | 246,271 | 82,050 | 0 |
| Avg. Trips per Passenger | 43.43 | 39.01 | 60.58 |
| Cost per Trip | \$26.38 | \$33.35 | \$32.80 |
| Cost per Paratransit Trip | \$26.38 | \$33.35 | \$32.80 |
| Cost per Total Mile | \$1.77 | \$2.06 | \$2.96 |
| Cost per Paratransit Mile | \$1.77 | \$2.06 | \$2.96 |

Appendix G

Department of Economic Opportunity Letter of Consistency

Ron DeSantis
GOVERNOR



Dane Eagle
SECRETARY

May 19, 2021

The Honorable Steven Barry, Chairman
Florida-Alabama Transportation Planning Organization
Emerald Coast Regional Council
4081 East Olive Road, Suite A
Pensacola, Florida 32514

Dear Chairman Barry:

Thank you for submitting the Florida-Alabama Transportation Planning Organization (TPO) Transportation Improvement Program (TIP) for fiscal years 2020/2021 through 2024/2025. In accordance with Section 339.175(8)(g), Florida Statutes, the Department of Economic Opportunity reviews each TPO's annual TIP for consistency with the comprehensive plans of affected local governments for the purpose of identifying projects that are inconsistent with those plans.

Consistency of the TIP with local government comprehensive plans is important: transportation projects developed with federal aid require consistency with local plans to the extent feasible; and, inclusion of TIP projects in local government comprehensive plans serves as an acknowledgement of those local governments' support for the projects.

Our review of the Florida-Alabama TPO TIP indicates that it is consistent with the comprehensive plans for each of the TPO's member local governments.

We appreciate your ongoing efforts to coordinate with your member local governments to ensure that the transportation projects in your TIP are consistent with local government comprehensive plans. Should you have any questions concerning this determination or the review process, please contact Matt Preston at (850) 717-8490, or matt.preston@deo.myflorida.com.

Sincerely,

James D. Stansbury, Chief
Bureau of Community Planning and Growth

JDS/mp

cc: Austin Mount, Chief Executive Officer, Florida-Alabama TPO
Erika Thompson, Statewide Metropolitan Planning Coordinator, FDOT

Florida Department of Economic Opportunity | Caldwell Building | 107 E. Madison Street | Tallahassee, FL 32399
850.245.7105 | www.FloridaJobs.org
www.twitter.com/FLDEO | www.facebook.com/FLDEO

An equal opportunity employer/program. Auxiliary aids and service are available upon request to individuals with disabilities. All voice telephone numbers on this document may be reached by persons using TTY/TTD equipment via the Florida Relay Service at 711.

Appendix H

Florida and Alabama Departments of Transportation Letters of Consistency and Florida Department of Transportation Checklist



Florida Department of Transportation

RON DESANTIS
GOVERNOR

605 Suwannee Street
Tallahassee, FL 32399-0450

KEVIN J. THIBAUT, P.E.
SECRETARY

August 18, 2020

Mr. Jamie Christian
Division Administrator
Federal Highway Administration
3500 Financial Plaza, Suite 400
Tallahassee, Florida 32312

Re: Approval of FY 2020-21 through FY 2023-24 Transportation Improvement Programs

Dear Mr. Christian:

The Department has completed the review of the Transportation Improvement Programs for Florida's 27 Metropolitan Planning Organizations and has concluded that all are consistent with federal and state law. Although federal law requires a four-year Transportation Improvement Program, Metropolitan Planning Organizations in Florida, per 339.175(8)(c)(1), Florida Statute, are required to develop and approve a five-year Transportation Improvement Program.

Through the authority delegated by the Governor, I hereby approve the Transportation Improvement Programs for the Metropolitan Planning Organizations in Florida. These Transportation Improvement Programs will be effective upon the joint approval of the 2020 State Transportation Improvement Program by the Federal Highway Administration and Federal Transit Administration. Per Title 23 450.218(b), Code of Federal Regulations, all locally funded projects contained in the Transportation Improvement Programs are incorporated by reference into the State Transportation Improvement Program.

The required Florida Department of Transportation District Secretary certifications are included as attachments, as well as the additional required certification documents. If the Department can be of further assistance in providing additional information, please contact Mr. Mark Reichert, Administrator for Metropolitan Planning, Office of Policy Planning at 850-414-4901.

Sincerely,

Kevin J. Thibault, P.E., Secretary
Florida Department of Transportation

MR:mr

Mr. Jamie Christian
August 18, 2020
Page 2 of 2

Attachments

Certification of Projects for Federal Fiscal Year 2021
Certification for Grants, Loans and Cooperative Agreements
Certification Regarding Debarment, Suspension, and Other Responsibility Matters-
Primary Covered Transactions

cc: Karen Brunelle, Florida Division, FHWA
Courtney Drummond, Assistant Secretary for Engineering and Operations, FDOT
Stacy Miller, Assistant Secretary for Finance and Administration, FDOT
Huiwei Shen, Chief Planner, FDOT
FDOT District Directors of Intermodal Systems Development
Cynthia Lorenzo, Manager, Federal Aid Management Office, FDOT
Carl Mikyska, Executive Director, MPOAC

05-13-2020

Gary,

I don't remember if I responded, but the TIP looks good and the projects match what is in CPMS.

Thanks,

Bryan Fair, P.E. – Assistant Planning Engineer

Local Transportation Bureau, ALDOT

O:334-242-6098 M:334-530-0775 (new)

fairb@dot.state.al.us

TRANSPORTATION IMPROVEMENT PROGRAM

Review Checklist

TRANSPORTATION IMPROVEMENT PROGRAM (TIP) REVIEW CHECKLIST

The following TIP Review Checklist is provided to assist in the review of the TIP. This Review Checklist is to be completed and included in the MPO's final TIP Document.

Comments should be categorized as:

Editorial: Comments may be addressed by MPO, but would not affect approval of the document, i.e., grammatical, spelling and other related errors.

Enhancement: Comments may be addressed by MPO, but would not affect approval of the document, i.e., improve the quality of the document and the understanding for the public (improving graphics, re-packaging of the document, use of plain language, reformatting for clarity, removing redundant language).

Critical: Comment MUST be addressed to meet minimum state and federal requirements to obtain approval. The reviewer must clearly identify the applicable state or federal policies, regulations, guidance, procedures or statutes that the document does not conform with.

MPO: **FL-AL TPO**

Fiscal Years
included: **2021-2025**

Review #: **1**

Date of Review: **5/20/20**

Reviewed by: **Bryant T Paulk**

TIP Format & Content

Does the cover include MPO name, correct fiscal years covered, MPO adoption date? Yes ☒ No ☐

[No comment](#) [Click here to enter comments](#)

Does the Table of Contents show the title of each section with correct page number? Yes ☒ No ☐

[No comment](#) [Click here to enter comments](#)

Does TIP include an endorsement that it was developed following state and federal requirements and include date of official MPO approval? This would be an MPO resolution or signed signature block on cover. Yes ☒ No ☐

[Choose an item.](#) [Click here to enter comments](#)

Does TIP include a list of definitions, abbreviations, funding and phase codes and acronyms? Yes ☒ No ☐

[No comment](#) [Click here to enter comments](#)

TIP Narrative

Does the TIP begin with a statement of purpose (provide a prioritization of projects covering a five-year period that is consistent with LRTP, contains all transportation projects MPA funded with FHWA & FTA funds and regionally significant projects regardless of funding source)? [23 C.F.R. 450.326(a)]; [49 U.S.C. Chapter 53] Yes ☒ No ☐

[No comment](#) [Click here to enter comments](#)

Was the TIP developed by MPO in cooperation with the state and public transit operator, who provided the MPO with estimates of available Federal and State funds for the MPO to develop the financial plan? [s. 339.175(8) F.S.]; [23 C.F.R. 450.326(a)] Yes ☒ No ☐

[No comment](#) [Click here to enter comments](#)

TRANSPORTATION IMPROVEMENT PROGRAM

Review Checklist

Does the TIP demonstrate that there are sufficient funds (federal, state, local and private) to implement proposed transportation system improvements, identifies any innovative financing techniques through comparison of revenues and costs for each year? It is recommended that the TIP include a table(s) that compares the funding sources and amounts, by year to the total project costs. [23 C.F.R. 450.326(k)]; [23 C.F.R. 450.326(j)]; [s. 339.175(8)(c)(3) F.S.].

Yes ☒ No ☐

[Choose an item.](#) [Click here to enter comments](#)

Does the TIP describe project selection process and state that it is consistent with the federal requirements in 23 C.F.R 450.322(b) and for non-TMA MPOs 23 C.F.R. 450.322(c)?

Yes ☒ No ☐

Enhancement TPO may want to add the CFR reference above in the “Consistency with Other Plans” or “CMP” section.

Does the TIP identify the MPO’s criteria and process for prioritizing implementation of the transportation plan elements (including multimodal tradeoffs) for inclusion in the TIP and explain any changes in priorities from the previous TIP? The MPO’s TIP project priorities must be consistent with the LRTP. [23 C.F.R 450.326(n)(1)]

Yes ☒ No ☐

[Choose an item.](#) [Click here to enter comments](#)

Does the TIP describe how projects are consistent with MPO’s LRTP and to the extent feasible, with port and aviation masterplans, public transit development plans, and approved local government comprehensive plans for those local governments located within the MPO area? [s. 339.175(8)(a) F.S.]

Yes ☒ No ☐

Enhancement TPO may want to reference the specific Port and Airport plans in the “Consistency” section.

Does the TIP cross reference projects with corresponding LRTP projects, when appropriate? [s. 339.175(8)(c)(7) F.S.]

Yes ☒ No ☐

[Choose an item.](#) [Click here to enter comments](#)

Does the TIP include the FDOT Annual List of Obligated Projects or a link? The annual listing is located for download [HERE](#). [23 C.F.R. 450.334]; [s.339.175(8)(h), F.S.]

Yes ☒ No ☐

No comment [Click here to enter comments](#)

Was the TIP developed with input from the public? [23 C.F.R. 450.316]; [23 C.F.R. 450.326(b)]; The document should outline techniques used to reach citizens (flyers, websites, meeting notices, billboards, etc.)

Yes ☒ No ☐

[Choose an item.](#) [Click here to enter comments](#)

Does the TIP discuss the MPO’s current FDOT annual certification and past FHWA/FTA quadrennial certification? MPO should include anticipated date of next FHWA/FTA quadrennial certification.

Yes ☒ No ☐

[Choose an item.](#) [Click here to enter comments](#)

Does the TIP discuss of the congestion management process? All MPOs are required to have a congestion management process that provides for the effective management process that provides for the effective management and operation of new and existing facilities using travel demand reduction and operational management strategies. S 339.175(6)(c)(1), F.S.

Yes ☒ No ☐

[Choose an item.](#) [Click here to enter comments](#)

Does the TIP discuss Transportation Disadvantaged (TD) services developed and a description of costs and revenues from TD services, as well as a list of improvements funded with TD funds? [s.427.015(1) F.S. AND 41-2.009(2) F.A.C.]

Yes ☒ No ☐

[Choose an item.](#) [Click here to enter comments](#)

TRANSPORTATION IMPROVEMENT PROGRAM

Review Checklist

Does the TIP discuss how, once implemented, will make progress toward achieving the performance targets for:

- ✓ Safety performance measures
- ✓ System performance measures
- ✓ Bridge performance measures
- ✓ Pavement performance measures
- ✓ State asset management plan
 - Including risk to off-system facilities during emergency events (if applicable)
- ✓ State freight plan

Yes ☒ No ☐

If the MPO used the Performance Measures Template, they will have met requirements.

[23.C.F.R 450.326(c)]

[Choose an item.](#) [Click here to enter comments](#)

Does the TIP discuss anticipated effect of achieving the performance targets identified in the LRTP, linking investment priorities to those performance targets for:

- ✓ Safety performance measures
- ✓ System performance measures
- ✓ Bridge performance measures
- ✓ Pavement performance measures
- ✓ State asset management plan
- ✓ State freight plan

Yes ☒ No ☐

If the MPO used the Performance Measures Template, they will have met requirements.

[23.C.F.R 450.326(d)]

[Choose an item.](#) [Click here to enter comments](#)

Detail Project Listing for Five Fiscal Years

Does each project in the TIP document shall include the following information?

- ✓ Sufficient description of project (type of work, termini, and length)
- ✓ Financial Project Number (FPN)
- ✓ Estimated total project cost and year anticipated funding
- ✓ **Page number or identification number where project can be found in LRTP (spot check)**
- ✓ Category of Federal Funds and source(s) of non-Federal Funds
- ✓ FTA section number included in project title or description

Yes ☒ No ☐

[Choose an item.](#) [Click here to enter comments](#)

Did the MPO make the draft TIP available to all review agencies and affected parties? Refer distribution list in MPO Handbook, page 5-21 – 5-24

Yes ☒ No ☐

[Choose an item.](#) [Click here to enter comments](#)

TIP Review

Did the MPO upload the document into the MPO Document Portal for review by District staff, Office of Policy Planning, Florida Commission for the Transportation Disadvantaged, Bureau of Community Planning, FTA, & FHWA?

Yes ☒ No ☐

Editorial

FDOT Staff uploaded the TIP for TPO staff.

Appendix I

**Alabama Department of Transportation Certification,
Memorandum of Understanding, Performance Measures
Agreement, Authorized Projects, 2021-2025 Spreadsheet,
and Monthly Spreadsheet**

SELF-CERTIFICATION OF THE METROPOLITAN TRANSPORTATION PLANNING PROCESS

TABLE OF CONTENTS

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|---|------|
| 1.1 PURPOSE..... | 1-2 |
| 1.2 AUTHORITY..... | 1-2 |
| 1.3 SCOPE..... | 1-2 |
| 1.4 REFERENCES..... | 1-2 |
| 1.5 FEDERAL CERTIFICATION REQUIREMENTS..... | 1-3 |
| 1.6 CERTIFICATION PROCESS & QUESTIONS..... | 1-3 |

1.1 PURPOSE

This chapter provides guidance to the Alabama Department of Transportation for the certification of the metropolitan transportation planning process conducted by ALDOT.

1.2 AUTHORITY

FAST Act <https://www.fhwa.dot.gov/fastact/>

23 U.S.C. (United States Code) 134 (k)(5)

49 U.S.C. 5303 (k)(5)

23 C.F.R. (Code of Federal Regulations) 450.334

1.3 SCOPE

Federal law and regulation require ALDOT and the MPOs to jointly certify the transportation planning process for the metropolitan area concurrent with the submittal of the entire TIP to the FHWA and the FTA as part of the STIP approval at least every four years. This chapter is intended for use by ALDOT and MPO staff to assist them in carrying out the self-certification requirements.

1.4 REFERENCES

| | | |
|---|-------|--|
| 23 U.S.C. 134 | ----- | (Metropolitan Planning) |
| 42 U.S.C. 2000d et seq. | ----- | (Title VI of the Civil Rights Act of 1964) |
| 42 U.S.C. 12101 | ----- | (Americans with Disabilities Act of 1990) |
| 42 U.S.C. 7504 and 7506(c) and (d) | | (Transportation Air Quality Conformity) |
| 49 U.S.C. 5303 | ----- | (Metropolitan Planning) |
| Section 1101(b) of the FAST Act | --- | (Disadvantaged Business Enterprises) |
| 23 C.F.R. 450 | ----- | (Metropolitan Planning) |
| 49 C.F.R. Part 26 | ----- | (Disadvantaged Business Enterprises) |
| 49 C.F.R. 27 | ----- | (Nondiscrimination on the Basis of Disability in Programs and Activities Receiving Federal Financial Assistance) |
| 49 C.F.R. 37 | ----- | (Transportation Services for Individuals with Disabilities) |
| 49 C.F.R. 38 | ----- | (Americans with Disabilities Act (ADA) Accessibility Specifications for Transportation Vehicles) |

1.5 SELF-CERTIFICATION REQUIREMENTS

23 C.F.R. 450.334 requires that concurrent with the submittal of the entire proposed TIP to FHWA and FTA as part of the STIP approval, the State and MPO shall certify at least every four years that the metropolitan transportation planning process is being carried out in accordance with all applicable requirements including:

- (1) The metropolitan planning requirements identified in *23 U.S.C. 134* and *49 U.S.C. 5303*;
- (2) In non-attainment and maintenance areas, Sections 174 and 176 (c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506 (c) and (d)) and 40 C.F.R. Part 93;
- (3) Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 C.F.R. Part 21;
- (4) 49 U.S.C. 5332 prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
- (5) Section 1101(b) of the FAST Act (Public Law 114-94) and 49 C.F.R. Part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;
- (6) 23 C.F.R. Part 230 regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
- (7) The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and *49 C.F.R. Parts 27, 37, and 38*;
- (8) The Older Americans Act, as amended (42 U.S.C. 6101) prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
- (9) Section 324 of 23 U.S.C. regarding the prohibition of discrimination on the basis of gender; and
- (10) Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 C.F.R. Part 27 regarding discrimination against individuals with disabilities.

1.6 CERTIFICATION PROCESS & QUESTIONS

When the new STIP and TIPs are developed, ALDOT should contact each of the MPOs to schedule the certification review. The meeting should be scheduled so that ALDOT can provide **preliminary results of the certification**. At the meeting, ALDOT and the MPO will review all the planning requirements mandated by the 10 areas of law referenced in Section 1.5 and the questions outlined in this section.

The list of questions provided below identifies those minimum tasks that an MPO shall do in order to be fully certified. If the answer to one of the questions below is negative and if the problem cannot be corrected prior to the signing of the joint certification statement, ALDOT has the option of granting conditional certification and including corrective action in the joint certification statement. The corrective action should include a date by which the problem must be corrected. This list is intended to be as comprehensive as possible; however, it is possible that some requirements may have been overlooked and will need to be added at a later date.

Section (1): The metropolitan planning requirements of 23 U.S.C. 134 and 49 U.S.C. 5303;

1. Is the MPO properly designated by agreement between the Governor and 75% of the urbanized area, including the largest incorporated city, and in accordance with procedures set forth in state and local law? [23 U.S.C. 134 (d)(1)(A) and (B); 49 U.S.C. 5303 (d); 23 C.F.R. 450.310 (b)]

TPO Staff Response: Yes, the Interlocal Agreement was updated to include new members from the City of Orange Beach and Escambia County Area Transit (ECAT) and the agreement was filed in December 2015. In April 2016 Escambia County Board of County Commissioners passed a resolution recommending removal of ECAT as a representation on the Florida-Alabama TPO. Subsequently, the Florida-Alabama TPO approved Resolution FL-AL 16-15 removing ECAT. Resolution FL-AL 16-15 was filed with Baldwin County, Alabama, and Escambia and Santa Rosa Counties in Florida.

2. For Transportation Management Areas (TMAs) only, does the MPO policy board include local elected officials, officials that administer or operate major modes of transportation, and appropriate state officials? [23 U.S.C. 134 (d)(2)(A), (B), & (C); 49 U.S.C. 5303 (d); 23 C.F.R. 450.310 (d)]

TPO Staff Response: Yes, the TPO consists of 5 Escambia County Commissioners, 5 City of Pensacola Council members, 5 Santa Rosa County Commissioners, 1 City of Gulf Breeze Council member, 1 City of Milton Council member, 1 Baldwin County Commissioner, and 1 City of Orange Beach Council member.

3. Does the MPO have up to date agreements such as the transportation planning agreement that creates the MPO, the financial agreement, and, if applicable, a transportation planning agreement between the MPOs, State, and public transportation operators where more than one MPO has been designated to serve an urbanized area? [23 C.F.R. 450.314]

TPO Staff Response: The Interlocal Agreement for Creation of the Florida-Alabama TPO was updated and approved by the TPO on October 7, 2015. Escambia County Board of

County Commissioners approved a resolution at their April 7, 2016 meeting recommending removal of Escambia County Area Transit as a representative on the TPO. Subsequently, the TPO approved Resolution FL-AL 16-15 accepting Escambia County's recommendation. Resolution FL-AL 16-15 has been filed with Baldwin County, Alabama, and Escambia and Santa Rosa Counties in Florida.

The Intergovernmental Coordination and Review Agreement was executed on June 9, 2010. Since there had been no significant changes to the parties of the agreement, the TPO reaffirmed the agreement on April 8, 2015. This agreement is scheduled to be reaffirmed again in 2020.

The Agreement for Professional Staff Services by and between the West Florida Regional Planning Council and the Florida-Alabama Transportation Planning Organization for the Pensacola, FL-AL Urbanized Area was updated and approved on December 10, 2014.

4. Does the MPO boundary encompass the existing urbanized area and contiguous area expected to become urbanized within 20-year forecast period? [23 U.S.C. 134 (e)(2); 49 U.S.C. 5303 (e); 23 C.F.R. 450.312 (a)]

TPO Staff Response: Yes, a methodology document was prepared by the TPO staff during the development of the Metropolitan Planning Area based on the 2010 Census. The Metropolitan Planning Area Boundary was approved by the TPO on December 12, 2012 by Resolution FL-AL 12-31. The Metropolitan Planning Area Map is available for downloading by the following hyperlink on the TPO's Web Site
https://www.ecrc.org/document_center/Programs/Florida%20Alabama%20TPO/FA_2010_MPA_Boundary_Approved121212.pdf

5. Did ALDOT send a copy of the boundary map to FHWA and FTA? [23 C.F.R. 450.312 (j)]

TPO Staff Response: Yes, during membership apportionment, letters were sent to Yvonne Arens (FDOT Office of Policy Planning), Lyle Seigler (FDOT District III Planning) and Jim Doolin (ALDOT Planning) on March 4, 2013 that had the Metropolitan Planning Area maps attached to be forwarded 1 hard copy and 1 electronic copy of the Metropolitan Planning Area Map to FHWA and FTA after its approval by the MPO and the Governor.

6. For projects located within the boundaries of more than one MPO, does the MPO coordinate the planning of these projects with the other MPO(s)? [23 U.S.C. 134 (g)(2)]

TPO Staff Response: Yes, the Emerald Coast Regional Council is staff to the Florida-Alabama TPO, Okaloosa-Walton TPO, and Northwest Florida Regional TPO. No projects for the Florida-Alabama TPO crossed into Eastern Shore MPO and Mobile MPO, but the Florida-Alabama TPO coordinates with these two MPOs regularly. In addition, Baldwin County staffs the Eastern Shore MPO and Baldwin County has

membership on the Florida-Alabama TPO and TCC. Lastly, ALDOT in Mobile attends the Mobile MPO, Eastern Shore MPO, and the Florida-Alabama TPO meetings.

7. Does the MPO planning process provide for consideration of the 10 planning factors? [23 U.S.C. 134 (h); 23 C.F.R. 450.306 (b)]

TPO Staff Response: Yes, the Fixing America's Surface Transportation (FAST) Act was adopted on December 4, 2015 and expanded the planning factors from 8 to 10. The TPO's Planning Process since December 4, 2015 provides consideration of the 10 Planning Factors as outlined in the FL-AL TPO UPWP.

The ten planning factors are:

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
2. Increase the safety of the transportation system for motorized and nonmotorized users.
3. Increase the security of the transportation system for motorized and nonmotorized users.
4. Increase the accessibility and mobility of people and for freight.
5. Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns.
6. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.
7. Promote efficient system management and operation.
8. Emphasize the preservation of the existing transportation system.
9. Improve resiliency of the system and reduce storm water impact of surface transportation.
10. Enhance travel and tourism.

The first eight planning factors were considered in the development of the 2040 Long Range Transportation Plan Goals and Objectives which were reviewed and developed by a steering committee of the TCC and CAC with assistance from the TPO staff and the General Planning Consultant. A matrix showing how the 8 planning factors were included in the strategies of the 2040 LRTP can be found on pages 2 and 3 of the Final Report at

https://www.ecrc.org/document_center/Programs/Florida%20Alabama%20TPO/Amendments%20and%20Modifications/Final-Report-V5-07_20_16-1.pdf. It is understood two

additional Planning Factors are included in the recent Fixing America's Surface Transportation Act. These two additional Planning Factors will be considered in the 2045 Long Range Transportation Plan. The 10 Planning Factors were also considered in the FY 2019-FY 2020 Unified Planning Work Program as shown on page 7 at

https://www.ecrc.org/document_center/Programs/Florida%20Alabama%20TPO/Plans%20and%20Documents/Florida-Alabama-TPO-FY-2019-FY-2020-UPWP%20April%202019.pdf.

8. Did the Long-Range Transportation Plan (LRTP) have at least a 20-year horizon at the time of adoption of the last major update? [23 U.S.C. 134 (i)(2)(A); 23

C.F.R. 450.324 (a)]

TPO Staff Response: Yes, the 2035 Long Range Transportation Plan was adopted on November 10, 2010. The 2040 Long Range Transportation Plan was adopted on November 3, 2015. Therefore, the last two Long Range Transportation Plan updates had at least a 20-year horizon at the time of adoption.

9. Did the LRTP address the following areas in accordance with 23 U.S.C. 134 (i)(2), 49 U.S.C. 5303 (f)?

- Identify projected transportation demand of persons and goods in the metropolitan planning area over the period of the transportation plan.

TPO Staff Response: The northwest Florida regional transportation model does not include Alabama. Currently, we are not able to project the transportation demand of persons and goods in the Alabama portion of the metropolitan planning area.

- Identify major transportation facilities (including major roadways, public transportation facilities, intercity bus facilities, multimodal and intermodal facilities, nonmotorized transportation facilities) that function as an integrated metropolitan transportation system, giving emphasis to facilities that serve national and regional transportation functions.

TPO Staff Response: A comprehensive review and analysis of all regional multimodal needs was completed as part of the plan update process. As documented throughout the 2040 LRTP, an inventory of major roadway, transit, multimodal and intermodal facilities, bicycle and pedestrian facilities, and intermodal connectors was completed, and the needs were identified.

- Include a description of the performance measures and performance targets used in assessing the performance of the transportation system in accordance with 23 USC 134(h)(2).

TPO Staff Response: The 2045 LRTP will address performance measures and performance targets.

- Include a system performance report and subsequent updates evaluating the condition and performance of the transportation system with respect to the performance targets described in 23 USC 134(h)(2).

TPO Staff Response: The 2045 LRTP will address performance targets.

- Include discussion of types of potential environmental mitigation activities and potential areas to carry out these activities, including activities that may have the greatest potential to restore and maintain the environmental functions

affected by the plan.

TPO Staff Response: A systemwide approach to environmental mitigation activities are identified in the 2040 LRTP. The Efficient Transportation Decision Making Process established by the FDOT was used to identify an inventory of potential issues that may be associated with each corridor. The FDOT has established procedures for addressing all mitigation issues in consultation with agencies as part of the Project Development & Environmental (PD&E) process. Section 5.5 to Section 5.8 in the Final Report includes substantial documentation on Environmental Mitigation, Strategies, and Screening. Environmental maps, statutes, rules, and local government comprehensive plans were referenced.

- Include a financial plan that showed the public and private revenue sources that could reasonably be expected.

TPO Staff Response: A financial plan was prepared and is documented in the 2040 LRTP. Federal and state funding program estimates were provided through the FDOT and a separate table was provided by ALDOT. These revenues are summarized in the 2040 LRTP.

- Include discussion of operational and management strategies to improve the performance of existing transportation facilities to relieve vehicular congestion and maximize the safety and mobility of people and goods.

TPO Staff Response: A funding set-aside or box was created for ITS and multimodal corridor studies as part of the 2040 LRTP. This will create an annual funding stream for operational projects to be identified and funded as the needs arise. The 2040 Florida-Alabama Needs Plan contains a project called "Traffic Operations Center" to be constructed in Orange Beach.

- Include discussion of capital investment and other strategies to preserve the existing and projected future metropolitan transportation infrastructure, provide for multimodal capacity increases based on regional priorities and needs, and reduce the vulnerability of the existing transportation infrastructure to national disasters.

TPO Staff Response: Development of the 2040 LRTP involved extensive analysis of the preservation of existing and forecasted infrastructure.

- Indicate as appropriate proposed transportation and transit enhancement activities.

TPO Staff Response: Transit and transit mobility projects have a funding set aside or box that has been included as part of the 2040 LRTP. The TPO has a separate transportation alternatives program that identifies and ranks qualified projects.

10. Did the LRTP address the following minimum required areas in accordance with 23 C.F.R. 450.324 (f)?

- Identify projected transportation demand of persons and goods in the metropolitan planning area over the period of the transportation plan;

TPO Staff Response: A regional travel demand model was developed that projected demands on the roadway infrastructure through the year 2040.

- Identify existing and proposed transportation facilities (including major roadways, transit, multimodal and intermodal facilities, pedestrian walkways and bicycle facilities, and intermodal connectors);

TPO Staff Response: A comprehensive review and analysis of all regional multimodal needs was completed as part of the plan update process. As documented throughout the 2040 LRTP, an inventory of major roadway, transit, multimodal and intermodal facilities, bicycle and pedestrian facilities, and intermodal connectors was completed, and the needs were identified.

- Include a description of the performance measures and performance targets used in assessing the performance of the transportation system in accordance with 23 C.F.R. 450.306(d).

TPO Staff Response: The 2045 LRTP will address performance measures and performance targets.

- Include a system performance report and subsequent updates evaluating the condition and performance of the transportation system with respect to the performance targets described in 23 C.F.R. 450.306(d)

TPO Staff Response: The 2045 LRTP will address performance targets.

- Include operational and management strategies to improve the performance of existing transportation facilities;

TPO Staff Response: A funding set-aside or box was created for ITS and multimodal corridor studies as part of the plan. This will create an annual funding stream for

operational projects to be identified and funded as the needs arise.

- In TMA areas, consider the results of the congestion management process;

TPO Staff Response: The Congestion Management Process (CMP) was updated as part of the 2040 LRTP update. Congestion management strategies included in the CMPP have been included in the 2040 LRTP.

- Include an assessment of capital investment and other strategies to preserve the existing and projected future metropolitan transportation infrastructure and provide for multimodal capacity increases based on regional priorities and needs;

TPO Staff Response: Development of the 2040 LRTP involved extensive analysis of the preservation of existing and forecast infrastructure.

- Describe the proposed improvements in sufficient detail to develop cost estimates;

TPO Staff Response: The purpose and need for each project was developed as part of the 2040 LRTP. Cost estimates were developed and have been included. These costs are based on FDOT planning level cost estimates.

- Discuss types of potential environmental mitigation activities and potential areas to carry out these activities;

TPO Staff Response: A systemwide approach to environmental mitigation activities are identified in the 2040 LRTP. The Efficient Transportation Decision Making Process established by the FDOT was used to identify an inventory of potential issues that may be associated with each corridor. The FDOT has established procedures for addressing all mitigation issues in consultation with agencies as part of the Project Development & Environmental (PD&E) process.

- Include pedestrian walkway and bicycle transportation facilities;

TPO Staff Response: The TPO has developed a Bicycle and Pedestrian Master Plan. From this plan projects will be drawn and funded. Dedicated funding was set aside for bicycle and pedestrian projects in the 2040 LRTP.

- Include transportation and transit enhancement activities;

TPO Staff Response: Transit and transit mobility projects have a funding set-aside or box that has been included as part of the 2040 LRTP.

- Include a financial plan that demonstrates how the adopted transportation plan can be implemented

TPO Staff Response: A financial plan was prepared and is documented in the 2040 LRTP which can be found here:

https://www.ecrc.org/document_center/Programs/Florida%20Alabama%20TPO/Amendments%20and%20Modifications/Final-Report-V5-07_20_16-1.pdf.

- Include design concept and design scope descriptions of all existing and proposed transportation facilities in sufficient detail, regardless of funding sources, in nonattainment and maintenance areas for conformity determinations under the EPA's transportation conformity regulations (40 C.F.R. part 93, subpart A).

TPO Staff Response: Questions do not apply to the FL-AL TPO since the TPO area has maintained attainment and has never been designated a maintenance area.

11. Has the LRTP been reviewed and updated at least 5 years since the date of the last MPO Board action? If the MPO planning area is in nonattainment and maintenance areas, has the LRTP been reviewed and updated at least 4 years since the last board action? [23 U.S.C. 134 (i)(1); 23 C.F.R. 450.324 (c)]

TPO Staff Response: Yes, the Florida-Alabma 2035 Long Range Transportation Plan was adopted by Resolution FL-AL 10-42 on November 10, 2010. The 2040 Long Range Transportation Plan was adopted by Resolution FL-AL 15-36 on November 3, 2015. Therefore, the maximum 5 year deadline between Long Range Transportation Plan adoptions was met.

12. Has the MPO sent all updates/amendments of the LRTP to FHWA and FTA via the ALDOT's Local Transportation Bureau? [23 C.F.R. 450.324 (c)]

TPO Staff Response: Yes, the 2040 Florida-Alabama Long Range Transportation Plan was adopted by Resolution 15-36 on November 3, 2015. The Final Report has been signed off by ALDOT and FDOT. The necessary copies were provided to ALDOT and FDOT for distribution to FHWA and FTA. LRTP amendments that pertain to Alabama

projects will be sent to ALDOT and LRTP amendments that pertain to Florida projects will be sent to FDOT. Both DOTs will forward the amendment documents to FHWA and FTA.

13. Was the TIP developed in cooperation with the State and local transit operators? [23 U.S.C. 134 (j)(1)(A); 49 U.S.C. 5303 (a); 23 C.F.R. 450.326 (a)]

TPO Staff Response: ALDOT includes state and federal transportation projects in their Portal for the TPOs to include in their Transportation Improvement Programs(TIPs). For the current TIP, no transit projects were identified by ALDOT for the Florida-Alabama TPO. Based upon the last FHWA certification for the Florida-Alabama, the Baldwin Rural Area Transportation System (BRATS) has been added as a member of the 2045 Long Range Transportation Plan Steering Committee to represent Public Transportation interests in the Alabama region of the TPO. BRATS is also a member of the TCC. Baldwin County and the City of Orange Beach have representatives on the TCC and TPO. The CAC has a citizen from Orange Beach. The TPO, TCC, and CAC review the TIP in April with approval in June every year.

14. Was the TIP updated at least every 4 years and approved by the MPO and the Governor? [23 U.S.C.134 (j)(1)(D); 23 C.F.R. 450.326 (a)]

TPO Staff Response: Yes, the Florida-Alabama TIP is approved annually by the TPO Board and is sent to ALDOT for approval by the Governor of Alabama. ALDOT's approval of the TIP is included as an Appendix in the LRTP.

15. Was the TIP financially constrained and did it include only revenues that could be reasonably expected? [23 U.S.C. 134 (j)(2)(B); 49 U.S.C. 5303 (j); 23 C.F.R. 450.326 (h)]

TPO Staff Response: Yes, the TIP is financially constrained based on the TPO's allocation and projects with Federal, State, and Local funds. These funds are the only funds that are reasonably expected. The allocation from ALDOT is included as an Appendix in the TIP.

16. Did the TIP contain a priority list of federally supported projects to be supported over the next four years? [23 U.S.C. 134 (j)(2)(A); 49 U.S.C. 5303 (j); 23 C.F.R. 450.326 (a)]

TPO Staff Response: Yes, the TIP contains a 5-year summary of projects by funding category as requested by Florida DOT. Florida-Alabama TPO adopts a project priority document annually. A federally supported spreadsheet with our allocation is agreed upon with ALDOT. ALDOT's Senior Transportation Planner provides an updated to the spreadsheet to the TPO Staff every month to review for accuracy.

17. Did the TIP contain all regionally significant projects, as defined by 23 C.F.R. 450.104? [23 U.S.C. 134 (j)(3)(B); 49 U.S.C. 5303 (j)(2); 23 C.F.R. 450.326 (d)]

18. TPO Staff Response: Yes, the definition of Regionally Significant as defined in 23 C.F.R. 450.104 is a transportation project that is on a facility which serves regional transportation needs and would normally be included in the modeling of the metropolitan area's transportation network. The current transportation network consists of principal arterials, minor arterials, urban collectors, and minor collectors. The 2040 Long Range Transportation Plan Update updated the Congestion Management Process Plan to reflect the 2010 Functional Classification System in Escambia, Santa Rosa, and Baldwin Counties for these categories. FDOT, TPO, and local governments have worked cooperatively to include such projects in the TIP.

19. Was the TIP consistent with the LRTP? [23 U.S.C. 134 (j)(3)(C); 49 U.S.C. 5303 (j)(1); and 23 C.F.R. 450.326 (i)]

TPO Staff Response: Yes, LRTP Cost Feasible Plan projects which have phases funded in the next five years are included in the Transportation Improvement Program.

20. Does the TIP identify the criteria and process for prioritizing implementation of transportation plan elements (including inter-modal trade-offs) for inclusion in the TIP and any changes in priorities from previous TIPs? [23 C.F.R. 450.326 (n) (1)]

TPO Staff Response: Yes, criteria for the Long Range Transportation Plan, Transportation System Management, and Transportation Alternatives Program Projects are included in the TPO's Project Priorities. The Project Priorities are an Appendix in the Transportation Improvement Program. Project Priorities are updated annually and change from year to year just like Transportation Improvement Program.

21. Did the TIP include a listing of projects for which Federal funds have been obligated in the preceding year, or was this list otherwise made available for public review? [23 U.S.C. 134 (j)(7)(B); 49 U.S.C. 5304 (j)(7); 23 C.F.R. 450.326 (b) and (n)]

TPO Staff Response: Yes, Appendix D of the Transportation Improvement Program contains the listing of Federal Obligated Projects.

22. When developing the LRTP and TIP, did the MPO provide citizens, affected public agencies, representatives of transportation agency employees, freight shippers, providers of freight transportation services, private providers of transportation, representatives of users of public transit, and other interested parties with a reasonable opportunity to comment on the proposed plan and program? [23 U.S.C. 134 (i)(6)(A) and (j)(4)]

TPO Staff Response: The organizations and groups that provided briefings on the development of the 2040 Long Range Transportation Plan are listed on page 3-5 of the Final Report, pages 5 and 6 of the Needs Plan Technical Report, and pages 4 and 5 of the Cost Feasible Plan Technical Report. These organizations are among the entities listed in

23 CFR 450.316(a). The public was able to comment on development of the LRTP and TIP during public workshops, at TPO and Advisory Committee Meetings, and at an advertised public hearing. For additional details see both LRTP and TIP as well as the Project Priorities document on the TPO's web site here:
https://www.ecrc.org/programs/transportation_planning/plans_and_documents/index.php.

23. Is the LRTP and TIP of the MPO published or otherwise readily available for public review? [23 U.S.C. 134 (i)(6) and (j)(7)(A)]

TPO Staff Response: The adopted plans and technical reports are included on the Emerald Coast Regional Council web site as .pdf files. A summary report of the 2040 Long Range Transportation Plan was also prepared to handout to various groups and organizations throughout the year. CDs of the Final Report were sent to FDOT contacts, Legislative Delegation (Local and Federal), Local Libraries, and the Department of Economic Opportunity. The same distribution process was used for the Transportation Improvement Program.

24. Did the UPWP identify work proposed for the next one- or two-year period by major activity and task in sufficient detail to indicate who will perform the work, the schedule for completing the work, the resulting products, the proposed funding by activity/task, and a summary of the total amounts and sources of Federal and matching funds? [23 C.F.R. 450.308 (c)]

TPO Staff Response: Yes, the FY 2019-FY 2020 Unified Planning Work Program has 12 tasks that are identified per Fiscal Year with projects with target dates of completion. Each task is also broken down by funding source and summarized by table.

UPWP Link:

https://www.ecrc.org/document_center/Programs/Florida%20Alabama%20TPO/Plans%20and%20Documents/UPWP/FL-AL%20FY19-FY20%20UPWP%20FINAL%201-27-20.pdf.

The new FY 2021- FY 2022 UPWP (draft only) can be found here:

https://www.ecrc.org/document_center/Programs/Florida%20Alabama%20TPO/Plans%20and%20Documents/UPWP/FL-AL%20Draft%20UPWP%20FINAL.pdf.

25. Did the UPWP document planning activities to be funded with through Title 23 U.S.C. and the Federal Transit Act? [23 C.F.R. 450.308 (b)]

TPO Staff Response: Yes, the FL-AL FY 2019-FY 2020 UPWP adopted April 11, 2018 includes the following planning activities under Public Transportation in Task C.4 Multi-modal Planning:

- Technical assistance and staff support for public transportation in the Pensacola, FL-AL UZA
- Project administration and oversight implementation for remaining JARC and New Freedom funds

- Assist ECAT in development of performance measures
- Establish routine coordination with ECAT
- Working with transit and local governments to prepare for ACES vehicle impacts
- Travel to trainings, workshops, conferences
- Presentations at meetings and workshops

26. Were the transportation plans and programs of the MPO based on a continuing, comprehensive, and cooperative process? [23 U.S.C. 134 (c)(3), 49 U.S.C. 5303 (c)(3)]

TPO Staff Response: Yes, the TPO process is based on a continuing, comprehensive, and cooperative process which is standard language in each Resolution that is approved by the TPO Board. Standard language in adopted TPO Resolutions for Transportation Plans and Programs is "The Florida-Alabama Transportation Planning Organization (TPO) is the organization designated by the governors of Florida and Alabama as being responsible, together with states of Florida and Alabama, for carrying out the continuing, cooperative and comprehensive transportation planning process for the Florida-Alabama TPO Planning Area."

27. If located in a Transportation Management Area, does the MPO have an up to date congestion management process? [23 U.S.C. 134 (k)(3)]

TPO Staff Response: Yes, the Florida-Alabama TPO Congestion Management Process was adopted by Resolution FL-AL 15-37 on November 3, 2015. The 2020 Update is scheduled to be adopted in April 2020.

28. Does the MPO have a documented Public Participation Plan that defines a process for members of the public to have reasonable opportunity to participate in the planning process? [23 C.F.R. 450.316 (a)]

TPO Staff Response: In an effort to ensure the plans of the TPO reflect community values and equally benefit all planning area stakeholders, a public participation process manual was created and approved by the board to:

- Inform the public of transportation meetings and other events in a timely manner and stage at a convenient location,
- Educate the public regarding their role in the transportation planning and decision-making process
- Involve the public by providing opportunities early and often,
- Reach all communities with an emphasis on the underserved,
- Continually evolve to improve the public participation process as trends and technologies change.

It is available online at https://www.ecrc.org/programs/public_involvement/florida-alabama_tpo_public_involvement/index.php

*The plan can be found at the bottom of the webpage in the documents drop-down menu.

29. Has the MPO recently reviewed its Public Participation Plan? [23 C.F.R. 450.316 (a)(1)(x)]

TPO Staff Response: TPO Staff continually reviews the PPP as trends and technologies change. The PPP was updated in June 2019 and is reviewed annually. The PPP was reviewed and updated based on feedback from federal certification.

30. When the Public Participation Plan was adopted, was it made available for public review for at least 45 days? [23 C.F.R. 450.316(a)(3)]

TPO Staff Response: The Public Participation Plan was adopted in June 2019. Staff opened the 45 day review period on April 8, 2019 and closed on May 24, 2019.

The current PPP can be found at

https://www.ecrc.org/programs/public_involvement/florida-alabama_tpo_public_involvement/index.php

*The plan can be found at the bottom of the webpage in the documents drop-down menu.

Section (2): The requirements of Sections 174 and 176 (c) and (d) of the Clean Air Act (for air quality nonattainment and maintenance areas only)

TPO Staff Response: Questions do not apply to the FL-AL TPO since the TPO area has maintained attainment and has never been designated a maintenance area.

1. How does the MPO coordinate the development of the Transportation Plan with SIP development?
2. How does the MPO's UPWP incorporate all of the metropolitan transportation-related air quality planning activities addressing air quality goals, including those not funded by FHWA/FTA?
3. Does the metropolitan planning process include a Congestion Management Process that meets the requirements of 23 C.F.R. Part 450.322? What assurances are there that the Transportation Plan incorporates travel demand and operational management strategies, and that necessary demand reduction and operational management commitments are made for new SOV projects?
4. How does the MPO ensure that the TIP includes all proposed federally and non-federally funded regionally significant transportation projects, including intermodal facilities?

Sections (3), (4), and (7) through (10): The prohibitions against

discrimination on the basis of race, color, creed, national origin, age, gender, or disability as dictated by Title VI of the Civil Rights Act of 1964, as amended; 49 U.S.C. 5332; 23 U.S.C. 324; the Americans with Disabilities Act; the Older Americans Act; and Section 504 of the Rehabilitation Act of 1973

1. Does the MPO have a signed Title VI policy statement expressing commitment to non-discrimination? [23 C.F.R. 200.9 (a)(1)]

TPO Staff Response The signed Nondiscrimination Agreement, including Title VI Assurances, is included in Appendix A of the UPWP.

The TPO's updated Title VI Policy Statement and Plan was adopted October 2019 and can be found here: https://www.ecrc.org/programs/public_involvement/florida-alabama_tpo_public_involvement/index.php

*The plan can be found at the bottom of the webpage in the Title VI Plan drop-down menu.

2. Does the MPO take action to correct any deficiencies found by ALDOT within a reasonable time period, not to exceed 90 days, in order to implement Title VI compliance? [23 C.F.R. 200.9 (a)(3)]

TPO Staff Response: No deficiencies have been found. If deficiencies are found, the MPO will take action to correct within a reasonable time period, not to exceed 90 days, in order to implement Title VI compliance.

3. Does the MPO have a staff person assigned to handle Title VI and ADA related issues? This does not need to be a full-time equivalent position, but there should be at least someone at the MPO for whom Title VI and ADA is an extra duty area. [23 C.F.R. 200.9 (b)(1); 49 C.F.R. 27.13]

TPO Staff Response: Public Involvement Coordinator Brittany Ellers is responsible for Title VI and ADA related issues.

4. Does the MPO have a procedure in place for the prompt processing and disposition of Title VI and Title VIII complaints, and does this procedure comply with ALDOT's procedure? [23 C.F.R. 200.9 (b)(3)]

TPO Staff Response: The adopted Title VI Policy and Plan outlines the procedure. The TPO's updated Title VI Policy Statement and Plan was adopted October 2019 and can be

found here: https://www.ecrc.org/programs/public_involvement/florida-alabama_tpo_public_involvement/index.php

*The plan can be found at the bottom of the webpage in the Title VI Plan drop-down menu.

The TPO's Title VI Policy Statement and Plan are reviewed annually for effectiveness.

5. Does the MPO collect statistical data (race, color, national origin, sex, age, disability) of participants in, and beneficiaries of the programs and activities of the MPO? [23 C.F.R. 200.9 (b)(4)]

TPO Staff Response: The TPO collects demographic data from the US Census Bureau and analyzes it at the County, TPO, and Community (Census-Designated Place) levels.

6. Does the MPO conduct an annual review of their program areas (for example: public involvement) to determine their level of effectiveness in satisfying the requirements of Title VI? [23 C.F.R. 200.9 (b)(6)]

TPO Staff Response: The TPO's Public Participation Process Manual describes the TPO Staff Response: The TPO's Public Participation Process Manual describes the processes used to involve all persons in a community, regardless of race, income, or status, being affected positively or negatively by any TPO program area. The Public Involvement Coordinator evaluates the effectiveness in satisfying the requirements of Title VI as outlined in the Florida-Alabama Title Policy. Quarterly Assessments are also conducted to determine effectiveness of outreach efforts. The current PPP can be found at

https://www.ecrc.org/programs/public_involvement/florida-alabama_tpo_public_involvement/index.php

*The plans can be found at the bottom of the webpage in the Title VI Plan and Documents drop-down

7. Has the MPO participated in any recent Title VI training, either offered by the state, organized by the MPO, or some other form of training, in the past year?

TPO Staff Response: Staff organized and participated in a Title VI Training on April 6, 2018. The training featured a Title VI/ADA Overview and guest speaker, Christopher Ryan, Deputy Executive Director, Communication and Outreach, Title VI / DBE Coordinator Broward Metropolitan Planning Organization. Staff is planning to host a Regional Title VI Training in 2020.

8. Does the MPO have a signed Non Discrimination Agreement, including Title VI Assurances, with the State?

TPO Staff Response: The signed Nondiscrimination Agreement, including Title VI Assurances, is included in Appendix A of the UPWP.

The TPO's updated Title VI Policy Statement and Plan was adopted October 2019 and can be found here: https://www.ecrc.org/programs/public_involvement/florida-alabama_tpo_public_involvement/index.php

[*The plan can be found at the bottom of the webpage in the Title VI Plan drop-down](#)

9. Do the MPO's contracts and bids include the appropriate language as shown in the appendices of the Non Discrimination Agreement with the State?

TPO Staff Response: All advertisements for consultants and sub-consultants includes the following DBE Policy Statement:

EQUAL OPPORTUNITY AND DISADVANTAGED BUSINESS ENTERPRISE PROGRAM STATEMENT: The TPOs do not discriminate on any basis, as required by 49 USC 5332 (which prohibits discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity), Title VI of the Civil Rights Act of 1964 as amended, 42 USC 2000d to 2000d-4, and Title 49 CFR, Part 21. The TPOs ensure, in accordance with 49 CFR Part 26, that certified FDOT Disadvantaged Business Enterprise Program (DBE) participants have an equal opportunity to receive and participate in FDOT assisted contracts.

10. Does the MPO hold its meetings in locations that are ADA accessible? [49 C.F.R. 27.7 (5)]

TPO Staff Response: All of the TPO's meetings are held in ADA accessible locations. TPO staff utilizes the ADA Checklist for Existing Facilities for determining meeting locations. The checklist can be found at this link: <http://www.adachecklist.org/checklist.html>.

11. Does the MPO take appropriate steps to ensure its communications are available to persons with impaired vision and hearing? [49 C.F.R. 27.7 (6)(c)]

TPO Staff Response: All legal notices and news releases advertising public meetings of the TPO include information on how to contact the TPO for special accommodations including deaf/hard of hearing, visually impaired, mobility issues and foreign language needs. All meetings are held in ADA compatible locations and with advance notice (as stated in our notices), staff can have interpreters available to translate.

12. Does the MPO keep on file for 1 year all complaints of ADA non-compliance received and for 5 years a record of all complaints in summary form? [49 C.F.R. 27.121]

TPO Staff Response: The TPO has received no complaints in the past year. If any complaints are received the TPO will retain as required by law.

13. Have all the local governments included within the MPO's study area boundary completed an ADA Transition Plan? Please provide a table indicating the status of the transition plans and copy of the completed transition plans.

TPO Staff Response:

| Municipality | Status of ADA Transition Plan | ADA Coordinator | Location of ADA Transition Plan |
|----------------------|---|--|--|
| Baldwin County | Adopted July 19, 2016 via Resolution No. 2016-094 | Ron Cink, County Administrator | 312 Courthouse Square Bay Minette, AL 36507 |
| City of Orange Beach | Adopted September 20, 2016 via Resolution | Landon Smith, Building Official/Floodplain Administrator | 4101 Orange Beach Blvd Orange Beach, AL 36561 |

Section (5): Section 1101(b) of the FAST Act regarding the involvement of disadvantaged business enterprises in FHWA and FTA planning projects (49 C.F.R. Part 26) Note: MPOs that are part of municipal or county governments may have some of these processes handled by the host agency.

1. Does the MPO have an ALDOT approved DBE plan?

TPO Staff Response: FHWA funds are provided to the TPO through FDOT and ALDOT and are subject to FDOT's DBE Program Plan, as described in Chapter 8 of the MPO Program Management Handbook. For FTA funds, the TPO adopted a Public Transportation DBE program plan in October of 2015 via Resolution FL-AL 15-33.

2. Does the MPO track DBE participation?

TPO Staff Response: DBE participation as well as Bidder Opportunity List information is collected and tracked by FDOT via the EOC system. For FTA funds, DBE participation is tracked using the appropriate Federal form.

3. Does the MPO report actual payments to DBEs?

TPO Staff Response: DBE participation as well as Bidder Opportunity List information is collected and tracked by FDOT via the EOC system. For FTA funds, DBE participation is tracked using the appropriate Federal form.

4. Does the MPO include the DBE policy statement in its boilerplate contract language for consultants and sub-consultants?

TPO Staff Response: All advertisements for consultants and sub-consultants includes the following DBE Policy Statement:

EQUAL OPPORTUNITY AND DISADVANTAGED BUSINESS ENTERPRISE PROGRAM STATEMENT: The TPOs do not discriminate on any basis, as required by 49 USC 5332 (which prohibits discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity), Title VI of the Civil Rights Act of 1964 as amended, 42 USC 2000d to 2000d-4, and Title 49 CFR, Part 21. The TPOs ensure, in accordance with 49 CFR Part 26, that certified FDOT Disadvantaged Business Enterprise Program (DBE) participants have an equal opportunity to receive and participate in FDOT assisted contracts.

Section (6): 23 C.F.R. Part 230 regarding implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts.

1. Has the MPO implemented an equal employment opportunity program?

TPO Staff Response: The TPO does not have any construction contracts.

450.334 Self-certifications and Federal certifications.

Each MPO is required to include the new certification form in the TIP when updating the TIP every four (4) years and send a copy of the certification form to ALDOT's Local Transportation Bureau. After the Transportation Director at ALDOT signs the certification form, the Local Transportation Bureau will return a signed copy of the certification form to each MPO to be placed in the MPO's project folder.

METROPOLITAN TRANSPORTATION PLANNING SELF-CERTIFICATION

The Alabama Department of Transportation and the Florida-Alabama Transportation Planning Organization for the Pensacola Urbanized Area hereby certify that the metropolitan transportation planning process is being carried out in accordance with all applicable requirements including:

- (1) 23 U.S.C. 134, 49 U.S.C. 5303, and 23 CFR part 450, subpart C;
- (2) In nonattainment and maintenance areas, sections 174 and 176 (c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506 (c) and (d)) and 40 CFR part 93;
- (3) Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
- (4) 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
- (5) Section 1101(b) of the Fixing America's Surface Transportation Act (FAST Act) (Pub. L. 114-94) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;
- (6) 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
- (7) The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37, and 38;
- (8) The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
- (9) Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
- (10) Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.

Florida-Alabama TPO
Metropolitan Planning Organization

Signature

Sam Parker
Printed Name

| Chairman |
|----------|
| Title |

Date _____

ALDOT
State Department of Transportation

Signature

Printed Name _____

Title _____

Date 4-3-20

MEMORANDUM OF UNDERSTANDING

Alabama Department of Transportation

Statewide Procedures for FY 2020 - 2023 TIP/STIP

Revisions

Purpose

This Memorandum of Understanding (MOU) establishes a set of procedures to be used in the State of Alabama for processing revisions to the Metropolitan Planning Organization (MPO) FY 2020-2023 Transportation Improvement Programs (TIPs), and the Alabama Department of Transportation's Statewide Transportation Improvement Program (STIP). The STIP is the aggregation of the MPO TIP s, AL DOT statewide and Interstate programs.

Definitions

- *Administrative Modification* means a minor revision to a long-range statewide or metropolitan transportation plan, Transportation Improvement Program (TIP), or Statewide Transportation Improvement Program (STIP) that includes minor changes to project/project phase costs, minor changes to funding sources of previously-included projects, and minor changes to project/project phase initiation dates. An administrative modification is a revision that does not require public review and comment, re-demonstration of fiscal constraint, or a conformity determination (in nonattainment and maintenance areas). [23 CFR 450.104]
- *Amendment* means a revision to a long-range statewide or metropolitan transportation plan, TIP, or STIP that involves a major change to a project included in a metropolitan transportation plan, TIP, or STIP, including the addition or deletion of a project or a major change in project cost, project/project phase initiation dates, or a major change in design concept or design scope (e.g., changing project termini or the number of through traffic lanes.) Changes to projects that are included only for illustrative purposes do not require an amendment. An amendment is a revision that requires public review and comment, re-demonstration of fiscal constraint, or a conformity determination (for metropolitan transportation plans and TIPs involving "non-exempt" projects in nonattainment and maintenance areas). In the context of a long-range statewide transportation plan, an amendment is a revision approved by the State in accordance with its public involvement process. [23 CFR 450.104]
- *Betterment* consists of surface treatments/corrections to existing roadway [preferably within Alabama Department of Transportation (ALDOT) right-of-way], to maintain and bring the infrastructure to current design standards for that classification of highway. This may involve full depth base repair, shoulder-widening, increased lane-widths, correction super-elevation, as well as drainage improvements and guide rail upgrades.
- *Change in Scope* is a substantial alteration to the original intent or function of a

- programmed project; (e.g., change project termini or the number of through-traffic lanes).
- *Cooperating Agencies* include ALDOT, Metropolitan Planning Organizations (MPOs), and Rural Planning Organizations (RPOs), Federal Highway Administration (FHWA), Federal Transit Administration (FTA), and transit agencies.
 - *Financially Constrained (Fiscal Constraint)* means that the metropolitan transportation plan, TIP, and STIP include sufficient financial information for demonstrating that projects in the metropolitan transportation plan, TIP, and STIP can be implemented using committed, available, or reasonably available revenue sources, with reasonable assurance that the federally supported transportation system is being adequately operated and maintained. For the TIP and the STIP, financial constraint/fiscal constraint applies to each program year. Additionally, projects in air quality nonattainment and maintenance areas can be included in the first two years of the TIP and STIP only if funds are "available" or "committed." [23 CFR 450.104]
 - *Fiscal Constraint Chart (FCC)* is an Excel spreadsheet, or a chart generated by the Comprehensive Project Management System (CPMS), that depicts the transfer of funds from one source of funding to a done project, or multiple projects, that net out to zero.
 - *Level of Effort (LVOE)* is the term used to describe certain grouped projects in the TIPs and STIP that are not considered of appropriate scale to be identified individually. Projects may be grouped by function, work type, or geographical area, using the applicable classifications under 23 CFR 771.117(c) and (d), and/or 40 CFR part 93. In air quality nonattainment and maintenance areas, project classifications must be consistent with the *exempt* project classifications, contained in the transportation conformity regulations (40 CFR part 93). These projects are placed in the TIPs and STIP according to selected funding programs, with their anticipated fiscal year apportionments within the plan.
 - *New Project* is a project that is *not* programmed in the current TIP/STIP, and does not have previous obligations from a prior TIP/STIP.
 - *Obligated projects* mean strategies and projects funded under Title 23 U.S.C. and Title 49 U.S.C. Chapter 53 for which the supporting federal funds were authorized and committed by the State or designated recipient in the preceding program year and authorized by the FHWA or awarded as a grant by the FTA.
 - *Planning Partner* may refer to one of the following: ALDOT, FHWA, MPOs, RPOs, or other federal or state agencies.
 - *Project Selection* means the procedures followed by MPOs, States, and public transportation operators to advance projects from the first four years of an approved TIP and/or STIP to implementation, in accordance with agreed upon procedures. [23 CFR 450.104]
 - *Public Participation Plan (PPP)* is a documented, broad-based public involvement process that describes how the Planning Partner will involve and engage the public, the underserved, and interested parties in the transportation planning process, and ensure that the concerns of stakeholders are identified and addressed in the development of transportation plans and programs.

Note: The Alabama MPO Public Participation Plans may be found on the individual MPO websites. A complete listing of MPO websites may be found on the following ALDOT site: <http://www.dot.state.al.us/ltweb/planning/MPOWebsites.html>.

- *Revision* means a change to a long-range statewide or metropolitan transportation plan, TIP, or STIP that occurs between scheduled periodic updates. A *major revision* is an "amendment," while a *minor revision* is an "administrative modification." [23 CFR 450.104]
- *Statewide-managed Program (Statewide Program)* includes those transportation improvements or projects that are managed in the STIP, including project selection, at the ALDOT Central Office level, with possible regional Planning Partner solicitation and input. Examples include, but are not limited to HSIP, RRX, and TAP projects.
- *Statewide Transportation Improvement Program (STIP)* means a statewide prioritized listing/program of transportation projects covering a period of four years that is consistent with the long range statewide transportation plan, metropolitan transportation plans, and TIPs, and required for projects to be eligible for funding under Title 23 U.S.C. and Title 49 U.S.C. Chapter 53. [23 CFR 450.104]
- *Transportation Improvement Program (TIP)* means a prioritized listing/program of transportation projects covering a period of four years that is developed and formally adopted by an MPO as part of the metropolitan transportation planning process, consistent with the metropolitan transportation plan, and required for projects to be eligible for funding under Title 23 U.S.C. and Title 49 U.S.C. [23 CFR 450.104]

What is a Transportation Improvement Program (TIP) and what is a Statewide Transportation Improvement Program (STIP)?

The TIP consists of the approved MPO projects, developed by the MPOs, and statewide programs and projects developed by ALDOT within the urban areas of the MPOs. The STIP is the official transportation improvement program document, mandated by federal statute and recognized by FHWA and FTA. The STIP is a statewide, prioritized listing or program, of transportation projects to be implemented over a four-year period, consistent with MPO Long Range, Regional, or Metropolitan Plans, Statewide Transportation Plans, and MPO Transportation Improvement Programs (TIPs). The State's Five-Year Program, which incorporates the TIPs and STIP, is required by Alabama state law.

TIP/STIP Administration

FHWA and FTA will only authorize projects, and approve grants for projects, that are programmed in the currently-approved STIP. If a Planning Partner, Transit Agency, or ALDOT, wishes to proceed with a project not programmed in the STIP, a revision must be made to the STIP.

Highway and road projects will be approved by FHWA, and Transit projects will be approved by FTA.

The federal Statewide and Metropolitan Planning regulations contained in 23 CFR 450 et al, govern the provisions of the STIP and of individual MPO TIPs, parts related to STIP and TIP

revisions, and other actions taken to revise the TIP. The intent of this federal regulation is to acknowledge the relative significance, importance, and/or complexity, of individual programming actions. *Federal Transportation Planning and Programming, Code of Regulation, 23 CFR 450.324*, permits the use of alternative procedures by the cooperating parties, to effectively manage actions encountered during a given STIP cycle. The regulations require that any alternative procedures be agreed upon, and such alternative procedures be documented and included in the STIP document.

All revisions must maintain year-to-year fiscal constraint [23 CFR 450.324(e), (h), and (i)] for each of the four years of the TIPs and STIP. All revisions shall account for year of expenditure (YOE), and maintain the estimated total cost of the project, which may extend beyond the four years of the TIP/STIP. The arbitrary reduction of the overall cost of a project, or project phase(s), shall not be utilized for the advancement of another project.

In addition, TIP revisions must be consistent with the Long Range Transportation Plan of the individual MPO, and must correspond to the adopted provisions of the MPO Public Participation Plans. A reasonable opportunity for public review and comment shall be provided for significant revisions to the TIPs and STIP.

If a revision adds a project, deletes a project, or impacts the schedule or scope of work of an air quality significant project in a nonattainment or maintenance area, a new air quality conformity determination will be required, if deemed appropriate by the Interagency Air Quality Consultation Group (IAC). If a new conformity determination is necessary, an amendment to the Long Range or Regional Transportation Plan (project listings only), shall be developed and approved by the MPO. The modified conformity determination would then be based on the amended **LRTP** conformity analysis, and public involvement procedures, consistent with the existing PPP, would be required.

If the August Redistribution of Federal Highway Funds adds, advances, or adjusts federal funding for a project, the MPOs and other Planning Partners will be notified of the Administrative Modification by ALDOT.

Revisions: Amendments and Administrative Modifications

Note: This MOU does NOT change the Codes of Federal Regulations. It does modify some language within those regulations to make clear the understanding between the agreeing parties. For full application of the CFRs, visit definitions for *Amendment*, *Administrative Modification*, and *Revision* on p. 1. Revisions are not applicable to authorized project scopes

An Amendment is a major STIP/TIP planned project revision that:

- Affects air quality conformity, regardless of the cost of the project or the funding source.
- Adds a new project, or deletes a project, that utilizes federal funds from a statewide line item, exceeds the thresholds listed below, and excludes those federally-funded statewide program projects.
- Adds a new project phase(s), or increases a current project phase, or deletes a project phase(s), or decreases a current project phase that utilizes federal funds, where the

revision exceeds the following thresholds:

- *\$5 million for ALDOT federally-funded projects and Transportation Management Area (TMA) attributable projects.
- *\$1 million for ALDOT federally-funded projects and for non-TMA MPOs attributable projects.
- *\$750,000 for the county highway and bridge program.

- Involves a change in the Scope of Work to a project(s) that would:
 - *Result in an air quality conformity reevaluation.
 - *Result in a revised total project estimate that exceeds the thresholds established between ALDOT and the Planning Partner (not to exceed any federally-funded threshold contained in this MOU).
 - *Results in a change in the Scope of Work on any federally-funded project that is significant enough to essentially constitute a New Project.
 - *Level of Effort (LVOE) planned budget changes, exceeding 20% of the original budgeted amount.

All items requiring amendments to the STIP should be submitted to the ALDOT Office Engineer bureau no later than the first Tuesday of each month. Amendments to the STIP will be conducted on a Bimonthly cycle. Non-routine amendments requested by the State Transportation Director or the Joint Highway committee can be performed at any time.

Approval by the MPO (or cooperative effort with an RPO) is required for Amendments. The MPO/RPO must then request ALDOT Central Office approval, using the electronic Financial Constraint Chart (FCC) process. An FCC must be provided (in Excel format), which summarizes previous actions, the requested adjustments, and after the changes, an updated TIP. ALDOT's Central Office will review, approve, and forward to the appropriate federal agency for review and approval, with copies to other partner federal agencies.

All revisions shall be identified and grouped as one action on an FCC, demonstrating both project and program fiscal constraint. The identified grouping of projects (the *entire* amendment action) will require approval by the cooperating parties. In the case that a project phase is pushed out of the TIP four-year cycle, the Planning Partner will demonstrate, through a Fiscal Constraint Chart, fiscal balance of the subject project phase, in the second period of the respective Long Range Transportation Plan.

An *Administrative Modification* is a minor STIP/TIP revision that:

- Adds a project from a level of effort category or line item, utilizing 100 percent state or non-federal funding, or an MPO TIP placement of the federally-funded, Statewide Program, or federal funds from a statewide line item that do not exceed the thresholds established by the Planning Partner.
- Adds a project for emergency repairs to roadways or bridges, except those involving substantive or functional adjustments, or location and capacity changes.
- Draws down, or returns funding, from an existing STIP/TIP Reserve Line Item, and does not exceed the threshold established between ALDOT and the Planning Partners.
- Adds federal or state capital funds from low-bid savings, de-obligations, release of encumbrances, from savings on programmed phases, and any other project-cost modification sent to and approved by FHWA or FTA, to *another* programmed project phase or line item.

The initial submission and approval process of the Statewide Transportation Improvement Program (STIP), will establish federal funding for Level of Effort (LVOE) project groups. *Subsequent placement of individual projects in the STIP that are LVOE, will be considered Administrative Modifications.*

Administrative Modifications do not affect air quality conformity, nor involve a significant change in a project scope of work that would trigger an air quality conformity reevaluation; do not exceed the threshold established in the MOU between ALDOT and the Planning Partners, or the threshold established by this MOU (as detailed in the Revisions: Amendments and Administrative Modifications section); and do not result in a change in scope on any federally-funded project that is significant enough to essentially constitute a *new project*.

Administrative Modifications do not require federal approval. ALDOT and the Planning Partner will work cooperatively to address and respond to any FHWA or FTA comments. FHWA and FTA reserve the right to question any administrative action that is not consistent with federal regulations or with this MOU, where federal funds are being utilized.

Level of Effort Funding Categories

Projects in the STIP/TIP, referred to as Level of Effort (LVOE) projects, represent grouped projects not considered of appropriate scale to be identified individually. Projects may be grouped by function, work type, and/or geographical area, using the applicable classifications under 23 CFR 771.117 (c) and (d), and/or 40 CFR part 93. In nonattainment and maintenance areas, project classifications must be consistent with the *exempt project* classifications contained in the EPA transportation conformity regulations (40 CFR part 93).

LVOE projects are placed in the STIP/TIP according to selected funding programs, with the planned funding amounts for each year. ALDOT, and the affected MPOs, will be required to make a formal amendment to the STIP/TIPs for any adjustment of funding of an LVOE group that exceeds 20 percent of it originally-planned funding. The selected statewide funding programs include:

- Interstate Resurfacing Program (includes lighting, sign & pavement rehabilitation)
- Non-Interstate Resurfacing Program (FM)
- Transportation Alternative Program (TAP)
- Safety Projects (Hazard elimination, roadway and rail, high-speed passenger rail, seatbelt, blood alcohol content, and others.)
- Recreational Trails (Funds are transferred to ADECA.)
- County Allocation Funds (Off-system bridges and STP non-urban.) (Only until prior year carryover is fully obligated)
- Federal Transit Programs: (Sub Recipient) 5307 (urbanized), 5311 (non-urban), 5310 (Elderly and Disabilities), and 5339 (Buses and Bus Facilities)

Addition or deletion of individual LVOE projects are considered an administrative modification, and do not require any further MPO action prior to authorization, subject to the dollar thresholds established in the sections above. ALDOT will include all individual LVOE projects on the STIP project detail listing and will also maintain a matrix listing, on the STIP website, of LVOE projects. The MPOs will be notified as soon as any specific projects within their urban areas, are identified and selected, and will have ten (10) days to decline the project. Additionally, the MPOs will be notified as soon as any specific projects are modified or deleted within their urban areas and will have ten (10) days to decline the project deletion or change.

Level of Effort (LVOE) holds funds that are not dedicated to specific projects, and may be used to cover cost increases, or add new projects or project phases. LVOE shall not exceed the thresholds, or the requirements, of any other items that require an amendment.

Level of Effort resurfacing shall be programmed annually. Projects or project lists will be added as soon as available, and MPOs will be notified of all changes that occur in the list.

Financial Constraint

Demonstration of STIP/TIP financial constraint to FHWA and FTA, takes place through a summary of recent Administrative Modifications and proposed Amendments. Real-time versions of the STIP/TIP are available to FHWA and FTA through ALDOT's Comprehensive Project Management System (CPMS/MPO Portal).

Note: While there is no stipulated timeframe established in this MOU for securing federal approval for formal Amendments or Administrative Modifications, the agencies are expected to act responsibly and with all due diligence in order to complete these processes in a timely manner.

STIP/TIP Financial Reporting

At the end of each quarter, ALDOT will provide each MPO or Planning Partner with a STIP/TIP financial report of actual federal obligations and state encumbrances for highway, bridge, and transit programs in the respective Metropolitan Planning Areas. At the end of the federal fiscal year, the ALDOT report card can be used by the Planning Partners as the basis for compiling information, in order to meet the Federal Annual Listing of Obligated Projects requirement. The STIP/TIP Financial Report, provided to FHWA and FTA, will also include performance measures as allowed under the *Project Approval and Oversight Agreement a Partnership between the Federal Highway Administration Alabama Division and the Alabama Department of Transportation*, applicable to LVOE and to include:

- The total percent of STIP/TIP construction projects advanced to be ran quarterly

A summary report detailing this information will be provided at the end of the federal fiscal year.

As each MPO TIP is adopted, this MOU will be included with the TIP documentation. The MPO or Planning Partner may choose to adopt an MOU that will clarify how the MPO or Planning Partner will address TIP revisions. **In all cases, individual MPO revision procedures will be developed under the guidance umbrella of this document.** If an MPO elects to set more stringent procedures, then ALDOT, FHWA, and FTA will adhere to the more restrictive procedures.

The procedures set forth in this document will serve as the basis from which ALDOT addresses federal-funded, Statewide Program TIP revisions. This Memorandum of Understanding will begin October 1, 2019, and remain in effect until September 30, 2023, unless revised or terminated.

We, the undersigned hereby agree to the above procedures and principles.

Mark D. Baillitt

Division Administrator
Federal Highway Administration

5/16/2019

Date:

Yvette M. Taylor

Regional Administrator
Federal Transit Administration

5-16-19

Date:

John R. Cooper

Director
Alabama Department of Transportation

4/15/19

Date:



ALABAMA DEPARTMENT OF TRANSPORTATION

Local Transportation Bureau

1409 Coliseum Blvd., Montgomery, Alabama 36110-2060

Phone: (334) 242-6206 FAX: (334) 353-6530

Internet: <http://www.dot.state.al.us>



Kay Ivey
Governor

John R. Cooper
Transportation Director

December 6, 2018

MEMORANDUM 2019-3

TO: Metropolitan Planning Organizations

FROM:


D.E. (Ed) Phillips, Jr., State Local Transportation Engineer

Reference: MPO Performance Measures Schedule

Under MAP-21 and the FAST Act, Congress established national goals for the Federal-aid highway program. Those goals resulted in rulemakings that would support transportation decision making through a focus on performance on the National Highway System (NHS). This memorandum serves to coordinate the notification, adoption, and reporting of performance measures.

Earlier this year, all Metropolitan Planning Organizations (MPOs) signed and executed a Performance Management Agreement. This document is attached and outlines the roles of the State and MPO in the development of performance targets. MPOs should expect notification each time a performance target is set and will then have 180 days to adopt the State's performance targets or develop their own. Below is a chart that should help assure federal requirements are met. Adoption of targets should be by resolution. Reporting may be by administrative modification and should be in the FY 2020-2023 Transportation Improvement Program (TIP) and the FY 2045 Long-Range Transportation Plan (LRTP).

| PM1 | | PM2 & PM3 | |
|-----------------------------|------------------------------|-----------------------------|------------------------------|
| MPO Notification of Targets | By Aug. 31 st | MPO Notification of Targets | By May 20 th |
| MPO Adoption of Targets | Before Feb. 27 th | MPO Adoption of Targets | Before Nov. 16 th |
| MPO Adoption Cycle | Annually | MPO Adoption Cycle | Even Years |
| MPO Reporting | If amended after | MPO Reporting | If amended after |
| FY 2016 TIP; FY 2040 LRTP | 5/27/2018 | FY 2016 TIP; FY 2040 LRTP | 5/20/2019 |
| MPO Reporting | Original document; | MPO Reporting | Original document; |
| FY 2020 TIP; FY 2045 LRTP | Annually, if amended | FY 2020 TIP; FY 2045 LRTP* | Biennially, if amended |
| Transit | | Transit Safety | |
| MPO Notification of Targets | By Jan. 1 st | MPO Notification of Targets | By July 19, 2020 |
| MPO Adoption of Targets | Before July 1 st | MPO Adoption of Targets | Before Jan 20, 2021 |
| MPO Adoption Cycle | Annually | MPO Adoption Cycle | To Be Announced |
| MPO Reporting | If amended after | MPO Reporting | Not Applicable |
| FY 2016 TIP; FY 2040 LRTP | 10/01/2018 | FY 2016 TIP; FY 2040 LRTP | |
| MPO Reporting | Original document; | MPO Reporting | If amended after |
| FY 2020 TIP; FY 2045 LRTP | Annually, if amended | FY 2020 TIP; FY 2045 LRTP | 7/20/2020 |

*Additional CMAQ reporting required in FY-2020

MPOs should continue to reference the following documents in their adoption of performance measures:

- Performance Management Agreement – See attached.
- Narrative for the TIP and LRTP – Page 91 of <https://www.dot.state.al.us/ltweb/administration/pdf/2018Memorandums.pdf> provides a template for TIP and LRTP narratives, which should include a description of targets, a Systems Performance Report, and the Performance Management Agreement.
- Highway Safety Improvement Program – PM1 targets for the prior year are located here: https://safety.fhwa.dot.gov/hsip/spm/state_safety_targets/. Data used to develop PM1 targets is located here: <https://safetyportal.aladata.com/>.
- Transportation Asset Management Plan – This is available by request and provides the basis for PM2 targets.
- Performance Management Roadmap – This document contains information about the development of the PM3 targets. This information was e-mailed to MPO planners and Directors on October 24, 2018 by Ms. Toni Arrington.
- Transit Asset Management Plan – This document was e-mailed to MPO planners on October 15, 2018, by Mrs. Sonya Baker, and provides the basis for Transit performance targets.
- Transit Safety Performance Targets – Information about this upcoming performance measure is located here <https://www.transit.dot.gov/regulations-and-guidance/transportation-planning/timeframes-performance-based-planning>. Additional information will be forthcoming.

Contact Michael Hora at 334-242-6517 or horam@dot.state.al.us with further questions.

DEP:mh
Attachments

C: Mr. Clint Andrews, Planning and Programs Team Leader, FHWA-Alabama
Ms. Linda Guin, Safety and Technology Engineer, FHWA-Alabama
Ms. Nicole Spivey, Community Planner, FTA
Mr. Michael Hora, Assistant State Local Transportation Engineer
Ms. Sonya Baker, Assistant Bureau Chief, Planning Studies
Mr. Randy Stroup, Assistant State Local Transportation Engineer
Mr. John-Michael Walker, State Safety Operations Engineer
Mr. Ben Yates, Assistant State Maintenance Engineer

ALABAMA PERFORMANCE MANAGEMENT AGREEMENT Per 23 CFR 450.314(h)

THIS AGREEMENT is made and entered into by and between the State of Alabama, acting by and through the Alabama Department of Transportation, hereinafter referred to as STATE; and the Florida-Alabama Transportation Planning Organization, hereinafter referred to as MPO;

WHEREAS, the United States Department of Transportation promulgated transportation planning regulations in 23 CFR 450.314, and

WHEREAS, MPO(s), the STATE(s), and providers of public transportation are required by 23 CFR 450.314 to cooperatively determine their mutual responsibilities in carrying out the performance-based planning and programming requirements established by federal law, and

WHEREAS, the 23 CFR 450.314(h) requires that MPO(s), the STATE(s), and providers of public transportation shall jointly agree upon and develop specific written procedures for cooperatively developing and sharing information related to transportation performance data, the selection of performance targets, the reporting of performance targets, the reporting of performance to be used in tracking progress toward attainment of critical outcomes for the region of the MPO, and the collection of data for the State asset management plan for the National Highway System (NHS).

NOW, THEREFORE, BE IT RESOLVED, that the parties do hereby agree to adhere to the following coordination mechanisms to meet performance-based planning and programming requirements for highways in accordance with 23 CFR 450.314(h) and established federal guidance.

1. Development of transportation performance data
 - a. The STATE will collect data used in developing statewide targets to meet the federal performance management requirements for highways¹ to include the following:
 - i. Targets for assessing the **Highway Safety Improvement Program (PM1)** for the following measures²:
 1. Number of fatalities
 2. Rate of fatalities per 100 million Vehicle Miles Traveled (VMT)
 3. Number of serious injuries
 4. Rate of serious injuries per 100 million VMT
 5. Number of combined non-motorized fatalities and non-motorized serious injuries
 - ii. Targets for assessing **Pavement and Bridge Condition for the National Highway Performance Program (PM2)** for the following measures:
 1. Percentage of pavements on the Interstate System in Good condition
 2. Percentage of pavements on the Interstate System in Poor condition
 3. Percentage of pavements on the NHS (excluding the Interstate System) in Good condition
 4. Percentage of pavements on the NHS (excluding the Interstate System) in Poor condition
 5. Percentage of NHS bridge deck area classified in Good condition
 6. Percentage of NHS bridge deck area classified in Poor condition

¹ 23 CFR Part 490

² PM1/Safety performance measures and targets are applicable to all public roads regardless of ownership or functional classification; 23 CFR Part 924

iii. Targets for assessing performance of the **National Highway System, Freight Movement on the Interstate System and Congestion Mitigation and Air Quality Improvement Program (PM3)** for the following performance measures:

1. Percent of Person-Miles traveled on the Interstate System that are Reliable
2. Percent of Person-Miles traveled in the Non-Interstate System that are Reliable
3. Percent Change in Tailpipe CO2 Emissions on the NHS from the Calendar Year 2017³
4. Percentage of the Interstate System Mileage providing Reliable Truck Travel Times
5. Annual hours of Peak-Hour Excessive Delay Per Capita
6. Percent of Non-Single-Occupant-Vehicle (SOV) Travel
7. Total Emissions Reduction

iv. Targets for assessing performance of the **Transit Asset Management (TAM) Plan** for the following performance measures:

1. Asset Category: Rolling Stock (All revenue vehicles)
 - a. Age- % of revenue vehicles within an asset class that have met or exceed their Useful Life Benchmark
 2. Asset Category: Equipment (Non-revenue vehicles)
 - a. Age- % of revenue vehicles within an asset class that have met or exceed their Useful Life Benchmark
 3. Asset Category: Facilities (the STATE will only rate FTA funded facilities)
 - a. Condition- % of facilities with a condition rating below 3.0 on a FTA Transit Economic Requirement Modal (TERM) Scale
 4. Public Transportation agencies that are a part of the TAM will provide transit data by asset class (both revenue and non-revenue) and facilities conditions on an annual basis to the STATE.
 5. Public Transportation agencies and MPOs developing their own TAM plan will provide their targets and the final report to the STATE.
- b. Those MPOs that are currently designated as being in non-attainment or maintenance for air quality⁴ will coordinate with the STATE on the collection and provision of data used in developing targets for the Congestion Mitigation and Air Quality (CMAQ) traffic congestion measures (Annual Hours of Peak-Hour Excessive Delay per capita and Percent Non-SOV Travel) and the Total Emission Reduction Measures.
- c. The STATE will distribute transportation performance data used in developing statewide highway and transit targets to each Alabama MPO.
- i. The STATE will provide performance data each time a statewide target is established or revised, per Section 2 of this agreement.
 - ii. Where possible and practicable, the STATE will provide performance data for each MPO planning area for purposes of tracking progress towards attainment of critical outcomes for each region's required System Performance Reports, per Section 4 of this agreement.

³ This measure and associated target will only be required if it is not repealed. Reference: Federal Register/Vol. 82, No. 215/Wednesday, November 8, 2017/ Proposed Rules; FHWA Docket No. FHWA-2017-0025.

⁴ As determined through annual *Applicability Determination: CMAQ Traffic Congestion and CMAQ On-Road Mobile Source Emissions Measures*, 23 CFR Part 490.

- iii. Notwithstanding any provision of this Agreement to the contrary, the parties agree that any safety data or information protected by 23 U.S.C. §§ 148 (h)(4) and 409 and State law shall be confidential. The parties agree that all crash and traffic data used by the parties for or in transportation improvement plans, highway safety improvement programs and strategic highway safety plans will not be disclosed to third parties without the express written permission of the STATE. The parties agree that the data shall not be referenced, disclosed, discussed or otherwise made public. The provision of the above data by the STATE shall not be considered a waiver of 23 U.S.C. §§ 148 (h)(4) and 409 or State precedent. Upon execution of this Agreement, the parties and their agents, servants, officers, officials and employees in both their official and individual capacities, agree that the data provided pursuant to the above referenced request shall not be discussed, disclosed, used, published or released without prior written consent of the STATE. If the data in any form should be disclosed, released or published in any manner without the consent of the STATE or should an attempt be made to use the data in an action for damages against the parties, their officials or employees, then access to the data shall terminate immediately. The STATE expressly reserves its right under 23 U.S.C. §§ 148 (h)(4) and 409 and State precedent to object to the use of the data and any opinions drawn from the data and to recover damages caused by the improper and unauthorized release of the data.
- iv. The MPO shall defend, indemnify and hold harmless the STATE of Alabama, the Alabama Department of Transportation, its officials and employees, both in their official and individual capacities, and their agents and servants from and against all claims, damages, losses or expenses thereof, including but not limited to reasonable attorneys' fees, arising out of or resulting from faults, errors, mistakes, omissions, misconduct or negligent acts or omissions of the MPO, its subconsultants, agents, or employees caused as a result of or related to the service or work provided under this AGREEMENT. The MPO shall ensure that its subconsultants, agents, or employees possess the experience, knowledge and character necessary to qualify them to perform the particular duties assigned by The MPO. This indemnity is not limited by any insurance coverage required by this AGREEMENT.
- v. By entering into this agreement, the MPO is not an agent of the STATE, its officers, employees, agents or assigns. The MPO is an independent entity from the STATE and nothing in this agreement creates an agency relationship between the parties.
- d. If an MPO chooses to develop its own target for any highway measure, it will collect and provide the STATE with the performance target(s) and any supplemental data used in association with the MPO target setting process

2. Selection of transportation performance targets

- a. The STATE and the MPOs will establish or revise performance targets in coordination with each other.
 - i. Coordination may include the following opportunities, as deemed appropriate; for each performance measure and target: in-person, meeting, webinars, conference calls, and email/written communication.
 - ii. MPOs will be given an opportunity to provide comment on the STATE targets no less than 30-days prior to the STATE's establishment or revision of highway targets.

- iii. If an MPO chooses to set its own target, the MPO will develop the target in coordination with the STATE. The MPO will provide the STATE with the opportunity to comment on MPO targets no less than 30-days prior to MPO adoption of targets.
 - b. The STATE will select statewide performance targets to meet the federal performance management requirements for highways.
 - i. The STATE will provide written notice to the MPOs when the STATE selects a target. This notice will provide the target and the date the STATE set the target, which will begin the 180-day time-period in which the MPO must set a corresponding performance target.
 - ii. If an MPO chooses to support the statewide target, the MPO will provide written documentation to STATE that the MPO agrees to plan and program projects that will contribute toward the achievement of the statewide highway performance target.
 - iii. If the MPO chooses to set its own target, the MPO will provide the STATE written documentation that includes the target and the date the MPO plans to adopt. Documentation will be provided no less than 30-days prior to MPO adoption of target (consistent with Section 2a).
 - c. Those MPOs currently in non-attainment or maintenance for air quality⁴ and the STATE will coordinate to select single, unified targets for the CMAQ traffic congestion measures (Annual Hours of Peak-Hour Excessive Delay Per Capita and Percent of Non-SOV Travel) and to select mobile source emission reduction targets for their respective non-attainment areas of ozone.
- 3. Reporting of performance targets
 - a. The STATE will report all performance targets to the Federal Highway Administration (FHWA) as applicable and in accordance with 23 CFR Part 490 and Federal Transit Administration (FTA) as applicable and in accordance with 49 CFR Part 625.
 - i. Through the Highway Safety Improvement Program Annual Report for PM1 measures.
 - ii. Through the required Baseline, Mid and Full Performance Reports and the Transportation Asset Management Plan (TAMP) for PM2 measures.
 - iii. Through the required Baseline, Mid and Full Performance Period Reports for PM3 measures, to include CMAQ Performance Plans where applicable.
 - b. The STATE will include a description of performance measures and performance targets, along with a System Performance Report, in accordance with 23 CFR 450.216(f) in any statewide transportation plan amended or adopted after May 27, 2018, and in accordance with 23 CFR 450.218(q) in any State Transportation Improvement Program adopted or amended after May 27, 2018.
- 4. Reporting of performance to be used in tracking progress toward attainment of critical outcomes for the region of the MPO.
 - a. The MPO will include a description of performance measures and performance targets, along with a System Performance Report, in accordance with 23 CFR 450.324(f) (3-4) in

any Metropolitan Transportation Plan amended or adopted after May 27, 2018, and in accordance with 23 CFR 450.326(d) in any Transportation Improvement Program amended or adopted after May 27, 2018, for PM1 measures.

- b. The MPO will include a description of performance measures and performance targets, along with a System Performance Report, in accordance with 23 CFR 450.324(f)(3-4) in any Metropolitan Transportation Plan amended or adopted after May 20, 2019, and in accordance with 23 CFR 450.326(d) in any Transportation Improvement Program amended or adopted after May 20, 2019, for PM2 and PM3 measures.
 - c. The MPO will include a description of performance measures and performance targets, along with a System Performance Report, in accordance with 23 CFR 450.324(f) (3-4) in any Metropolitan Transportation Plan amended or adopted after October 1, 2019, and in accordance with 23 CFR 450.326(d) in any Transportation Improvement Program amended or adopted after October 1, 2019, for the GHG measure.
5. A collection of data for the State asset management plans for the NHS
- a. The STATE will be responsible for collecting pavement condition data for the NHS. This includes NHS roads that are not on the State Highway System, but instead are under the ownership of local jurisdictions, if such roads exist.
6. By signing this contract, the contracting parties affirm, for the duration of the agreement, that they will not violate federal immigration law or knowingly employ, hire for employment, or continue to employ an unauthorized alien within the State of Alabama. Furthermore, a contracting party found to be in violation of this provision shall be deemed in breach of the agreement and shall be responsible for all damages resulting therefrom.

All parties agree that email communications shall be considered written notice for all portions of this agreement.

[signature page to follow]

IN WITNESS WHEREOF, the parties hereto have executed this Agreement by those officers and officials duly authorized to execute same, and to be effective on the date hereinafter stated as the date of its approval by the Governor of Alabama.

ATTEST:

By: [Signature]

MPO: Florida-Alabama TPO

By: [Signature]
Rob Williamson

Title: Executive Director

Title: FL-AL TPO Chairman

This agreement has been legally reviewed and approved as to form and content.

By: William F. Patty (AP)
William F. Patty
Chief Counsel, Legal Bureau

RECOMMENDED FOR APPROVAL:

[Signature]
D.E. Phillips, Jr., P.E.
State Local Transportation Engineer

[Signature]
Don T. Arkle, P.E.
Chief Engineer

**STATE OF ALABAMA, ACTING BY
AND THROUGH THE ALABAMA
DEPARTMENT OF TRANSPORTATION**

[Signature]
John R. Cooper
Transportation Director

The foregoing Agreement is hereby
executed in the name of the
State of Alabama and signed
By the Governor on the 5 day
of August, 2018.

[Signature]
Kay Ivey
Governor, State of Alabama

| Sponsor | Project Number | SC | Project Description | Length (miles) | Auth Date | Type | Obligated Prior Year | Current TIP | Expended | Outside Current TIP | Status |
|-------------|----------------|----|---|----------------|-----------|------|----------------------|--------------|----------------|---------------------|--------|
| ALDOT | 100066422 | PE | SR-180 WIDENING FR FOLEY BEACH EXPRESS TO SR-161 IN ORANGE BEACH | 2.888 | 2017 | ADL | \$0.00 | \$0.00 | \$0.00 | \$0.00 | A |
| ALDOT | 100040588 | UT | SR-180 WIDENING FR FOLEY BEACH EXPRESS TO SR-161 IN ORANGE BEACH | 2.869 | 2019 | ADL | \$6,370,319.69 | \$0.00 | \$913,918.56 | \$0.00 | A |
| ALDOT | 100040589 | CN | SR-180 WIDENING FROM FOLEY BEACH EXPRESS TO SR-161 IN ORANGE BEACH | 2.323 | 2019 | ADL | \$7,717,925.54 | \$0.00 | \$2,336,462.76 | \$0.00 | A |
| unknown | 100052329 | TR | SECTION 5307 BALDWIN - LILLIAN AREA BIKE RACKS | 0 | 2008 | UNC | \$3,150.00 | \$0.00 | \$2,647.00 | \$0.00 | A |
| unknown | 100055069 | CN | TRAFFIC SIGNAL UPGRADE SR-42 (US-98)ATCR-99 (6TH ST) INTERSECTION IN LILLIAN | 0.01 | 2010 | SGL | \$0.00 | \$0.00 | \$0.00 | \$0.00 | C |
| ALDOT | 100054512 | CN | TRAFFIC SIGNAL UPGRADE SR-42 (US-98)ATCR-99 (6TH ST) INTERSECTION IN LILLIAN | 0.01 | 2010 | SGL | \$14,323.88 | \$0.00 | \$14,323.88 | \$0.00 | A |
| unknown | 100054511 | CN | TRAFFIC SIGNAL UPGRADE SR-42 (US-98)ATCR-99 (6TH ST) INTERSECTION IN LILLIAN | 0.01 | 2010 | SGL | \$66,119.00 | \$0.00 | \$66,119.00 | \$0.00 | C |
| ALDOT | 100054512 | CN | TRAFFIC SIGNAL UPGRADE SR-42 (US-98)ATCR-99 (6TH ST) INTERSECTION IN LILLIAN | 0.01 | 2010 | SGL | \$96,693.40 | \$0.00 | \$96,693.40 | \$0.00 | A |
| ALDOT | 100060120 | CN | ADA REQUIRED CURB RAMP INSTALLATIONS AND IMPROVEMENTS ON VARIOUS STATE ROUTES IN BALDWIN COUNTY | 0 | 2017 | SDW | \$476,348.70 | \$0.00 | \$472,348.70 | \$0.00 | A |
| ALDOT | 100060119 | PE | CURB AND RAMP INSTALLATION ONLY ON STATE ROUTES AT VARIOUS LOCATIONS IN BALDWIN COUNTY | 0 | 2014 | SDW | \$29,120.00 | \$0.00 | \$29,120.00 | \$0.00 | A |
| ALDOT | 100060119 | PE | CURB AND RAMP INSTALLATION ONLY ON STATE ROUTES AT VARIOUS LOCATIONS IN BALDWIN COUNTY | 0 | 2014 | SDW | \$41,440.00 | \$0.00 | \$41,362.20 | \$0.00 | A |
| BALDWIN Co. | 100063404 | CN | ADD PAVED SHOULDERS ON CR-99 FROM CARRIER DRIVE TO SPANISH COVE DRIVE | 1.64 | 2020 | SHW | \$0.00 | \$407,970.00 | \$0.00 | \$0.00 | P |
| BALDWIN Co. | 100063403 | PE | ADD PAVED SHOULDERS ON CR-99 FROM CARRIER DRIVE TO SPANISH COVE DRIVE | 1.64 | 2020 | SHW | \$0.00 | \$13,490.00 | \$0.00 | \$0.00 | A |
| BALDWIN Co. | 100063403 | PE | ADD PAVED SHOULDERS ON CR-99 FROM CARRIER DRIVE TO SPANISH COVE DRIVE | 1.64 | 2020 | SHW | \$0.00 | \$26,510.00 | \$0.00 | \$0.00 | A |
| ALDOT | 100063495 | CN | PERMANENT REPAIR FOR VARIOUS SITES DUE TO A SEVERE WEATHER EVENT BEGINNING ON APRIL 28, 2014. FHWA DISASTER #AL 14-1 (REPORTS #BALD-3, 5, 16, 17, 18, AND 19) | 0 | 2015 | UNC | \$92,045.95 | \$0.00 | \$92,045.95 | \$0.00 | A |
| ALDOT | 100063495 | CN | PERMANENT REPAIR FOR VARIOUS SITES DUE TO A SEVERE WEATHER EVENT BEGINNING ON APRIL 28, 2014. FHWA DISASTER #AL 14-1 (REPORTS #BALD-3, 5, 16, 17, 18, AND 19) | 0 | 2015 | UNC | \$395,077.32 | \$0.00 | \$395,077.32 | \$0.00 | A |
| ALDOT | 100066785 | CN | SR-182 MEDIAN IMPROVEMENTS AND BEAUTIFICATION FROM MP 11.91 WEST OF ROMAR BEACH ACCESS TO MP 12.797 NEAR EAST LOOP ROAD | 0.887 | 2017 | SAF | \$0.00 | \$0.00 | \$0.00 | \$0.00 | A |
| ALDOT | 100065242 | CN | SR-182 MEDIAN IMPROVEMENTS AND BEAUTIFICATION FROM MP.12.264 NEAR LOOP ROAD WEST TO MP 13.343 EAST OF COTTON BAYOU BEACH ACCESS | 1.079 | 2016 | SAF | \$0.00 | \$0.00 | \$0.00 | \$0.00 | A |
| ALDOT | 100065241 | PE | CONSTRUCTION OF MEDIANS AND INDIRECT LEFT TURNS ON SR-182 FROM MP 9.63 EASTERN BOUNDARY OF GULF STATE PARK TO MP 17.072 AT THE FLORIDA LINE | 7.442 | 2016 | SAF | \$0.00 | \$0.00 | \$0.00 | \$0.00 | A |
| ALDOT | 100063604 | UT | SR-161 CONNECTOR FROM NORTH OF CR-4 (COTTON CREEK DR) TO FOLEY BEACH EXPRESS | 0.67 | 2020 | GPB | \$0.00 | \$0.00 | \$0.00 | \$0.00 | P |
| ALDOT | 100066949 | RW | SR-161 CONNECTOR FROM NORTH OF CR-4 (COTTON CREEK DR) TO FOLEY BEACH EXPRESS | 5.46 | 2018 | GPB | \$0.00 | \$0.00 | \$0.00 | \$0.00 | A |
| ALDOT | 100066950 | CN | SR-161 CONNECTOR FROM NORTH OF CR-4 (COTTON CREEK DR) TO FOLEY BEACH EXPRESS | 5.46 | 2020 | GPB | \$0.00 | \$0.00 | \$0.00 | \$0.00 | P |
| ALDOT | 100065621 | PE | CONNECTOR FROM SR-180 TO FOLEY BEACH EXPRESS BRIDGING OVER THE INTRACOASTAL WATERWAY | 5.46 | 2016 | GPB | \$0.00 | \$0.00 | \$0.00 | \$0.00 | A |
| ALDOT | 100066637 | FM | RESURFACING AND STRIPING ON SR-182 FROM THE WEST END OF PERDIDO PASS BRIDGE TO THE FLORIDA STATE LINE | 2.245 | 2018 | PM2 | \$1,056,448.66 | \$0.00 | \$974,492.23 | \$0.00 | A |
| ALDOT | 100068299 | CN | TO PAY THE CITY OF ORANGE BEACH FOR THE RESURFACING OF SR-180 FROM EAST OF SR-161 INTERSECTION TO THE END OF THE ROUTE | 3.804 | 2018 | UNC | \$0.00 | \$0.00 | \$0.00 | \$0.00 | A |

ALDOT SPREADSHEET FOR ALL TIP Fiscal Years 2021 Through 2025 - Financial Plan

FLORIDA-ALABAMA TRANSPORTATION PLANNING ORGANIZATION

| | 2021 | 2022 | 2023 | 2024 | 2025 |
|--|---------------|---------------|---------------|---------------|---------------|
| Surface Transportation Attributable Projects | | | | | |
| Carryover From Previous Year (Federal Funds Only) | \$226,043 | \$311,737 | \$472,431 | \$149,852 | \$32,616 |
| Apportionment (Federal Funds Only) | \$160,694 | \$160,694 | \$160,694 | \$160,694 | \$160,694 |
| Funds Available to the MPO for Programming (Federal Funds Only) | \$386,737 | \$472,431 | \$633,125 | \$310,546 | \$193,310 |
| Estimated Cost of Planned Projects (Federal Funds Only) | \$75,000 | \$0 | \$483,273 | \$277,930 | \$20,000 |
| Balance Forward (Federal Funds Only) | \$311,737 | \$472,431 | \$149,852 | \$32,616 | \$173,310 |
| Other Surface Transportation Program Projects (includes Bridge projects not on NH System) | | | | | |
| Funds Available for Programming Statewide (Federal Funds Only) | \$125,476,363 | \$125,476,363 | \$125,476,363 | \$125,476,363 | \$125,476,363 |
| MPO Area Estimated Cost of Planned Projects (Federal Funds Only) | \$0 | \$0 | \$4,509,074 | \$0 | \$0 |
| Percentage Programmed in the MPO Area (Federal Funds Only) | 0.000% | 0.000% | 3.594% | 0.000% | 0.000% |
| National Highway Performance Program (APD, IM, Bridge projects on NH System) | | | | | |
| Funds Available for Programming Statewide (Federal Funds Only) | \$473,464,897 | \$473,464,897 | \$473,464,897 | \$473,464,897 | \$473,464,897 |
| MPO Area Estimated Cost of Planned Projects (Federal Funds Only) | \$0 | \$0 | \$0 | \$0 | \$0 |
| Percentage Programmed in the MPO Area (Federal Funds Only) | 0.000% | 0.000% | 0.000% | 0.000% | 0.000% |
| Appalachian Highway System Projects | | | | | |
| State Funds Available for Programming Statewide (Total Funds) | \$37,652 | \$37,652 | \$37,652 | \$37,652 | \$37,652 |
| MPO Area Estimated Cost of Planned Projects (Total Funds) | \$0 | \$0 | \$0 | \$0 | \$0 |
| Percentage Programmed in the MPO Area (Total Funds) | 0.000% | 0.000% | 0.000% | 0.000% | 0.000% |
| Transportation Alternatives | | | | | |
| Projects in this category are funded through annual grant applications and will not be known until late each year. | | | | | |
| Funds Available for Programming Statewide (Federal Funds Only) | \$15,903,966 | \$15,903,966 | \$15,903,966 | \$15,903,966 | \$15,903,966 |
| MPO Area Estimated Cost of Planned Projects (Federal Funds Only) | \$0 | \$0 | \$0 | \$0 | \$0 |
| Percentage Programmed in the MPO Area (Federal Funds Only) | 0.000% | 0.000% | 0.000% | 0.000% | 0.000% |
| Bridge Projects | | | | | |
| Funds Available for Programming Statewide (Federal Funds Only) | \$0 | \$0 | \$0 | \$0 | \$0 |
| MPO Area Estimated Cost of Planned Projects (Federal Funds Only) | \$0 | \$0 | \$0 | \$0 | \$0 |
| Percentage Programmed in the MPO Area (Federal Funds Only) | 0.000% | 0.000% | 0.000% | 0.000% | 0.000% |
| State Funded Projects | | | | | |
| State Funds Available for Programming Statewide (Total Funds) | \$25,500,000 | \$25,500,000 | \$25,500,000 | \$25,500,000 | \$25,500,000 |
| MPO Area Estimated Cost of Planned Projects (Total Funds) | \$0 | \$0 | \$0 | \$3,044,486 | \$0 |
| Percentage Programmed in the MPO Area (Total Funds) | 0.000% | 0.000% | 0.000% | 11.939% | 0.000% |
| Enhancement Projects | | | | | |
| Funds Available for Programming Statewide (Federal Funds Only) | \$0 | \$0 | \$0 | \$0 | \$0 |
| MPO Area Estimated Cost of Planned Projects (Federal Funds Only) | \$0 | \$0 | \$0 | \$0 | \$0 |
| Percentage Programmed in the MPO Area (Federal Funds Only) | 0.000% | 0.000% | 0.000% | 0.000% | 0.000% |

ALDOT SPREADSHEET FOR ALL TIP Fiscal Years 2021 Through 2025 - Financial Plan

FLORIDA-ALABAMA TRANSPORTATION PLANNING ORGANIZATION

| | 2021 | 2022 | 2023 | 2024 | 2025 |
|---|--------------|--------------|--------------|--------------|--------------|
| Transit Projects | | | | | |
| Funds Available for Programming Statewide (Federal Funds Only) | \$0 | \$0 | \$0 | \$0 | \$0 |
| MPO Area Estimated Cost of Planned Projects (Federal Funds Only) | \$0 | \$0 | \$0 | \$0 | \$0 |
| Percentage Programmed in the MPO Area (Federal Funds Only) | 0.000% | 0.000% | 0.000% | 0.000% | 0.000% |
| System Maintenance Projects | | | | | |
| State Funds Available for Programming Statewide (Total Funds) | \$30,000,000 | \$30,000,000 | \$30,000,000 | \$30,000,000 | \$30,000,000 |
| MPO Area Estimated Cost of Planned Projects (Total Funds) | \$0 | \$0 | \$0 | \$0 | \$0 |
| Percentage Programmed in the MPO Area (Total Funds) | 0% | 0% | 0% | 0% | 0% |
| Safety Projects | | | | | |
| Funds Available for Programming Statewide (Federal Funds Only) | \$52,036,074 | \$52,036,074 | \$52,036,074 | \$52,036,074 | \$52,036,074 |
| MPO Area Estimated Cost of Planned Projects (Federal Funds Only) | \$0 | \$0 | \$0 | \$0 | \$0 |
| Percentage Programmed in the MPO Area (Federal Funds Only) | 0.000% | 0.000% | 0.000% | 0.000% | 0.000% |
| Other Federal and State Aid Projects | | | | | |
| Funds Available for Programming Statewide (Federal Funds Only) | \$22,408,968 | \$22,408,968 | \$22,408,968 | \$22,408,968 | \$22,408,968 |
| MPO Area Estimated Cost of Planned Projects (Federal Funds Only) | \$0 | \$0 | \$0 | \$0 | \$0 |
| Percentage Programmed in the MPO Area (Federal Funds Only) | 0.000% | 0.000% | 0.000% | 0.000% | 0.000% |
| Congestion Mitigation and Air Quality Projects - Birmingham Area Only (Not Applicable to Florida/Alabama Area) | | | | | |
| Carryover From Previous Year (Federal Funds Only) | \$11,795,045 | \$11,795,045 | \$11,795,045 | \$11,795,045 | \$11,795,045 |
| Apportionment (Federal Funds Only) | \$0 | \$0 | \$0 | \$0 | \$0 |
| Funds Available for Programming (Federal Funds Only) | \$0 | \$0 | \$0 | \$0 | \$0 |
| Estimated Cost of Planned Projects (Federal Funds Only) | \$0 | \$0 | \$0 | \$0 | \$0 |
| Balance Forward (Federal Funds Only) | \$0 | \$0 | \$0 | \$0 | \$0 |
| High Priority and Congressional Earmark Projects (Discontinued but money still available via carryover) | | | | | |
| This group of projects usually results from congressional action in an annual appropriations bill. These projects and the amount available for programming annually is an unknown factor. | | | | | |
| Funds Available for Programming Statewide (Federal Funds Only) | \$100,412 | \$100,412 | \$100,412 | \$100,412 | \$100,412 |
| MPO Area Estimated Cost of Planned Projects (Federal Funds Only) | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 |

URBAN AREA FUNDING AVAILABILITY REPORT

URBAN AREA LILLIAN(PENSACOLA)

FEDERAL FUNDING ONLY

| PROJECT NO | PROJECT DESCRIPTION | SCOPE | FEDERAL FUNDS | Start Date | Status | Authorized |
|------------|---|-------|---------------|------------|------------|------------|
| 100063403 | ADD PAVED SHOULDERS ON CR-99 FROM CARRIER DRIVE TO SPANISH COVE DRIVE | PE | \$40,000 | 02/01/2020 | Authorized | 1/15/2020 |
| 100063404 | ADD PAVED SHOULDERS ON CR-99 FROM CARRIER DRIVE TO SPANISH COVE DRIVE | CN | \$407,970 | 09/15/2020 | Planned | |

TOTALS FOR FISCAL YEAR 2020

| | | | | | |
|-----------------------|-----------|---------------------|-----------|---------------------|-----------|
| Prior FY Carryover | \$502,474 | Authorized Projects | \$40,000 | Unobligated Balance | \$634,013 |
| FY Apportionment | \$160,694 | Planned Projects | \$407,970 | Remaining Balance | \$226,043 |
| FY Special Allocation | \$10,845 | Total Project Funds | \$447,970 | | |
| Total Funds | \$674,013 | | | | |

| | | | | | | |
|-----------|--|----|----------|------------|---------|--|
| 100063634 | ADD PAVED SHOULDERS ON CR-99 FROM CR-91 TO CARRIER DRIVE | PE | \$75,000 | 11/01/2020 | Planned | |
|-----------|--|----|----------|------------|---------|--|

TOTALS FOR FISCAL YEAR 2021

| | | | | | |
|-----------------------|-----------|---------------------|----------|---------------------|-----------|
| Prior FY Carryover | \$226,043 | Authorized Projects | \$0 | Unobligated Balance | \$386,737 |
| FY Apportionment | \$160,694 | Planned Projects | \$75,000 | Remaining Balance | \$311,737 |
| FY Special Allocation | \$0 | Total Project Funds | \$75,000 | | |
| Total Funds | \$386,737 | | | | |

4/28/2020

TOTALS FOR FISCAL YEAR 2022

| | | | | | |
|-----------------------|-----------|---------------------|-----|---------------------|-----------|
| Prior FY Carryover | \$311,737 | Authorized Projects | \$0 | Unobligated Balance | \$472,431 |
| FY Apportionment | \$160,694 | Planned Projects | \$0 | Remaining Balance | \$472,431 |
| FY Special Allocation | \$0 | Total Project Funds | \$0 | | |
| Total Funds | \$472,431 | | | | |

| | | | | | | |
|-----------|--|----|-----------|------------|---------|--|
| 100060027 | ADD PAVED SHOULDERS ON SR-42 (US-98) FROM BARCLAY AVENUE TO ALABAMA STATE LINE | PE | \$20,000 | 11/01/2022 | Planned | |
| 100063640 | ADD PAVED SHOULDERS ON CR-99 FROM CR-91 TO CARRIER DRIVE | CN | \$463,273 | 11/04/2022 | Planned | |

TOTALS FOR FISCAL YEAR 2023

| | | | | | |
|-----------------------|-----------|---------------------|-----------|---------------------|-----------|
| Prior FY Carryover | \$472,431 | Authorized Projects | \$0 | Unobligated Balance | \$633,125 |
| FY Apportionment | \$160,694 | Planned Projects | \$483,273 | Remaining Balance | \$149,852 |
| FY Special Allocation | \$0 | Total Project Funds | \$483,273 | | |
| Total Funds | \$633,125 | | | | |

URBAN AREA FUNDING AVAILABILITY REPORT

| URBAN AREA | LILLIAN(PENSACOLA) | FEDERAL FUNDING ONLY | | | | | | |
|------------|--|----------------------|--|-------|---------------|------------|---------|------------|
| PROJECT NO | PROJECT DESCRIPTION | | | SCOPE | FEDERAL FUNDS | Start Date | Status | Authorized |
| 100060029 | ADD PAVED SHOULDERS ON SR-42 (US-98) FROM BARCLAY AVENUE TO ALABAMA STATE LINE | | | CN | \$277,930 | 02/23/2024 | Planned | |

| | | TOTALS FOR FISCAL YEAR | | 2024 | | |
|-----------------------|-----------|------------------------|-----------|------|---------------------|-----------|
| Prior FY Carryover | \$149,852 | Authorized Projects | \$0 | | Unobligated Balance | \$310,546 |
| FY Apportionment | \$160,694 | Planned Projects | \$277,930 | | Remaining Balance | \$32,616 |
| FY Special Allocation | \$0 | Total Project Funds | \$277,930 | | | |
| Total Funds | \$310,546 | | | | | |

| | | | | | | | | |
|-----------|---|--|--|----|----------|------------|---------|--|
| 100063635 | ADD PAVED SHOULDERS ON SR-42 (US-98) FROM HILLCREST RD TO BARCLAY AVE | | | PE | \$20,000 | 11/01/2024 | Planned | |
|-----------|---|--|--|----|----------|------------|---------|--|

| | | TOTALS FOR FISCAL YEAR | | 2025 | | |
|-----------------------|-----------|------------------------|----------|------|---------------------|-----------|
| Prior FY Carryover | \$32,616 | Authorized Projects | \$0 | | Unobligated Balance | \$193,310 |
| FY Apportionment | \$160,694 | Planned Projects | \$20,000 | | Remaining Balance | \$173,310 |
| FY Special Allocation | \$0 | Total Project Funds | \$20,000 | | | |
| Total Funds | \$193,310 | | | | | |

Appendix J

FHWA -- Eastern Federal Lands Highway Division Projects

FY2020-FY2023 Transportation Improvement Program Mid-Year Update

Last Printed: 7/13/2020

Federal Highway Administration
Eastern Federal Lands Highway Division

| PROJECT | PROGRAM FISCAL YEAR | STATE | COUNTY | PARK, REFUGE, FOREST OR OTHER PARTNER/AGENCY | DESCRIPTION | TYPE OF WORK | PRIMARY FUND SOURCE | TOTAL PROGRAMMED AMOUNT | FUNDS FROM TITLE | DELIVERED BY | STATUS | CONGRESSIONAL DISTRICT | FLMA |
|------------------------------|---------------------|-------|-----------------------|---|--|--------------|---------------------|-------------------------|------------------|--------------|--------------------|------------------------|-------|
| Florida | | | | | | | | | | | | | |
| CE Lake Seminole (1) | 2019 | FL | Jackson and Gadsden | JIM WOODRUFF LOCK AND DAM - LAKE SEMINOLE - DAMSITE EAST BANK | Resurfacing on an approximate 1 mile segment of roadway located on the dam structure and a 25,000 sq | 3RH | USACE | \$ 250,000.00 | Title 23 | USACE | Planned | _VARIOUS | USACE |
| FL ERFO NPS GUIS 2019-1(1) | 2019 | FL | Escambia | Gulf Islands National Seashore | Repair State HWY 399 (Rte 11) & Fort Pickens Rd (Rte 12) damaged by Hurricane Michael. | 3RH | ERFO | \$ 600,000.00 | Title 23 | EFLHD | Planned | FL-01 | NPS |
| FL_FLAP_ESCMB_FER(2) | 2019 | FL | Escambia | National Park Service/ Gulf Islands Naitonal Seashore | Safety upgrade and widening Quietwater Beach Ferry Dock. | MISC | FLAP | \$ 1,020,000.00 | Title 23 | LOCAL | In Design | FL-01 | NPS |
| NP EVER 10(5) 900(1) | 2019 | FL | Monroe and Miami-Dade | Everglades National Park | Mill and resurface asphalt pavement; stations 840t00 to boundary, route 10 main park road | 3RH | FLTP | \$ 2,700,000.00 | Title 23 | EFLHD | Under Construction | FL-26 | NPS |
| SO FL ERFO FW MEIS 2016-1(1) | 2019 | FL | Brevard | Merritt Island National Wildlife Refuge | Hurricane Matthew repair on Bio Lab Dike Rd. (Rte 118), Bio Lab Rd. (Rte 119), & L Dike Rd. (Rte 127) | 3RH | FLTP | \$ 3,006,106.00 | Title 23 | FWS | Planned | FL-08 | FWS |
| FL FLAP DOT 406(1) | 2020 | FL | Brevard | FWS / Merritt Island National Wildlife Refuge | Construct secondary 12' asphalt multi-use path on the south side of SR406 with approved amenities. | MISC | FLAP | \$ 2,295,000.00 | Title 23 | LOCAL | Planned | FL-08 | FWS |
| FL FLAP DOT 804(1) | 2020 | FL | Palm Beach | USACE / Intercoastal Waterway - Jacksonville to Miami | Construction of 4' bike lanes and widening sidewalks to 9' along SR 804. | 3RL | FLAP | \$ 646,530.00 | Title 23 | LOCAL | Planned | FL-21 | USACE |
| FL FLAP JKSVL A1A | 2020 | FL | Duval | NPS / Timucuan Ecological & Historical Preserve | Safety and facilities improvements for the St. Johns River Ferry. | MISC | FLAP | \$ 1,469,400.00 | Title 23 | LOCAL | Planned | FL-05 | NPS |
| FL FLAP LIB FH13(1) | 2020 | FL | Liberty, Wakulla | USFS/Apalachicola National Forest | Resurfacing 3.9 miles of FH 13 connecting Liberty and Wakulla counties and replacing guardrail. | 3RL | FLAP | \$ 1,538,000.00 | Title 23 | USFS | Planned | FL-02 | USFS |
| FL FLTP FW CRLA (1) | 2020 | FL | Monroe | Crocodile Lake NWR | Remove Banyan Asphalt, Car Dump Asphalt, and Nike Missle Asphalt Roads CN | 3RH | FLTP | \$ 150,000.00 | Tile 23 | FWS | Planned | FL-20 | FWS |
| FL FLTP FW JNDA (1) | 2020 | FL | Lee | J N Ding Darling NWR | Rehab Rt#906, Bailey Tract Parking Lot, Construct Tarpon Bay Rd bike/ped path, and rehab Rt#101 & 904, Tarpon Bay Road and Parking | 3RH | FLTP | \$ 590,776.00 | Title 23 | FWS | Planned | FL-14 | FWS |
| FL FLTP FW LOXA (1) | 2020 | FL | Palm Beach | Arthur R. Marshall Loxahatchee NWR | Repair Rt 10, Lee Rd., Rt 901, Hillsboro Parking and Rt. 902, HDQTR Boat Ramp Parking | 3RH | FLTP | \$ 800,000.00 | Title 23 | FWS | Planned | FL-19 | FWS |

FY2020-FY2023 Transportation Improvement Program Mid-Year Update

Last Printed: 7/13/2020

Federal Highway Administration
Eastern Federal Lands Highway Division

| PROJECT | PROGRAM FISCAL YEAR | STATE | COUNTY | PARK, REFUGE, FOREST OR OTHER PARTNER/AGENCY | DESCRIPTION | TYPE OF WORK | PRIMARY FUND SOURCE | TOTAL PROGRAMMED AMOUNT | FUNDS FROM TITLE | DELIVERED BY | STATUS | CONGRESSIONAL DISTRICT | FLMA |
|--------------------------------------|---------------------|-------|------------|---|--|--------------|---------------------|-------------------------|------------------|--------------|-----------|------------------------|------|
| FL FLTP FW MEIS (2) | 2020 | FL | Brevard | Merritt Island National Wildlife Refuge | Rehab Rt# 802, maintenance parking area and repair rt#126, Shiloh 3 Access Road | 3RH | FLTP | \$ 533,941.00 | Title 23 | FWS | Planned | FL-08 | FWS |
| FL_FLAP_LEON_375(1) | 2020 | FL | Leon | USFS/Apalachicola National Forest | Add 2 bike lanes & Overlay/re-stripe Leon Co. Rd. 375 8.3miles. | 3RL | FLAP | \$ 1,020,000.00 | Title 23 | LOCAL | In Design | FL-05 | USFS |
| FW FLPA 419(1) | 2020 | FL | Collier | Florida Panther National Wildlife Refuge | Rehab Fritz Rd (RT 419) | 3RL | FLTP | \$ 750,000.00 | Title 23 | EFLHD | In Design | FL-25 | FWS |
| NP EVER 219(1) 222(1) | 2020 | FL | Monroe | Everglades National Park | Overlay Flamingo T Loop & Walk in Campground ½” mill and 1 ½”. | 3RL | REIMB | \$ 1,758,539.60 | Other | EFLHD | In Design | FL-26 | NPS |
| NP GUIS 11(4) | 2020 | FL | Escambia | Gulf Islands National Seashore | Design only project for pavement rehabilitation on Hwy 399 (Route 11) at the Gulf Islands National S | MISC | FLTP | \$ 80,000.00 | Title 23 | EFLHD | In Design | FL-01 | NPS |
| NP GUIS STDY(1) | 2020 | FL | Santa Rosa | Gulf Islands National Seashore | Compliance to Redesign Road | 4R | FLTP | \$ 500,000.00 | Title 23 | NPS | Planned | FL-01 | NPS |
| FL FLTP FW HOSO (1) | 2021 | FL | Martin | Hobe Sound NWR | Visitor Center Entrance Road and Parking Lot | 3RH | FLTP | \$ 62,312.00 | Title 23 | FWS | Planned | FL-16 | FWS |
| FL FLTP FW LOXA (2) | 2021 | FL | Palm Beach | Arthur R. Marshall Loxahatchee NWR | Replace wooden decking at the Admin Observation Deck | 3RH | FLTP | \$ 114,782.00 | Title 23 | FWS | Planned | FL-19 | FWS |
| FL FLTP STMA (1) | 2021 | FL | Wakulla | St Marks NWR | Repair/Rehab Rte#010, Lighthouse Road | 3RH | FLTP | \$ 1,057,388.00 | Title 23 | FWS | Planned | FL-02 | FWS |
| FL_FLAP_JKSVL_STDY(1) | 2021 | FL | Duval | National Park Service/Timucuan Ecological and Historical Preserve | Bike and ped feasibility study to connect 3 areas within Timucuan Ecological and Historical Preserve | MISC | FLAP | \$ 1,020,000.00 | Title 23 | LOCAL | Planned | FL-04 | NPS |
| FL_FLAP_STPRK_TRL(2) | 2021 | FL | Martin | FWS, Hobe Sound National Wildlife Refuge | Construction of a 1900 foot long multi-modal path and an overpass across the FEC railway. | MISC | FLAP | \$ 3,135,000.00 | Title 23 | STATE | In Design | FL-18 | NPS |
| NFSR 120 MP 2.095 Bridge Replacement | 2021 | FL | Liberty | Apalachicola National Forest | Replace Load limited bridge | BRRP | FLTP | \$ 960,000.00 | Title 23 | USFS | Planned | FL-02 | USFS |
| FL FLTP FW CRRI (1) | 2022 | FL | Citrus | Crystal River NWR | Replace storm damaged dock and boat house behind main office | 3RH | FLTP | \$ 330,557.00 | Title 23 | FWS | Planned | FL-05 | FWS |
| NP BISC 10(2) | 2022 | FL | Miami-Dade | Biscayne National Park | Resurface Entrance Road and Parking Lot at Convoy Point | 3RH | FLTP | \$ 1,099,382.00 | Title 23 | EFLHD | Planned | FL-11 | NPS |
| FL FLTP FW LOXA (3) | 2023 | FL | Palm Beach | Arthur R. Marshall Loxahatchee NWR | Rehabilitate L-40 Observation tower | 3RH | FLTP | \$ 150,000.00 | Title 23 | FWS | Planned | FL-19 | FWS |

Appendix K

Comments Received on FY 2021-2025 TIP

COMMENTS ON DRAFT FY 2021-2025 FLORIDA-ALABAMA TIP

Florida Department of Transportation

1. The TPO may want to add the 23 Code of Federal Regulations 450.322(b) in the "Consistency with Other Plans" or "Congestion Management Process" Section.

Reference to 23 Code of Federal Regulations 450.322(b) has been added to the "Consistency with Other Plans" Section.

2. The TPO may want to reference the specific Port and Airport plans in the "Consistency" Section.

Port of Pensacola and Pensacola International Airport Master Plans have been added to the "Consistency with Other Plans" Section.

Alabama Department of Transportation

1. The TIP looks good and the projects match what is in CPMS.

Comment noted.

Florida-Alabama FY 21-25 TIP Variance Report

| Fund | <2021 | 2021 | 2022 | 2023 | 2024 | 2025 | >2025 | All Years |
|--|--|------------------------------------|------|------|------|----------------------|-------|-----------|
| Item Number: 446753 1 | Project Description: MILTON OPERATIONS CENTER - EMERGENCY GENERATOR COMPONENTS REPLACEMENT | | | | | | | *NON-SIS* |
| District: 03 | County: SANTA ROSA | Type of Work: FIXED CAPITAL OUTLAY | | | | Project Length: .000 | | |
| BRDG/RDWY/CONTRACT MAINT / MANAGED BY FDOT | | | | | | | | |
| D -UNRESTRICTED STATE PRIMARY | 0 | 1,800 | 0 | 0 | 0 | 0 | 0 | 1,800 |
| Item 446753 1 Totals: | 0 | 1,800 | 0 | 0 | 0 | 0 | 0 | 1,800 |

446753-1: Add project.

| Fund | <2021 | 2021 | 2022 | 2023 | 2024 | 2025 | >2025 | All Years |
|---|-------|------------------------------------|------|------|----------------------|------|-------|-----------|
| Item Number: 446753 2 Project Description: MILTON OPERATIONS CENTER - HVAC UNIT REPLACEMENT *NON-SIS* | | | | | | | | |
| District: 03 County: SANTA ROSA | | Type of Work: FIXED CAPITAL OUTLAY | | | Project Length: .000 | | | |
| BRDG/RDWY/CONTRACT MAINT / MANAGED BY FDOT | | | | | | | | |
| D -UNRESTRICTED STATE PRIMARY | 0 | 12,000 | 0 | 0 | 0 | 0 | 0 | 12,000 |
| Item 446753 2 Totals: | 0 | 12,000 | 0 | 0 | 0 | 0 | 0 | 12,000 |

446753-2: Add project.

| Fund | <2021 | 2021 | 2022 | 2023 | 2024 | 2025 | >2025 | All Years |
|---|--|----------------------------------|------|------|------|----------------------|-------|-----------|
| Item Number: 437178 1 | Project Description: SR 289 9TH AVENUE OVER CARPENTERS CREEK BRIDGE 480092 | | | | | | | *NON-SIS* |
| District: 03 | County: ESCAMBIA | Type of Work: BRIDGE REPLACEMENT | | | | Project Length: .009 | | |
| PRELIMINARY ENGINEERING / MANAGED BY FDOT | | | | | | | | |
| ACBR -ADVANCE CONSTRUCTION (BRT) | 66,476 | 0 | 0 | 0 | 0 | 0 | 0 | 66,476 |
| DS -STATE PRIMARY HIGHWAYS & PTO | 27,020 | 0 | 0 | 0 | 0 | 0 | 0 | 27,020 |
| NHBR -NATIONAL HIGHWAYS BRIDGES | 793,571 | 0 | 0 | 0 | 0 | 0 | 0 | 793,571 |
| RIGHT OF WAY / MANAGED BY FDOT | | | | | | | | |
| ACBR -ADVANCE CONSTRUCTION (BRT) | 23,838 | 0 | 0 | 0 | 0 | 0 | 0 | 23,838 |
| NHBR -NATIONAL HIGHWAYS BRIDGES | 990,600 | 0 | 0 | 0 | 0 | 0 | 0 | 990,600 |
| CONSTRUCTION / MANAGED BY FDOT | | | | | | | | |
| ACBR -ADVANCE CONSTRUCTION (BRT) | 0 | 3,785,066 | 0 | 0 | 0 | 0 | 0 | 3,785,066 |
| LF -LOCAL FUNDS | 0 | 16,737 | 0 | 0 | 0 | 0 | 0 | 16,737 |
| Item 437178 1 Totals: | 1,901,505 | 3,801,803 | 0 | 0 | 0 | 0 | 0 | 5,703,308 |

437178-1: Prior Cost decrease; Total Project Cost decrease.

Florida-Alabama FY 21-25 TIP Variance Report

| Fund | <2021 | 2021 | 2022 | 2023 | 2024 | 2025 | >2025 | All Years |
|---|-----------|------|---------|------|-----------|------|-------|------------|
| Item Number: 442749 1 Project Description: SR 8 (I-10) OVER SR 10 (US 90A) NINE MILE RD BRIDGE NO. 480061 *SIS* | | | | | | | | |
| District: 03 County: ESCAMBIA Type of Work: BRIDGE REPLACEMENT Project Length: .053 | | | | | | | | |
| PRELIMINARY ENGINEERING / MANAGED BY FDOT | | | | | | | | |
| ACBR -ADVANCE CONSTRUCTION (BRT) | 1,760,000 | 0 | 0 | 0 | 0 | 0 | 0 | 1,760,000 |
| RIGHT OF WAY / MANAGED BY FDOT | | | | | | | | |
| ACBR -ADVANCE CONSTRUCTION (BRT) | 0 | 0 | 400,000 | 0 | 0 | 0 | 0 | 400,000 |
| CONSTRUCTION / MANAGED BY FDOT | | | | | | | | |
| ACBR -ADVANCE CONSTRUCTION (BRT) | 0 | 0 | 0 | 0 | 9,143,160 | 0 | 0 | 9,143,160 |
| Item 442749 1 Totals: | 1,760,000 | 0 | 400,000 | 0 | 9,143,160 | 0 | 0 | 11,303,160 |

442749-1: Prior Cost decrease; Total Project Cost decrease.

| Fund | <2021 | 2021 | 2022 | 2023 | 2024 | 2025 | >2025 | All Years |
|--|---------|-----------|------|------|------|------|-------|-----------|
| Item Number: 442915 1 Project Description: SR 8 (I-10) OVER CR 191 GARCON POINT ROAD BRIDGES 580060 & 580075 *SIS* | | | | | | | | |
| District: 03 County: SANTA ROSA Type of Work: BRIDGE-REPAIR/REHABILITATION Project Length: .038 | | | | | | | | |
| PRELIMINARY ENGINEERING / MANAGED BY FDOT | | | | | | | | |
| BRRP -STATE BRIDGE REPAIR & REHAB | 195,138 | 0 | 0 | 0 | 0 | 0 | 0 | 195,138 |
| DIH -STATE IN-HOUSE PRODUCT SUPPORT | 10,500 | 0 | 0 | 0 | 0 | 0 | 0 | 10,500 |
| DS -STATE PRIMARY HIGHWAYS & PTO | 50,826 | 0 | 0 | 0 | 0 | 0 | 0 | 50,826 |
| CONSTRUCTION / MANAGED BY FDOT | | | | | | | | |
| BRRP -STATE BRIDGE REPAIR & REHAB | 0 | 5,658,799 | 0 | 0 | 0 | 0 | 0 | 5,658,799 |
| DIH -STATE IN-HOUSE PRODUCT SUPPORT | 0 | 69,494 | 0 | 0 | 0 | 0 | 0 | 69,494 |
| DS -STATE PRIMARY HIGHWAYS & PTO | 9,447 | 0 | 0 | 0 | 0 | 0 | 0 | 9,447 |
| Item 442915 1 Totals: | 265,911 | 5,728,293 | 0 | 0 | 0 | 0 | 0 | 5,994,204 |

442915-1: Prior Cost decrease; Total Project Cost decrease.

Florida-Alabama FY 21-25 TIP Variance Report

| Fund | <2021 | 2021 | 2022 | 2023 | 2024 | 2025 | >2025 | All Years |
|--|-------------|------|---------|------|------|------|-------|-------------|
| Item Number: 220440 1 Project Description: SR 30 (US 98) FROM BAYSHORE ROAD TO PORTSIDE DRIVE *SIS* District: 03 County: SANTA ROSA Type of Work: ADD LANES & RECONSTRUCT Project Length: 10.280 | | | | | | | | |
| PRELIMINARY ENGINEERING / MANAGED BY FDOT | | | | | | | | |
| DDR -DISTRICT DEDICATED REVENUE | 640,573 | 0 | 0 | 0 | 0 | 0 | 0 | 640,573 |
| DIH -STATE IN-HOUSE PRODUCT SUPPORT | 498,677 | 0 | 0 | 0 | 0 | 0 | 0 | 498,677 |
| DS -STATE PRIMARY HIGHWAYS & PTO | 321,897 | 0 | 0 | 0 | 0 | 0 | 0 | 321,897 |
| SA -STP, ANY AREA | 1,117 | 0 | 0 | 0 | 0 | 0 | 0 | 1,117 |
| SU -STP, URBAN AREAS > 200K | 3,521,256 | 0 | 0 | 0 | 0 | 0 | 0 | 3,521,256 |
| RIGHT OF WAY / MANAGED BY FDOT | | | | | | | | |
| DDR -DISTRICT DEDICATED REVENUE | 3,790,882 | 0 | 0 | 0 | 0 | 0 | 0 | 3,790,882 |
| DIH -STATE IN-HOUSE PRODUCT SUPPORT | 293,948 | 0 | 0 | 0 | 0 | 0 | 0 | 293,948 |
| DS -STATE PRIMARY HIGHWAYS & PTO | 4,879,943 | 0 | 0 | 0 | 0 | 0 | 0 | 4,879,943 |
| RAILROAD & UTILITIES / MANAGED BY FDOT | | | | | | | | |
| ACNP -ADVANCE CONSTRUCTION NHPP | 5,369,800 | 0 | 0 | 0 | 0 | 0 | 0 | 5,369,800 |
| LF -LOCAL FUNDS | 1,144,921 | 0 | 0 | 0 | 0 | 0 | 0 | 1,144,921 |
| LFU -LOCAL FUNDS_FOR UNFORSEEN WORK | 1,935,279 | 0 | 0 | 0 | 0 | 0 | 0 | 1,935,279 |
| ENVIRONMENTAL / MANAGED BY FDOT | | | | | | | | |
| ACNP -ADVANCE CONSTRUCTION NHPP | 0 | 0 | 502,376 | 0 | 0 | 0 | 0 | 502,376 |
| DESIGN BUILD / MANAGED BY FDOT | | | | | | | | |
| ACNP -ADVANCE CONSTRUCTION NHPP | 78,169,610 | 0 | 0 | 0 | 0 | 0 | 0 | 78,169,610 |
| DS -STATE PRIMARY HIGHWAYS & PTO | 258,634 | 0 | 0 | 0 | 0 | 0 | 0 | 258,634 |
| Item 220440 1 Totals: | 100,826,537 | 0 | 502,376 | 0 | 0 | 0 | 0 | 101,328,913 |

220440-1: Prior Cost decrease; Total Project Cost decrease.

Florida-Alabama FY 21-25 TIP Variance Report

| Fund | <2021 | 2021 | 2022 | 2023 | 2024 | 2025 | >2025 | All Years |
|---|-------------------|------------------|------------------|------------------|--------------------|----------|----------|--------------------|
| Item Number: 222476 1 Project Description: SR 8 (I-10) @ SR 95 (US 29) INTERCHANGE *SIS* | | | | | | | | |
| District: 03 County: ESCAMBIA Type of Work: INTERCHANGE - ADD LANES Project Length: 5.816 | | | | | | | | |
| PRELIMINARY ENGINEERING / MANAGED BY FDOT | | | | | | | | |
| ACNP -ADVANCE CONSTRUCTION NHPP | 267,134 | 0 | 0 | 0 | 0 | 0 | 0 | 267,134 |
| DI -ST. - S/W INTER/INTRASTATE HWY | 31,102 | 0 | 0 | 0 | 0 | 0 | 0 | 31,102 |
| DIH -STATE IN-HOUSE PRODUCT SUPPORT | 221,430 | 0 | 0 | 0 | 0 | 0 | 0 | 221,430 |
| DS -STATE PRIMARY HIGHWAYS & PTO | 340,715 | 0 | 0 | 0 | 0 | 0 | 0 | 340,715 |
| GMR -GROWTH MANAGEMENT FOR SIS | 552,184 | 0 | 0 | 0 | 0 | 0 | 0 | 552,184 |
| NHAC -NH (AC/REGULAR) | 1,300,757 | 0 | 0 | 0 | 0 | 0 | 0 | 1,300,757 |
| NHPP -IM, BRDG REPL, NATNL HWY-MAP21 | 8,185,668 | 0 | 0 | 0 | 0 | 0 | 0 | 8,185,668 |
| RIGHT OF WAY / MANAGED BY FDOT | | | | | | | | |
| ACNP -ADVANCE CONSTRUCTION NHPP | 0 | 4,969,000 | 0 | 0 | 0 | 0 | 0 | 4,969,000 |
| BNIR -INTRASTATE R/W & BRIDGE BONDS | 0 | 0 | 9,400,000 | 2,059,000 | 0 | 0 | 0 | 11,459,000 |
| DI -ST. - S/W INTER/INTRASTATE HWY | 0 | 0 | 400,000 | 0 | 0 | 0 | 0 | 400,000 |
| DIH -STATE IN-HOUSE PRODUCT SUPPORT | 0 | 125,000 | 120,000 | 50,000 | 0 | 0 | 0 | 295,000 |
| STED -2012 SB1998-STRATEGIC ECON COR | 0 | 303,000 | 0 | 0 | 0 | 0 | 0 | 303,000 |
| RAILROAD & UTILITIES / MANAGED BY FDOT | | | | | | | | |
| DDR -DISTRICT DEDICATED REVENUE | 200,000 | 0 | 0 | 0 | 0 | 0 | 0 | 200,000 |
| DI -ST. - S/W INTER/INTRASTATE HWY | 0 | 0 | 0 | 0 | 564,500 | 0 | 0 | 564,500 |
| DS -STATE PRIMARY HIGHWAYS & PTO | 100,602 | 0 | 0 | 0 | 0 | 0 | 0 | 100,602 |
| CONSTRUCTION / MANAGED BY FDOT | | | | | | | | |
| ACNP -ADVANCE CONSTRUCTION NHPP | 0 | 0 | 0 | 0 | 1,948,601 | 0 | 0 | 1,948,601 |
| DI -ST. - S/W INTER/INTRASTATE HWY | 0 | 0 | 0 | 0 | 109,850,564 | 0 | 0 | 109,850,564 |
| DS -STATE PRIMARY HIGHWAYS & PTO | 663 | 0 | 0 | 0 | 0 | 0 | 0 | 663 |
| GMR -GROWTH MANAGEMENT FOR SIS | 0 | 0 | 0 | 0 | 10,416,006 | 0 | 0 | 10,416,006 |
| STED -2012 SB1998-STRATEGIC ECON COR | 0 | 0 | 0 | 0 | 12,451,686 | 0 | 0 | 12,451,686 |
| ENVIRONMENTAL / MANAGED BY FDOT | | | | | | | | |
| ACNP -ADVANCE CONSTRUCTION NHPP | 0 | 0 | 0 | 303,946 | 0 | 0 | 0 | 303,946 |
| Totals: | 11,200,255 | 5,397,000 | 9,920,000 | 2,412,946 | 135,231,357 | 0 | 0 | 164,161,558 |

222476-1: Prior Cost decrease; Total Project Cost decrease.

Florida-Alabama FY 21-25 TIP Variance Report

| Fund | <2021 | 2021 | 2022 | 2023 | 2024 | 2025 | >2025 | All Years |
|---|---|--|------|------|-----------|------------------------|-------|-----------|
| Item Number: 431883 6 | Project Description: SR 30 (US 98) CORRIDOR MANAGEMENT IMPROVEMENT PROJECTS | | | | | | | *SIS* |
| District: 03 | County: SANTA ROSA | Type of Work: MISCELLANEOUS CONSTRUCTION | | | | Project Length: 12.253 | | |
| PRELIMINARY ENGINEERING / MANAGED BY FDOT | | | | | | | | |
| ACSU -ADVANCE CONSTRUCTION (SU) | 35,101 | 0 | 0 | 0 | 0 | 0 | 0 | 35,101 |
| DS -STATE PRIMARY HIGHWAYS & PTO | 37,228 | 0 | 0 | 0 | 0 | 0 | 0 | 37,228 |
| SU -STP, URBAN AREAS > 200K | 303,719 | 0 | 0 | 0 | 0 | 0 | 0 | 303,719 |
| CONSTRUCTION / MANAGED BY FDOT | | | | | | | | |
| SU -STP, URBAN AREAS > 200K | 0 | 0 | 0 | 0 | 1,123,370 | 0 | 0 | 1,123,370 |
| Item 431883 6 Totals: | 376,048 | 0 | 0 | 0 | 1,123,370 | 0 | 0 | 1,499,418 |

431883-6: Prior Cost decrease; Total Project Cost decrease.

| Fund | <2021 | 2021 | 2022 | 2023 | 2024 | 2025 | >2025 | All Years |
|--|------------------|--|------|------|-----------------------|-----------|-----------|------------|
| Item Number: 433113 1 Project Description: SR 8 (I-10) @ CR 99 BEULAH ROAD *SIS* | | | | | | | | |
| District: 03 | County: ESCAMBIA | Type of Work: INTERCHANGE JUSTIFICA/MODIFICA | | | Project Length: 3.087 | | | |
| P D & E / MANAGED BY FDOT | | | | | | | | |
| ACSU -ADVANCE CONSTRUCTION (SU) | 333,381 | 0 | 0 | 0 | 0 | 0 | 0 | 333,381 |
| DDR -DISTRICT DEDICATED REVENUE | 20,483 | 0 | 0 | 0 | 0 | 0 | 0 | 20,483 |
| DIH -STATE IN-HOUSE PRODUCT SUPPORT | 105,148 | 0 | 0 | 0 | 0 | 0 | 0 | 105,148 |
| GFSU -GF STPBG >200 (URBAN) | 371,577 | 0 | 0 | 0 | 0 | 0 | 0 | 371,577 |
| SU -STP, URBAN AREAS > 200K | 1,331,420 | 0 | 0 | 0 | 0 | 0 | 0 | 1,331,420 |
| PRELIMINARY ENGINEERING / MANAGED BY FDOT | | | | | | | | |
| ACNP -ADVANCE CONSTRUCTION NHPP | 2,376,239 | 0 | 0 | 0 | 0 | 0 | 0 | 2,376,239 |
| DS -STATE PRIMARY HIGHWAYS & PTO | 101,560 | 0 | 0 | 0 | 0 | 0 | 0 | 101,560 |
| NHPP -IM, BRDG REPL, NATNL HWY-MAP21 | 373,828 | 0 | 0 | 0 | 0 | 0 | 0 | 373,828 |
| RIGHT OF WAY / MANAGED BY FDOT | | | | | | | | |
| ACNP -ADVANCE CONSTRUCTION NHPP | 0 | 0 | 0 | 0 | 0 | 2,950,000 | 150,000 | 3,100,000 |
| DI -ST. - S/W INTER/INTRASTATE HWY | 0 | 0 | 0 | 0 | 0 | 0 | 6,400,000 | 6,400,000 |
| ENVIRONMENTAL / MANAGED BY FDOT | | | | | | | | |
| DDR -DISTRICT DEDICATED REVENUE | 0 | 0 | 0 | 0 | 0 | 1,920,000 | 0 | 1,920,000 |
| | 5,013,636 | 0 | 0 | 0 | 0 | 4,870,000 | 6,550,000 | 16,433,636 |
| Item 433113 1 Totals: | | | | | | | | |

433113-1: Prior Cost increase; Total Project Cost increase.

Florida-Alabama FY 21-25 TIP Variance Report

| Fund | <2021 | 2021 | 2022 | 2023 | 2024 | 2025 | >2025 | All Years |
|---|--|------------------------|---------|----------------------|------|------|-------|-----------|
| Item Number: 433577 1 | Project Description: SR 296 MICHIGAN AVE FROM SR 10A (US 90) MOBILE HWY TO DENVER AVENUE | | | | | | | *NON-SIS* |
| District: 03 | County: ESCAMBIA | Type of Work: SIDEWALK | | Project Length: .162 | | | | |
| PRELIMINARY ENGINEERING / MANAGED BY FDOT | | | | | | | | |
| DS -STATE PRIMARY HIGHWAYS & PTO | 20,519 | 0 | 0 | 0 | 0 | 0 | 0 | 20,519 |
| TALU -TRANSPORTATION ALTS- >200K | 179,064 | 0 | 0 | 0 | 0 | 0 | 0 | 179,064 |
| RIGHT OF WAY / MANAGED BY FDOT | | | | | | | | |
| DDR -DISTRICT DEDICATED REVENUE | 90,000 | 0 | 0 | 0 | 0 | 0 | 0 | 90,000 |
| DIH -STATE IN-HOUSE PRODUCT SUPPORT | 7,500 | 0 | 0 | 0 | 0 | 0 | 0 | 7,500 |
| CONSTRUCTION / MANAGED BY FDOT | | | | | | | | |
| SU -STP, URBAN AREAS > 200K | 0 | 0 | 129,011 | 0 | 0 | 0 | 0 | 129,011 |
| Item 433577 1 Totals: | 297,083 | 0 | 129,011 | 0 | 0 | 0 | 0 | 426,094 |

433577-1: Prior Cost decrease; Total Project Cost decrease.

| Fund | <2021 | 2021 | 2022 | 2023 | 2024 | 2025 | >2025 | All Years |
|---|--|---|------|------|------|-----------------------|-------|------------|
| Item Number: 443769 1 | Project Description: SR 10A (US 90) W CERVANTES ST FROM DOMINGUEZ ST TO A STREET | | | | | | | *NON-SIS* |
| District: 03 | County: ESCAMBIA | Type of Work: PEDESTRIAN SAFETY IMPROVEMENT | | | | Project Length: 2.248 | | |
| PRELIMINARY ENGINEERING / MANAGED BY FDOT | | | | | | | | |
| ACSU -ADVANCE CONSTRUCTION (SU) | 131,785 | 0 | 0 | 0 | 0 | 0 | 0 | 131,785 |
| DDR -DISTRICT DEDICATED REVENUE | 143,035 | 0 | 0 | 0 | 0 | 0 | 0 | 143,035 |
| DS -STATE PRIMARY HIGHWAYS & PTO | 31,297 | 0 | 0 | 0 | 0 | 0 | 0 | 31,297 |
| SU -STP, URBAN AREAS > 200K | 835,912 | 0 | 0 | 0 | 0 | 0 | 0 | 835,912 |
| CONSTRUCTION / MANAGED BY FDOT | | | | | | | | |
| ACSS -ADVANCE CONSTRUCTION (SS,HSP) | 0 | 3,546,033 | 0 | 0 | 0 | 0 | 0 | 3,546,033 |
| ACSU -ADVANCE CONSTRUCTION (SU) | 0 | 2,412,620 | 0 | 0 | 0 | 0 | 0 | 2,412,620 |
| DDR -DISTRICT DEDICATED REVENUE | 0 | 769,500 | 0 | 0 | 0 | 0 | 0 | 769,500 |
| GFSU -GF STPBG >200 (URBAN) | 0 | 103,280 | 0 | 0 | 0 | 0 | 0 | 103,280 |
| LF -LOCAL FUNDS | 0 | 2,052,000 | 0 | 0 | 0 | 0 | 0 | 2,052,000 |
| SU -STP, URBAN AREAS > 200K | 0 | 2,353,446 | 0 | 0 | 0 | 0 | 0 | 2,353,446 |
| Item 443769 1 Totals: | 1,142,029 | 11,236,879 | 0 | 0 | 0 | 0 | 0 | 12,378,908 |

443769-1: Prior Cost decrease; Total Project Cost decrease.

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| Fund | <2021 | 2021 | 2022 | 2023 | 2024 | 2025 | >2025 | All Years |
|--|-----------|-----------|------|------|------|------|-------|-----------|
| Item Number: 439964 1 Project Description: SR 292 SORRENTO @ CR 292A INNERARITY POINT INTERSECTION *NON-SIS* | | | | | | | | |
| District: 03 County: ESCAMBIA Type of Work: INTERSECTION IMPROVEMENT Project Length: .313 | | | | | | | | |
| PRELIMINARY ENGINEERING / MANAGED BY FDOT | | | | | | | | |
| DDR -DISTRICT DEDICATED REVENUE | 317,323 | 0 | 0 | 0 | 0 | 0 | 0 | 317,323 |
| DIH -STATE IN-HOUSE PRODUCT SUPPORT | 42,695 | 0 | 0 | 0 | 0 | 0 | 0 | 42,695 |
| DS -STATE PRIMARY HIGHWAYS & PTO | 105,882 | 0 | 0 | 0 | 0 | 0 | 0 | 105,882 |
| RIGHT OF WAY / MANAGED BY FDOT | | | | | | | | |
| DDR -DISTRICT DEDICATED REVENUE | 726,751 | 0 | 0 | 0 | 0 | 0 | 0 | 726,751 |
| DIH -STATE IN-HOUSE PRODUCT SUPPORT | 40,626 | 0 | 0 | 0 | 0 | 0 | 0 | 40,626 |
| DS -STATE PRIMARY HIGHWAYS & PTO | 4,173 | 0 | 0 | 0 | 0 | 0 | 0 | 4,173 |
| RAILROAD & UTILITIES / MANAGED BY FDOT | | | | | | | | |
| LF -LOCAL FUNDS | 0 | 482,983 | 0 | 0 | 0 | 0 | 0 | 482,983 |
| CONSTRUCTION / MANAGED BY FDOT | | | | | | | | |
| DDR -DISTRICT DEDICATED REVENUE | 0 | 1,898,546 | 0 | 0 | 0 | 0 | 0 | 1,898,546 |
| DIH -STATE IN-HOUSE PRODUCT SUPPORT | 0 | 16,864 | 0 | 0 | 0 | 0 | 0 | 16,864 |
| DS -STATE PRIMARY HIGHWAYS & PTO | 3,435 | 0 | 0 | 0 | 0 | 0 | 0 | 3,435 |
| Item 439964 1 Totals: | 1,240,885 | 2,398,393 | 0 | 0 | 0 | 0 | 0 | 3,639,278 |

439964-1: Prior Cost decrease; Total Project Cost decrease.

| Fund | <2021 | 2021 | 2022 | 2023 | 2024 | 2025 | >2025 | All Years |
|--|---------|---------|-----------|------|------|------|-------|-----------|
| Item Number: 441882 1 Project Description: SR 292 SORRENTO RD @ CR 293 BAUER RD INTERSECTION *NON-SIS* | | | | | | | | |
| District: 03 County: ESCAMBIA Type of Work: INTERSECTION IMPROVEMENT Project Length: .290 | | | | | | | | |
| PRELIMINARY ENGINEERING / MANAGED BY FDOT | | | | | | | | |
| DDR -DISTRICT DEDICATED REVENUE | 372,984 | 0 | 0 | 0 | 0 | 0 | 0 | 372,984 |
| DIH -STATE IN-HOUSE PRODUCT SUPPORT | 41,450 | 0 | 0 | 0 | 0 | 0 | 0 | 41,450 |
| DS -STATE PRIMARY HIGHWAYS & PTO | 22,160 | 0 | 0 | 0 | 0 | 0 | 0 | 22,160 |
| RIGHT OF WAY / MANAGED BY FDOT | | | | | | | | |
| DDR -DISTRICT DEDICATED REVENUE | 0 | 96,400 | 0 | 0 | 0 | 0 | 0 | 96,400 |
| DIH -STATE IN-HOUSE PRODUCT SUPPORT | 0 | 15,000 | 0 | 0 | 0 | 0 | 0 | 15,000 |
| CONSTRUCTION / MANAGED BY FDOT | | | | | | | | |
| DDR -DISTRICT DEDICATED REVENUE | 0 | 0 | 1,293,969 | 0 | 0 | 0 | 0 | 1,293,969 |
| DIH -STATE IN-HOUSE PRODUCT SUPPORT | 0 | 0 | 17,848 | 0 | 0 | 0 | 0 | 17,848 |
| Item 441882 1 Totals: | 436,594 | 111,400 | 1,311,817 | 0 | 0 | 0 | 0 | 1,859,811 |

441882-1: Prior Cost decrease; Total Project Cost decrease.

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| Fund | <2021 | 2021 | 2022 | 2023 | 2024 | 2025 | >2025 | All Years |
|---|---|------------------------------|-----------|------|-----------------|------|-------|-----------|
| Item Number: 444039 1 | Project Description: SR 10 (US 90A) E 9 MILE RD FROM CR 749 CHEMSTRAND RD TO BALDRIDGE DR | | | | | | | *NON-SIS* |
| District: 03 | County: ESCAMBIA | Type of Work: SAFETY PROJECT | | | Project Length: | | 2.211 | |
| PRELIMINARY ENGINEERING / MANAGED BY FDOT | | | | | | | | |
| ACSS -ADVANCE CONSTRUCTION (SS,HSP) | 935,000 | 0 | 0 | 0 | 0 | 0 | 0 | 935,000 |
| DS -STATE PRIMARY HIGHWAYS & PTO | 92,106 | 0 | 0 | 0 | 0 | 0 | 0 | 92,106 |
| CONSTRUCTION / MANAGED BY FDOT | | | | | | | | |
| ACSS -ADVANCE CONSTRUCTION (SS,HSP) | 0 | 0 | 6,336,579 | 0 | 0 | 0 | 0 | 6,336,579 |
| Item 444039 1 Totals: | 1,027,106 | 0 | 6,336,579 | 0 | 0 | 0 | 0 | 7,363,685 |

444039-1: Prior Cost decrease; Total Project Cost decrease.

| Fund | <2021 | 2021 | 2022 | 2023 | 2024 | 2025 | >2025 | All Years |
|---|--|------------------------------|------|-----------|-----------------|------|--------|-----------|
| Item Number: 444045 1 | Project Description: SR 8 (I-10) FROM E END OF ESCAMBIA BAY BRIDGE TO OKALOOSA COUNTY LINE | | | | | | | *SIS* |
| District: 03 | County: SANTA ROSA | Type of Work: SAFETY PROJECT | | | Project Length: | | 23.098 | |
| PRELIMINARY ENGINEERING / MANAGED BY FDOT | | | | | | | | |
| ACSS -ADVANCE CONSTRUCTION (SS,HSP) | 169,830 | 0 | 0 | 0 | 0 | 0 | 0 | 169,830 |
| CONSTRUCTION / MANAGED BY FDOT | | | | | | | | |
| ACSS -ADVANCE CONSTRUCTION (SS,HSP) | 0 | 0 | 0 | 4,139,624 | 0 | 0 | 0 | 4,139,624 |
| Item 444045 1 Totals: | 169,830 | 0 | 0 | 4,139,624 | 0 | 0 | 0 | 4,309,454 |

444045-1: Prior Cost decrease; Total Project Cost decrease.

| Fund | <2021 | 2021 | 2022 | 2023 | 2024 | 2025 | >2025 | All Years |
|---|---|------------------------------|-----------|------|-----------------------|------|-------|-----------|
| Item Number: 444046 1 | Project Description: SR 8 (I-10) AT SR 8A (I-110) INTERCHANGE | | | | | | | *SIS* |
| District: 03 | County: ESCAMBIA | Type of Work: SAFETY PROJECT | | | Project Length: 4.030 | | | |
| PRELIMINARY ENGINEERING / MANAGED BY FDOT | | | | | | | | |
| ACSS -ADVANCE CONSTRUCTION (SS,HSP) | 550,000 | 0 | 0 | 0 | 0 | 0 | 0 | 550,000 |
| DS -STATE PRIMARY HIGHWAYS & PTO | 2,099 | 0 | 0 | 0 | 0 | 0 | 0 | 2,099 |
| CONSTRUCTION / MANAGED BY FDOT | | | | | | | | |
| ACSS -ADVANCE CONSTRUCTION (SS,HSP) | 0 | 0 | 3,722,180 | 0 | 0 | 0 | 0 | 3,722,180 |
| Item 444046 1 Totals: | 552,099 | 0 | 3,722,180 | 0 | 0 | 0 | 0 | 4,274,279 |

444046-1: Prior Cost decrease; Total Project Cost decrease.

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| Fund | <2021 | 2021 | 2022 | 2023 | 2024 | 2025 | >2025 | All Years |
|---|--|------------------------------|---------|-----------|-----------------------|------|-------|------------|
| Item Number: 218594 2 | Project Description: SR 95 (US 29) SOUTH OF SR 4 TO ALABAMA STATE LINE | | | | | | | *SIS* |
| District: 03 | County: ESCAMBIA | Type of Work: SAFETY PROJECT | | | Project Length: 1.223 | | | |
| PRELIMINARY ENGINEERING / MANAGED BY FDOT | | | | | | | | |
| DDR -DISTRICT DEDICATED REVENUE | 52,993 | 0 | 0 | 0 | 0 | 0 | 0 | 52,993 |
| DI -ST. - S/W INTER/INTRASTATE HWY | 1,039,993 | 0 | 0 | 0 | 0 | 0 | 0 | 1,039,993 |
| DIH -STATE IN-HOUSE PRODUCT SUPPORT | 53,748 | 0 | 0 | 0 | 0 | 0 | 0 | 53,748 |
| DS -STATE PRIMARY HIGHWAYS & PTO | 18,904 | 0 | 0 | 0 | 0 | 0 | 0 | 18,904 |
| RIGHT OF WAY / MANAGED BY FDOT | | | | | | | | |
| | 0 | 3,260,000 | 200,000 | 0 | 0 | 0 | 0 | 3,460,000 |
| ACNP -ADVANCE CONSTRUCTION NHPP | | | | | | | | |
| BNIR -INTRASTATE R/W & BRIDGE BONDS | 0 | 0 | 540,000 | 0 | 0 | 0 | 0 | 540,000 |
| CONSTRUCTION / MANAGED BY FDOT | | | | | | | | |
| ACNP -ADVANCE CONSTRUCTION NHPP | 0 | 0 | 0 | 2,638,380 | 0 | 0 | 0 | 2,638,380 |
| DI -ST. - S/W INTER/INTRASTATE HWY | 0 | 0 | 0 | 3,243,000 | 0 | 0 | 0 | 3,243,000 |
| Item 218594 2 Totals: | 1,165,638 | 3,260,000 | 740,000 | 5,881,380 | 0 | 0 | 0 | 11,047,018 |

218594-2: Prior Cost decrease; Total Project Cost decrease.

| Fund | <2021 | 2021 | 2022 | 2023 | 2024 | 2025 | >2025 | All Years |
|--|--|--------------------------|--------|--------|-----------------------|--------|---------|-----------|
| Item Number: 416813 1 | Project Description: TOLL MAINT SR 281 GARCON POINT @ EAST BAY BRIDGE NO. 580174 | | | | | | | *SIS* |
| District: 03 | County: SANTA ROSA | Type of Work: TOLL PLAZA | | | Project Length: 5.528 | | | |
| BRDG/RDWY/CONTRACT MAINT / MANAGED BY FDOT | | | | | | | | |
| TMBC -GARCON POINT BRIDGE | 1,243,491 | 43,143 | 43,143 | 43,143 | 43,143 | 43,143 | 187,572 | 1,646,778 |
| Item 416813 1 Totals: | 1,243,491 | 43,143 | 43,143 | 43,143 | 43,143 | 43,143 | 187,572 | 1,646,778 |

416813-1: Prior Cost decrease; Total Project Cost decrease.

| Fund | <2021 | 2021 | 2022 | 2023 | 2024 | 2025 | >2025 | All Years |
|--|-----------|---|------|------|------|----------------------|-------|-----------|
| Item Number: 421368 3 Project Description: ESCAMBIA COUNTY TRANSIT NON-URBANIZED AREA 5311 *NON-SIS* | | | | | | | | |
| District: 03 County: ESCAMBIA | | Type of Work: OPERATING/ADMIN. ASSISTANCE | | | | Project Length: .000 | | |
| OPERATIONS / MANAGED BY ESCAMBIA COUNTY | | | | | | | | |
| DU -STATE PRIMARY/FEDERAL REIMB | 510,672 | 250,000 | 0 | 0 | 0 | 0 | 0 | 760,672 |
| LF -LOCAL FUNDS | 510,672 | 250,000 | 0 | 0 | 0 | 0 | 0 | 760,672 |
| Item 421368 3 Totals: | 1,021,344 | 500,000 | 0 | 0 | 0 | 0 | 0 | 1,521,344 |

421368-3: Prior Cost increase; Total Project Cost increase.

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| Fund | <2021 | 2021 | 2022 | 2023 | 2024 | 2025 | >2025 | All Years |
|---|---|---------------------------|-----------|-----------------------|------|------|-------|-----------|
| Item Number: 432563 1 | Project Description: SR 295 NAVY BLVD FROM BAYOU GRANDE BRIDGE TO SR 292 GULF BEACH HWY | | | | | | | *NON-SIS* |
| District: 03 | County: ESCAMBIA | Type of Work: RESURFACING | | Project Length: 1.048 | | | | |
| PRELIMINARY ENGINEERING / MANAGED BY FDOT | | | | | | | | |
| DDR -DISTRICT DEDICATED REVENUE | 586,922 | 0 | 0 | 0 | 0 | 0 | 0 | 586,922 |
| DIH -STATE IN-HOUSE PRODUCT SUPPORT | 67,147 | 0 | 0 | 0 | 0 | 0 | 0 | 67,147 |
| DS -STATE PRIMARY HIGHWAYS & PTO | 8,091 | 0 | 0 | 0 | 0 | 0 | 0 | 8,091 |
| RIGHT OF WAY / MANAGED BY FDOT | | | | | | | | |
| DDR -DISTRICT DEDICATED REVENUE | 0 | 119,000 | 0 | 0 | 0 | 0 | 0 | 119,000 |
| DIH -STATE IN-HOUSE PRODUCT SUPPORT | 0 | 10,000 | 0 | 0 | 0 | 0 | 0 | 10,000 |
| CONSTRUCTION / MANAGED BY FDOT | | | | | | | | |
| DDR -DISTRICT DEDICATED REVENUE | 0 | 0 | 318,742 | 0 | 0 | 0 | 0 | 318,742 |
| DIH -STATE IN-HOUSE PRODUCT SUPPORT | 0 | 0 | 31,874 | 0 | 0 | 0 | 0 | 31,874 |
| SA -STP, ANY AREA | 0 | 0 | 2,656,180 | 0 | 0 | 0 | 0 | 2,656,180 |
| Item 432563 1 Totals: | 662,160 | 129,000 | 3,006,796 | 0 | 0 | 0 | 0 | 3,797,956 |

432563-1: Prior Cost decrease; Total Project Cost decrease.

| Fund | <2021 | 2021 | 2022 | 2023 | 2024 | 2025 | >2025 | All Years |
|---|---|---------------------------|---------|-----------------------|------|------|-------|------------|
| Item Number: 432568 1 | Project Description: SR 95 (US 29) N PALAFOX ST FROM END OF CONCR PVMT TO SR 296 BRENT LN | | | | | | | *NON-SIS* |
| District: 03 | County: ESCAMBIA | Type of Work: RESURFACING | | Project Length: 2.524 | | | | |
| PRELIMINARY ENGINEERING / MANAGED BY FDOT | | | | | | | | |
| DDR -DISTRICT DEDICATED REVENUE | 0 | 1,258,000 | 0 | 0 | 0 | 0 | 0 | 1,258,000 |
| DIH -STATE IN-HOUSE PRODUCT SUPPORT | 500 | 125,800 | 0 | 0 | 0 | 0 | 0 | 126,300 |
| RIGHT OF WAY / MANAGED BY FDOT | | | | | | | | |
| DDR -DISTRICT DEDICATED REVENUE | 0 | 0 | 322,800 | 0 | 0 | 0 | 0 | 322,800 |
| DIH -STATE IN-HOUSE PRODUCT SUPPORT | 0 | 0 | 80,000 | 0 | 0 | 0 | 0 | 80,000 |
| CONSTRUCTION / MANAGED BY FDOT | | | | | | | | |
| DDR -DISTRICT DEDICATED REVENUE | 0 | 0 | 0 | 2,076,884 | 0 | 0 | 0 | 2,076,884 |
| DIH -STATE IN-HOUSE PRODUCT SUPPORT | 0 | 0 | 0 | 89,849 | 0 | 0 | 0 | 89,849 |
| DS -STATE PRIMARY HIGHWAYS & PTO | 0 | 0 | 0 | 6,309,093 | 0 | 0 | 0 | 6,309,093 |
| Item 432568 1 Totals: | 500 | 1,383,800 | 402,800 | 8,475,826 | 0 | 0 | 0 | 10,262,926 |

432568-1: Prior Cost decrease; Total Project Cost decrease; Project description modification.

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| Fund | <2021 | 2021 | 2022 | 2023 | 2024 | 2025 | >2025 | All Years |
|---|--|---------------------------|-----------|-----------------------|------|------|-------|-----------|
| Item Number: 434677 1 | Project Description: SR 95 (US 29) PENSACOLA BLVD FROM SR 296 BRENT LN TO N OF SR 8 (I-10) | | | | | | | *SIS* |
| District: 03 | County: ESCAMBIA | Type of Work: RESURFACING | | Project Length: 3.157 | | | | |
| PRELIMINARY ENGINEERING / MANAGED BY FDOT | | | | | | | | |
| DDR -DISTRICT DEDICATED REVENUE | 860,550 | 0 | 0 | 0 | 0 | 0 | 0 | 860,550 |
| DIH -STATE IN-HOUSE PRODUCT SUPPORT | 75,234 | 0 | 0 | 0 | 0 | 0 | 0 | 75,234 |
| DS -STATE PRIMARY HIGHWAYS & PTO | 6,146 | 0 | 0 | 0 | 0 | 0 | 0 | 6,146 |
| CONSTRUCTION / MANAGED BY FDOT | | | | | | | | |
| DDR -DISTRICT DEDICATED REVENUE | 0 | 0 | 875,561 | 0 | 0 | 0 | 0 | 875,561 |
| DIH -STATE IN-HOUSE PRODUCT SUPPORT | 0 | 0 | 87,738 | 0 | 0 | 0 | 0 | 87,738 |
| SA -STP, ANY AREA | 0 | 0 | 7,311,491 | 0 | 0 | 0 | 0 | 7,311,491 |
| SU -STP, URBAN AREAS > 200K | 0 | 0 | 1,817 | 0 | 0 | 0 | 0 | 1,817 |
| Item 434677 1 Totals: | 941,930 | 0 | 8,276,607 | 0 | 0 | 0 | 0 | 9,218,537 |

434677-1: Prior Cost decrease; Total Project Cost decrease.

| Fund | <2021 | 2021 | 2022 | 2023 | 2024 | 2025 | >2025 | All Years |
|---|---|---------------------------|-----------|-----------------------|------|------|-------|------------|
| Item Number: 439735 1 | Project Description: SR 292 N PACE BLVD FROM BARRANCAS AVE TO MASSACHUSETTS AVE | | | | | | | *NON-SIS* |
| District: 03 | County: ESCAMBIA | Type of Work: RESURFACING | | Project Length: 3.909 | | | | |
| PRELIMINARY ENGINEERING / MANAGED BY FDOT | | | | | | | | |
| DDR -DISTRICT DEDICATED REVENUE | 667,741 | 0 | 0 | 0 | 0 | 0 | 0 | 667,741 |
| DIH -STATE IN-HOUSE PRODUCT SUPPORT | 64,562 | 0 | 0 | 0 | 0 | 0 | 0 | 64,562 |
| DS -STATE PRIMARY HIGHWAYS & PTO | 1,858 | 0 | 0 | 0 | 0 | 0 | 0 | 1,858 |
| RAILROAD & UTILITIES / MANAGED BY FDOT | | | | | | | | |
| DDR -DISTRICT DEDICATED REVENUE | 0 | 0 | 200,000 | 0 | 0 | 0 | 0 | 200,000 |
| CONSTRUCTION / MANAGED BY FDOT | | | | | | | | |
| DDR -DISTRICT DEDICATED REVENUE | 0 | 0 | 360,821 | 0 | 0 | 0 | 0 | 360,821 |
| DIH -STATE IN-HOUSE PRODUCT SUPPORT | 0 | 0 | 102,079 | 0 | 0 | 0 | 0 | 102,079 |
| SA -STP, ANY AREA | 0 | 0 | 9,166,543 | 0 | 0 | 0 | 0 | 9,166,543 |
| Item 439735 1 Totals: | 734,161 | 0 | 9,829,443 | 0 | 0 | 0 | 0 | 10,563,604 |

439735-1: Prior Cost decrease; Total Project Cost decrease.

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| Fund | <2021 | 2021 | 2022 | 2023 | 2024 | 2025 | >2025 | All Years |
|--|-----------|------------|------|------|------|------|-------|------------|
| Item Number: 441588 1 Project Description: SR 8 (I-10) E OF SR 281 AVALON BLVD TO E OF SR 87 *SIS* | | | | | | | | |
| District: 03 County: SANTA ROSA Type of Work: RESURFACING Project Length: 14.355 | | | | | | | | |
| PRELIMINARY ENGINEERING / MANAGED BY FDOT | | | | | | | | |
| ACNP -ADVANCE CONSTRUCTION NHPP | 1,016,145 | 0 | 0 | 0 | 0 | 0 | 0 | 1,016,145 |
| DS -STATE PRIMARY HIGHWAYS & PTO | 32,306 | 0 | 0 | 0 | 0 | 0 | 0 | 32,306 |
| NHPP -IM, BRDG REPL, NATNL HWY-MAP21 | 535,065 | 0 | 0 | 0 | 0 | 0 | 0 | 535,065 |
| CONSTRUCTION / MANAGED BY FDOT | | | | | | | | |
| ACNP -ADVANCE CONSTRUCTION NHPP | 0 | 23,154,227 | 0 | 0 | 0 | 0 | 0 | 23,154,227 |
| DS -STATE PRIMARY HIGHWAYS & PTO | 816 | 0 | 0 | 0 | 0 | 0 | 0 | 816 |
| Item 441588 1 Totals: | 1,584,332 | 23,154,227 | 0 | 0 | 0 | 0 | 0 | 24,738,559 |

441588-1: Prior Cost decrease; Total Project Cost decrease.

| Fund | <2021 | 2021 | 2022 | 2023 | 2024 | 2025 | >2025 | All Years |
|---|---------|-----------|------|------|------|------|-------|-----------|
| Item Number: 441593 1 Project Description: SR 8 (I-10) ESCAMBIA COUNTY WELCOME CENTER *SIS* | | | | | | | | |
| District: 03 County: ESCAMBIA Type of Work: RESURFACING Project Length: .357 | | | | | | | | |
| PRELIMINARY ENGINEERING / MANAGED BY FDOT | | | | | | | | |
| ACNP -ADVANCE CONSTRUCTION NHPP | 91,921 | 0 | 0 | 0 | 0 | 0 | 0 | 91,921 |
| DS -STATE PRIMARY HIGHWAYS & PTO | 25,774 | 0 | 0 | 0 | 0 | 0 | 0 | 25,774 |
| NHPP -IM, BRDG REPL, NATNL HWY-MAP21 | 420,975 | 0 | 0 | 0 | 0 | 0 | 0 | 420,975 |
| CONSTRUCTION / MANAGED BY FDOT | | | | | | | | |
| ACNP -ADVANCE CONSTRUCTION NHPP | 0 | 332,631 | 0 | 0 | 0 | 0 | 0 | 332,631 |
| DIH -STATE IN-HOUSE PRODUCT SUPPORT | 0 | 51,439 | 0 | 0 | 0 | 0 | 0 | 51,439 |
| DRA -REST AREAS - STATE 100% | 0 | 4,800,964 | 0 | 0 | 0 | 0 | 0 | 4,800,964 |
| Item 441593 1 Totals: | 538,670 | 5,185,034 | 0 | 0 | 0 | 0 | 0 | 5,723,704 |

441593-1: Prior Cost decrease; Total Project Cost decrease.

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| Fund | <2021 | 2021 | 2022 | 2023 | 2024 | 2025 | >2025 | All Years |
|---|--|---------------------------|-----------|-----------------------|------|------|-------|-----------|
| Item Number: 443648 1 | Project Description: SR 292 BARRANCAS AVE FROM MANCHESTER ST TO BAYOU CHICO BRIDGE | | | | | | | *NON-SIS* |
| District: 03 | County: ESCAMBIA | Type of Work: RESURFACING | | Project Length: 1.740 | | | | |
| PRELIMINARY ENGINEERING / MANAGED BY FDOT | | | | | | | | |
| DIH -STATE IN-HOUSE PRODUCT SUPPORT | 67,200 | 0 | 0 | 0 | 0 | 0 | 0 | 67,200 |
| DS -STATE PRIMARY HIGHWAYS & PTO | 468,126 | 0 | 0 | 0 | 0 | 0 | 0 | 468,126 |
| CONSTRUCTION / MANAGED BY FDOT | | | | | | | | |
| DDR -DISTRICT DEDICATED REVENUE | 0 | 0 | 397,914 | 0 | 0 | 0 | 0 | 397,914 |
| DIH -STATE IN-HOUSE PRODUCT SUPPORT | 0 | 0 | 39,792 | 0 | 0 | 0 | 0 | 39,792 |
| DS -STATE PRIMARY HIGHWAYS & PTO | 0 | 0 | 3,315,952 | 0 | 0 | 0 | 0 | 3,315,952 |
| Item 443648 1 Totals: | 535,326 | 0 | 3,753,658 | 0 | 0 | 0 | 0 | 4,288,984 |

443648-1: Prior Cost decrease; Total Project Cost decrease.

| Fund | <2021 | 2021 | 2022 | 2023 | 2024 | 2025 | >2025 | All Years |
|---|---|---------------------------|-----------|-----------------------|------|------|-------|-----------|
| Item Number: 443651 1 | Project Description: SR 298 FROM N OR SR 30 (US 98) TO E OF SR 727 FAIRFIELD DR | | | | | | | *NON-SIS* |
| District: 03 | County: ESCAMBIA | Type of Work: RESURFACING | | Project Length: 4.092 | | | | |
| PRELIMINARY ENGINEERING / MANAGED BY FDOT | | | | | | | | |
| | 89,765 | 0 | 0 | 0 | 0 | 0 | 0 | 89,765 |
| DIH -STATE IN-HOUSE PRODUCT SUPPORT | | | | | | | | |
| DS -STATE PRIMARY HIGHWAYS & PTO | 1,356,740 | 0 | 0 | 0 | 0 | 0 | 0 | 1,356,740 |
| CONSTRUCTION / MANAGED BY FDOT | | | | | | | | |
| DDR -DISTRICT DEDICATED REVENUE | 0 | 0 | 808,022 | 0 | 0 | 0 | 0 | 808,022 |
| DIH -STATE IN-HOUSE PRODUCT SUPPORT | 0 | 0 | 80,802 | 0 | 0 | 0 | 0 | 80,802 |
| DS -STATE PRIMARY HIGHWAYS & PTO | 0 | 0 | 6,733,516 | 0 | 0 | 0 | 0 | 6,733,516 |
| Item 443651 1 Totals: | 1,446,505 | 0 | 7,622,340 | 0 | 0 | 0 | 0 | 9,068,845 |

443651-1: Correct Project Length.

Florida-Alabama FY 21-25 TIP Variance Report

| Fund | <2021 | 2021 | 2022 | 2023 | 2024 | 2025 | >2025 | All Years |
|---|--|---------------------------|-----------|------|-----------------------|------|-------|-----------|
| Item Number: 443656 1 | Project Description: SR 292 SORRENTO RD FROM THEO BAARS BRIDGE TO S OF CR 293 BAUER RD | | | | | | | *NON-SIS* |
| District: 03 | County: ESCAMBIA | Type of Work: RESURFACING | | | Project Length: 2.248 | | | |
| PRELIMINARY ENGINEERING / MANAGED BY FDOT | | | | | | | | |
| DIH -STATE IN-HOUSE PRODUCT SUPPORT | 62,500 | 0 | 0 | 0 | 0 | 0 | 0 | 62,500 |
| DS -STATE PRIMARY HIGHWAYS & PTO | 678,111 | 0 | 0 | 0 | 0 | 0 | 0 | 678,111 |
| CONSTRUCTION / MANAGED BY FDOT | | | | | | | | |
| DDR -DISTRICT DEDICATED REVENUE | 0 | 0 | 377,151 | 0 | 0 | 0 | 0 | 377,151 |
| DIH -STATE IN-HOUSE PRODUCT SUPPORT | 0 | 0 | 37,715 | 0 | 0 | 0 | 0 | 37,715 |
| SA -STP, ANY AREA | 0 | 0 | 3,142,923 | 0 | 0 | 0 | 0 | 3,142,923 |
| Item 443656 1 Totals: | 740,611 | 0 | 3,557,789 | 0 | 0 | 0 | 0 | 4,298,400 |

443656-1: Prior Cost decrease; Total Project Cost decrease.

| Fund | <2021 | 2021 | 2022 | 2023 | 2024 | 2025 | >2025 | All Years |
|---|---|---------------------------|-----------|------|-----------------------|------|-------|-----------|
| Item Number: 443658 1 | Project Description: SR 750 AIRPORT BLVD FROM W OF CR95A N PALAFOX ST TO SR 291 DAVIS HWY | | | | | | | *SIS* |
| District: 03 | County: ESCAMBIA | Type of Work: RESURFACING | | | Project Length: 1.422 | | | |
| PRELIMINARY ENGINEERING / MANAGED BY FDOT | | | | | | | | |
| DIH -STATE IN-HOUSE PRODUCT SUPPORT | 48,200 | 0 | 0 | 0 | 0 | 0 | 0 | 48,200 |
| DS -STATE PRIMARY HIGHWAYS & PTO | 521,360 | 0 | 0 | 0 | 0 | 0 | 0 | 521,360 |
| RAILROAD & UTILITIES / MANAGED BY FDOT | | | | | | | | |
| DS -STATE PRIMARY HIGHWAYS & PTO | 0 | 0 | 200,000 | 0 | 0 | 0 | 0 | 200,000 |
| CONSTRUCTION / MANAGED BY FDOT | | | | | | | | |
| DDR -DISTRICT DEDICATED REVENUE | 0 | 0 | 364,065 | 0 | 0 | 0 | 0 | 364,065 |
| DIH -STATE IN-HOUSE PRODUCT SUPPORT | 0 | 0 | 36,406 | 0 | 0 | 0 | 0 | 36,406 |
| DS -STATE PRIMARY HIGHWAYS & PTO | 0 | 0 | 3,033,880 | 0 | 0 | 0 | 0 | 3,033,880 |
| Item 443658 1 Totals: | 569,560 | 0 | 3,634,351 | 0 | 0 | 0 | 0 | 4,203,911 |

443658-1: Prior Cost decrease; Total Project Cost decrease.

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