

TRIUMPH GULF COAST, INC. PRE-APPLICATION FORM

The ESCAMBIA COUNTY BOARD OF COUNTY COMMISSIONERS approved the Beulah Interchange Connector Project as one of five priority projects for Triumph first round submittal. The Escambia County BCC will provide a letter of support pending Triumph pre-application review and development of a full application.

APPLICANT INFORMATION:

Name of Individual/Entity/Organization: Escambia County Board of County Commissioners

Brief Description of Background of Individual/Entity/Organization: The Escambia County Board of County Commissioners is one of the eight disproportionately affected counties in Northwest Florida.

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

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.

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(I) Project Cost Estimate and funding amount request:

The Beulah Interchange Connector Project (Project) cost estimate for the construction phase for the Southern Segment from SR10 (Nine Mile Road to CR184 (Muscogee Road) is approximately \$75M.

The TRIUMPH Gulf Coast funding request is for the design phase for the \$11.25M (15% of construction estimate).

(II) Amount and identity of other funding sources:

The Escambia County Board of County Commissioners has \$2.699M of Local Option Sales Tax (LOST) funds encumbered in a Purchase Order with Atkins Global, Inc. to produce the Alternative Corridor Evaluation Phase and Project Development & Environment Phase for the US29 Connector (aka Beulah Beltway) Project from Nine Mile Road to US29. Currently, the County has expended approx. \$1.45M with approx. \$1.25M remaining on the PO.

The County has additional funds allocated (approx. \$900K) for the Project from its LOST Cost Center to be used towards subsequent project phases.

(III) Project Location:

The Project's logical termini is Nine Mile Road to I-10 along CR99 (Beulah Road) and then further north from I-10 to Muscogee Road.

(IV) Summary Description:

In the past, population growth in Escambia County was forecasted to occur primarily in the southwest portion of the County in the vicinity of densely populated portions of Pensacola, west of the Pensacola Naval Air Station and on Perdido Key. However, due to several factors, revisions to the 2025 Escambia County future land use map reallocate much of the projected future growth to the central and north-central parts of the County. The Mid-West Escambia County Optional Sector Plan was developed in an effort to plan for that growth, consistent with County growth management policies. It was incorporated into the Escambia County Comprehensive Plan (adopted September 15, 2011 and approved November 4, 2011) through the 2010 Evaluation and Appraisal Report.

This Project has been recognized by the Board of County Commissioners (Board) as one of its highest public infrastructure projects not just from a surrounding vicinity perspective, but also from

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a regional and even national perspective. The Project will allow for the appropriate roadway connectivity to the new Interstate 10 (I-10) Interchange that the Florida Department of Transportation (FDOT) is currently managing. The Project will provide for a new hurricane evacuation facility to provide additional access to and from the interstate system to allow for safer travel routes for residents evacuating impending disasters, provide congestion relief to other surrounding corridors within the Beulah and Cantonment communities (e.g. Nine Mile Road, US29, etc.), provide additional safety and quality of life improvements to the area, and provide the opportunity to economic expansion to the area.

The Project will also benefit the expanding efforts of Navy Federal Credit Union as it plans to expand its employee base to 10,000+ over the next few years, and the future development of the Navy OLF-8 site for a potential commerce park / redevelopment site. The Project will allow access to undeveloped industrially zoned land within the vicinity to help promote commerce and economic expansion as well. The Project is truly transformational in nature, and the short term and long term benefits received upon completion should outweigh the initial capital costs for the Project.

Regarding the Beulah Interchange Project (listed on the FL-AL Transportation Planning Organization Long Range Transportation Plan – Strategic Intermodal System Project Priorities List #2), FDOT is currently preparing an Interchange Justification Report (IJR) for the proposed I-10 interchange.

Regarding the Beulah Interchange Connector Project, the County is currently undergoing the required Alternative Corridor Evaluation (ACE) Study process. ACE, a National Environmental Policy Act (NEPA) requirement, is conducted for various transportation project types regardless of mode (e.g. new alignments, major realignments, major bypasses, etc.). A primary purpose of the ACE Study is to document the analyses (public involvement, cultural/environmental impacts, economic development impacts, cost and operation impacts, relief to parallel facilities, hurricane evacuation, etc.) performed to identify reasonable alternative corridors to carry forward into future phases of the Project Development & Environment (PD&E) Study, and eliminate those identified alternative corridors that are deemed not viable options.

The ACE Phase began with the consideration and evaluation of seven (7) alternative corridors, and after multiple public settings and study analysis, the Board, at its 09/21/17 regular meeting, directed Staff to eliminate Corridors #1, #2, #3, #4, and #6. The County held the final ACE Study public meeting on October 30, 2017 for additional public input to consider all remaining factors. The Board, then, considered the final public input from the ACE Study at its 11/2/17 Commission meeting, and directed Staff to finalize the ACE Study Report retaining both remaining corridors (Corridors #5 and #7), but to state that the Locally Preferred Alternative be Corridor #7. The final ACE Report will be available for public viewing at www.beulahbeltway.com and will be submitted to FDOT/FHWA for review and approval by December 2017. Once the ACE Report is approved, the County will begin the PD&E Study, which will occur concurrently with FDOT's generation of the IJR.

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The request for design phase funding will allow the County to meet the FHWA Planning Consistency requirement, and program accordingly the resources necessary to embark on design as shortly after PD&E completion as possible.

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(V) Summary Timeline

