

TRIUMPH GULF COAST, INC. PRE-APPLICATION FORM

Triumph Gulf Coast, Inc. ("Triumph Gulf Coast") has created a pre-application process to provide initial consideration of potential ideas for projects or programs that may seek an award of funding. Applicants are required to participate in the pre-application process. Notwithstanding the response from Triumph Gulf Coast on the pre-application form, an Applicant may still elect to submit an Application.

APPLICANT INFORMATION:

Name of Individual/Entity/Organization: **CITY OF DESTIN, FLORIDA**

Brief Description of Background of Individual/Entity/Organization:

Destin is a city located in Okaloosa County, Florida. It is a principal city of the Fort Walton Beach-Crestview-Destin, Florida Metropolitan Statistical Area. Located on Florida's Emerald Coast, Destin is known for its white beaches and emerald green waters. Originating as a small fishing village, it is now a popular tourist destination. According to the Florida Department of Environmental Protection, over 80 percent of the Emerald Coast's 4.5 million visitors each year visit Destin. The city's brand is "The World's Luckiest Fishing Village", and has the largest fishing vessel fleet in the state of Florida.

The city is located on a peninsula separating the Gulf of Mexico from Choctawhatchee Bay. The peninsula was originally a barrier island. Hurricanes and sea level changes gradually connected it to the mainland. In the 1940s, it technically became an island again with the completion of the Choctawhatchee-West Bay Canal. According to the 2016 US Census, the City of Destin has a population estimate of 13,654 residents.

Contact Information:

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Names of co-applicants, partners or other entities, organizations that will have a role in the proposed project or program: Florida Department of Transportation and Atkins of North America are both organizations that have a role in this proposed project.

REQUIRED EXECUTIVE SUMMARY:

In a maximum of three (3) pages, please describe the proposed project or program, including (i) the amount of funds being sought from Triumph Gulf Coast; (ii) the amount and identity of other sources of funds for the proposed project or program; (iii) the location of the project or program; (iv) summary description of the proposed program, including how the program will be transformational and promote economic recovery, diversification, and enhancement of the disproportionately affected counties, and (v) a summary timeline for the proposed project or program.

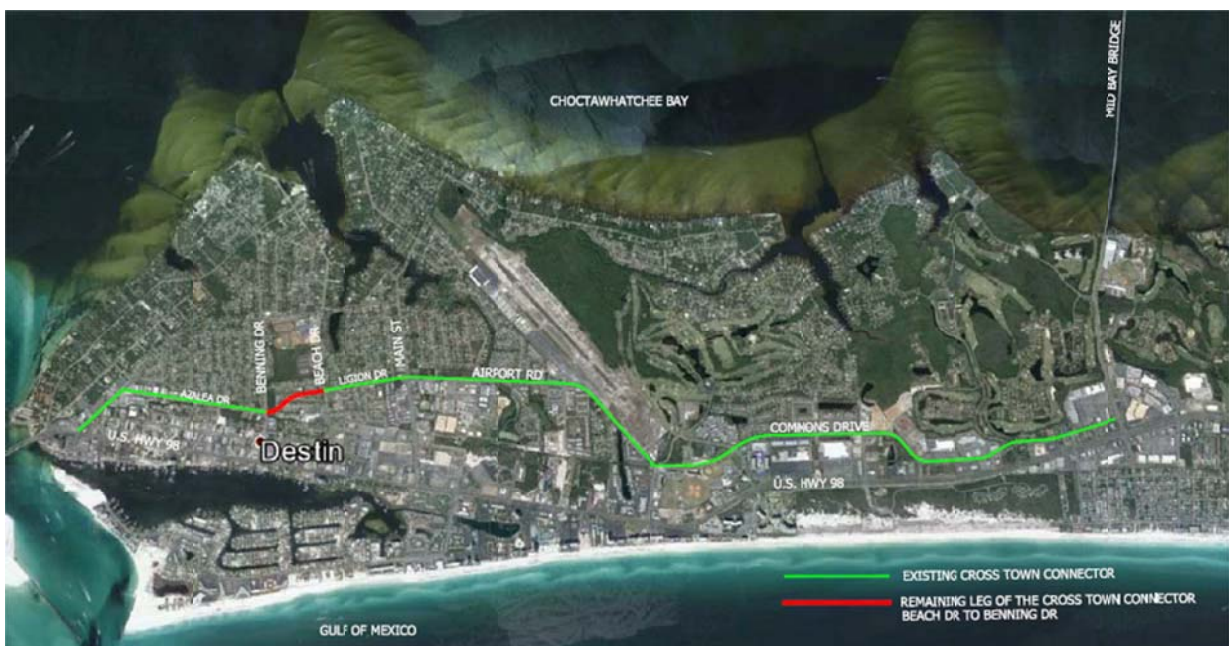
IMPORTANT NOTICE

This pre-application process will **not** result in an award of funding by Triumph Gulf Coast. Rather, this process is designed to facilitate submission of ideas for potential projects or programs before the Applicant expends time and/or resources to complete a full Application. All Applicants for funding are required to complete an Application, which will be scored, and then considered for award in the discretion of Triumph Gulf Coast Board.

Executive Summary

Proposed Project: Efficient and safe transportation is key to a region's economic prosperity and growth. The Crosstown Connector will improve the functionality of U.S. 98 and provide important transportation links throughout the South Okaloosa area. The Destin Crosstown Connector, of which the Beach Drive to Benning Drive section is the final link, will serve a regional function by moving goods, services and people, more efficiently. Completion of the Destin Crosstown Connector will result in a more effective and integrated transportation system by alleviating congestion along US Highway 98 (US 98). US 98 is a part of the City's capital improvement program and is also consistent with the Strategic Intermodal System (SIS) because it provides an alternate connection to the SIS facility (U.S. 98) in Walton County. The average annual average daily traffic (AADT) on US 98, south of the connector is more than 55,000 vehicles. This construction project is in the City's corridor protection ordinance and in the City's Comprehensive Plan Policy. The construction of the proposed Crosstown Connector is regarded as a project of high importance by the Okaloosa/Walton Transportation Planning Organization having been included in the Cost Feasible Plan for 2035. The Northwest Florida Transportation Corridor Authority 2013 Master Plan ranks the Connector as the highest priority with a benefit/cost ratio of 53.7, and is ranked No.2 on the Okaloosa-Walton TPO non-SIS project priorities.

- (i) The City of Destin is requesting \$5.7 million from Triumph Gulf Coast. The total project cost is estimated to be \$14.0 million.
- (ii) To date City of Destin has spent \$5.6 million on right-of-way acquisition, PD&E Study and Engineering design drawings. The PD&E portions of the project are complete and have been funded by the City of Destin. The City of Destin has encumbered \$913,400 in an acquisition account to spend in FY2018. Finally, the FDOT Tentative Work Program has included \$2.7 million for right of way in the most recently updated work program.
- (iii) The Destin Crosstown Connector runs from Benning Drive to Beach Drive in the City of Destin, Okaloosa County, Florida. This new road construction is 0.40 miles in length. (map below)



(iv) **Background Information:** The Beach Drive to Benning Drive road project is the last connecting leg for the City's Crosstown Connector, an east-west corridor intended to relieve traffic congestion on the U.S. Highway 98. The Crosstown Connector is intended to enhance traffic movement on the U.S. Highway 98 through Destin by providing an effective east/west alternative for working residents and tourists. This will decrease congestion and improve travel speeds on U.S. Highway 98 via net reduction in local trips. Completing the Connector provides a primary relief route through Destin from Commons Drive on the east to Stahlman Avenue on the west. The project is located within the Destin Multi-modal Transportation District and shall contain the elements as defined in Article 8.09.00 Multi-modal Transportation District, including a median divided roadway, bicycle lanes, a sidewalk on both sides of the right-of-way, street lighting, street furniture, and landscaping. The project will meet the Complete Street standards, which enhance the quality of place throughout the city, this supports goal five as outlined by Northwest Florida Forward.

Quality of Life: U.S. Highway 98 is a heavily trafficked road, with average daily traffic counts as high as 55,000 vehicles. Between January 2006 and October 2017 there have been a total of 23 accidents involving fatalities within Destin city limits; 19 of these accidents have occurred on U.S. Highway 98; and 82% of all accidents involving fatalities within the city limits have occurred on U.S. Highway 98. Ten percent of the fatal accidents occurring on U.S. Highway 98 occurred on the portion of U.S. Highway 98 that is not paralleled by the Destin Crosstown Connector, which this project would resolve. Additionally, 63% of all crash incidents involving pedestrians within the city limits occur along U.S. Highway 98. The Destin Crosstown Connector project is designed to not only alleviate traffic but also to accommodate cyclists and pedestrians with the Complete Street compliant design featuring 10-foot sidewalks on both sides as well as buffered bike lanes. These features will also serve the community by providing safer and more accessible walking and bicycling access to Destin Elementary School situated between Beach Drive and Benning Drive.

Regional Support for Project: This project is a collaborated effort between the City of Destin and the Regional Transportation Organization, and is supported by the Okaloosa-Walton Transportation Planning Organization (enclosed letter of support). The project is funded by the City of Destin as well as Florida Department of Transportation. The project also has support from local chambers of commerce, which are located within the disproportionately affected counties. Representatives from the Okaloosa Board of County Commissioners have made several public statements in support of this project. Additionally, the project has been researched and rated by the Northwest Florida Transportation Corridor Authority (NFTCA) which was established by the Florida State Legislature in 2005 as a regional authority. NFTCA spans eight counties, three regional planning councils, three transportation planning organizations (TPOs), two regional TPOs, and multiple transit agencies, military installations, airports, and seaports. In 2013 NFTCA rated the Destin Cross-Town Connector as the second most important priority for the 8-county region. These partnerships are part of the Northwest Florida Forward Plan and are detailed in goal number three.

Regional Impact: In the Northwest Florida Transportation Corridor Authority (NFTCA) 2013 Master Plan, the Destin Cross-Town Connector is ranked as the top priority, with a qualitative score of 4.9 out of a total score of 5.0. According to the qualitative assessment criteria, the

project scores high (5.0) in the following areas: support of regional plans, productivity, connectivity, community impacts, economic vitality, safety and security, and land use and growth management. These assessment values are then weighted and combined with additional areas to produce an overall score for the project.

The Crosstown Connector ensures that the regional transportation system can enhance and support emergency response and recovery efforts. It reduces the probability of service interruption during a natural disaster by identifying alternative evacuation routes before, during, and after an incident, and enhances the urban economic vitality by providing a transportation system that considers the needs of the business community and economic development strategies.

Ease/Pace of Construction - Due to the level of planning that has already been done on this project, should funding be made available the project could be consummated quickly and efficiently. The project has already acquired a 5.09 acre parcel and two residential parcels, is currently in negotiations for three more residential parcels, and will only need to acquire eight parcels and three partial properties which are waiting funding before acquisition negotiations can begin. Should funding for construction be made available the project could begin immediately after acquisitions.

(v) **Summary Timeline**

Task	Time	Percent Complete
Right-of-way Acquisition (began in 2006)	13 years	19%
PD&E Study	2 years	100%
Engineering Design and permitting	2 years	100%
Bidding and Construction	1.5 years	0%