



Florida Department of Transportation District Three Transportation Regional Incentive Program

Project Name: SR297 (Pine Forest Road) Capacity Project

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

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

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

Date: 1/25/2019

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

Contact Person: Mary Beth Washnock

Address: 4081 E. Olive Road, Suite 1, Pensacola, FL 21514

Phone: 850-332-7976 **E-mail:** marybeth.washnock@wfrpc.org

Implementing Agency¹: Escambia County

Contact Person: David Forte

Address: 3363 West Park Place, Pensacola, FL 32505

Phone: 850-595-3404 **E-mail:** dvforte@myescambia.com

Project Information:

Facility: SR297 (Pine Forest Road)

Project Limits: I-10 to SR10 (Nine Mile Road)

Work to be performed:

Per the Florida-Alabama TPO Long Range Transportation Plan, Cost Feasible Plan, the project proposes to increase the capacity of the three lane facility to a four lane facility with complete streets features. This TRIP application is a request for a major update of a previous PD&E leading to approval of the concept and environmental document.

Project Information Continued:

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

As described above, the project would create a 4 lane Pine Forest Road, from I-10 to 9 Mile Rd. Project implementation will provide for additional capacity and help offset the impacts of the rapid growth occurring within the community and surrounding area. The portion of Pine Forest Rd. just south of this project is an SIS Military connector. The widening Pine Forest Road will provide increased safety while providing improved pedestrian and bicycle facilities. This project will also play a major role during evacuation times as well as improving

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

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

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

The project reflects the intent of Florida Statutes 339.2819 and 163.3177, Escambia County Comprehensive Plan (Mobility Element, Chapter 8), Other chapters reviewed for compliance: General Requirements Element, Land Use Element, Coastal Management Element, Capital Improvement Element. This project is in the highest growth area of Escambia County with the continued growth of the Navy Federal Credit Union Campus (\$1 billion campus construction project with and anticipated 10,000 employees) a major employer at a regional and state level. A new elementary school located on 9 Mile Rd. is nearing completion and will open in the fall of 2018. Additional growth includes a 640 acre commerce park being developed by Escambia County, numerous large mixed use projects including commercial and residential development. The project will connect this high growth area to I-10 and the southern portion of Pine Forest Rd. which serves as a SIS military connector and STRAHNET facility.

Does this project include an Environmental Study?

Yes/No

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

Does this project have design plans available?

Yes/No

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

Project Funding:

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

Phase Requested	FY	FDOT Amount	Local Match
PDE:	2021	250000	250000
R/W:			
Design:			
Construction:			

Attachment C: The planned project construction schedule.

Is the Agency eligible for a waiver of up to 50% of the project cost?³

Yes/No

Has other funding been requested for any part of this project?

Yes/No

(SCRAP, SCOP, CIGP, HSIP, SRTS, TA, Grant, etc.)

If Yes, Name:

CIGP

How will TRIP funding accelerate this project's implementation?

This Pine Forest Rd. project is one of a very few projects funded all the way through construction in the TPOs' cost feasible plan. In the TPO FY 2019-2023 Priority list it is the next project needing funding for PD&E. This project was moved up in the TPO priority list last year. It is not funded for PD&E in the FDOT tentative work program. This is a short project (less than one mile) and will have a major positive

Regional Transportation Area⁴:

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

The Northwest Florida Regional TPO was established in 2004 with membership from the Florida-Alabama and Okaloosa-Walton TPO's. Originally established to help insure coordination at a regional level between the two TPO's. As a two TPO regional entity they qualified to solicit funds from the TRIP program when it was established. The regional TPO now prioritizes applications for TRIP funding in the four county area. The regional TPO has adopted a regional facilities map and facilities that would receive TRIP funds must appear on this map or list.

Has a copy of the RTA's interlocal agreement that addresses the statutory requirements⁵ been previously submitted to the Department ?

Yes/No

If no, please explain:

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

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

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

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

If no, please explain:

The Northwest Regional TPO has prioritized this TRIP application for SR 297 (Pine Forest Road) as priority #2 for FY 2019.

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

Project Qualification Information:

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

The County's local match is programmed for this project in the Local Option Sails Tax IV (LOST IV) program.

Attachment F: If available, add documentation that the candidate improvement appears in the capital improvement schedule of the local comprehensive plan.⁶

Attachment G: Document that level-of-service standards for the facility to be improved have been coordinated with FDOT by the local government with jurisdiction and are consistent with the level-of-service standards adopted by FDOT if the project is on a Strategic Intermodal System.⁷

Project Qualification Information Continued:

Attachment H: Document that the project meets the following TRIP statutory eligibility requirements.⁸

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

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

Signature:

Supporting Narrative:

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

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

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

Attachment B: Environmental Study and/or Design Plans, if available.

Attachment C: The planned project construction schedule.

Attachment D: The authorizing interlocal agreement and any supporting documentation as appropriate. Check Signatures and Dates.

Attachment E: Documentation demonstrating successful completion of a qualified Regional Transportation Plan.

Attachment F: Document that the candidate improvement appears in the capital improvement schedule of the local comprehensive plan.⁶

Attachment G: Document that level-of-service standards for the facility to be improved have been adopted by the local government if on the SIS.⁷

Attachment H: Document that the candidate project meets the TRIP statutory eligibility requirements.⁸

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

