Evaluation Criteria Report

BAY COUNTY
2045 LONG RANGE TRANSPORTATION PLAN

Prepared for

Bay County Transportation Planning Organization and
The Florida Department of Transportation, District Three

Prepared by

Emerald Coast Regional Council
Staff to the Bay County
Transportation Planning Organization

June 2021

This report was financed in part by the U.S. Department of Transportation, Federal Highway Administration, the Florida Department of Transportation, and local participating governments, in partial fulfillment of UPWP Work Task C.2

Bay County
Transportation Planning Organization

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INTRODUCTION

The Bay County 2045 Long Range Plan Update began when the Bay County Transportation Planning Organization (TPO) approved the Scope of Services on July 24, 2019. The 2045 LRTP consists of 8 primary tasks that are identified below:

- Public Participation
- Congestion Management Process Update
- Goals and Objectives
- Evaluation Criteria
- Financial Resources
- Needs Assessment
- Cost Feasible Plan
- Final and Summary Reports

An important element in the development of the Bay County 2045 Long Range Transportation Plan (LRTP) is the adoption of the Evaluation Criteria. The Evaluation Criteria is derived from the adopted Goals and Objectives and is used to rank projects in the 2045 Needs Plan for consideration in development of the 2045 Cost Feasible Plan. This Technical Report describes the development of the Evaluation Criteria and is organized into 5 sections:

- Initial Evaluation Criteria from the 2040 LRTP Update
- Steering Committee Meetings
- Committee Meetings
- Adopted Evaluation Criteria
- Appendices

The purpose of the Evaluation Criteria is to rank the 2045 Long Range Transportation Plan Needs Plan Projects for consideration in development of the 2045 Long Range Transportation Cost Feasible Plan and Project Priority Rankings. For the rankings of the 2045 Long Range Transportation Plan Needs Plan based on the adopted Evaluation Criteria, see Appendix A of this report.

INITIAL EVALUATION CRITERIA -- 2040 LRTP

(Based on previous Long Range Transportation Plan Criteria)

Category and Criteria (Description)	Criteria Rating Scale (Lesser Benefit <----> Higher Benefit)		
Economic Vitality - 15% (Goal 6) (Objectives 6.1, 6.4, and 6.5)			
Economic Reach (Positive Employment Growth from 2010 to 2040 Trafffic Analysis Zones along Corridor) *To what extent will the project support planned development or provide economic benefits (e.g. job growth/retention)?*	0 No	0.5 >0 to 2%	1 >2%
Base Access (Project on the SIS for Military Access or the Strategic Highway Network (STRAHNET)) *Does the project improve military base access directly or indirectly (e.g., along a connecting route)?*	0 No	1 Yes	
Intermodal Goods Movement (Project on the Strategic Intermodal System (SIS) or TPO 's Regional Freight Plan Network) *To what extent will the project enhance, expand, or benefit intermodal facilities or opportunities for goods movement?*	0 No	1 Yes	
Multimodal Transportation Safety - 20% (Goal 2) (Objectives 2.1, 2.3, and 6.5)			
School Activity (Project within two miles of a public school, private school, or College) *Will the project help to improve a school zone or school-related activities (e.g., school crossings, school routes, buses, etc.)*	0 No	1 Yes	
Safety Improvement Strategies (Accident rates based on Signal Four Analytics) *Projects ranked from highest to lowest and awarded a graduated point value based on ranking past five years*	0 Lowest	0.5 Mid-Range	1 Highest
Identified by Community Traffic Safety Team (Project on the Bay County Communty Traffic Safety Team List of Projects) *Has the project been identified as a Community Traffic Safety Team Project?*	0 No	0.5 < 1 Year	1 1 Year or >
Multimodal Transportation Security - 10% (Goal 7) (Objectives 7.1, 7.2, and 7.3)			
Emergency Response (Project on a hurricane evacuation route in the Northwest Florida Hurricane Evacuation Restudy) *Will the project directly enhance emergency response or improve emergency access for police, fire, ambulance, major utility center, etc?*	0 No	1 Yes	
Identified Security Issues (Project is within 2 miles of military installation, airport, port, and local government center) *Will the project help to address a previously-identified security issue or concern?*	0 None	1 Yes	
Service Disruption (Project is within 5 miles of a hurricane evacuation route from the Hurricane Restudy above) *Does the proposed project provide alternative routes for natural disaster evacuation?*	0 No	1 Yes	
Congestion Management - 20% (Goal 8) (Objective 8.1)			
Correct Deficiency (Project is deficient in the Existing Plus Committed Network) *Will the project appropriately address congestion as identified by studies or other observations?*	0 <1.0	0.5 1.0 to 1.3	1 >1.3
Congestion Management Strategies (Volume to Capacity Ratio from the 2040 Needs Plan Network) *To what extent will the project incorporate congestion management strategies?*	0 <1.3	0.5 1.0 to 1.3	1 <1.0
Facility Level of Service (LOS) (Regional Transportation Model and TPO's LOS Tables for 2010) *What is the LOS of the proposed project area?*	0 A-B	0.5 C-D	1 Failing
Multimodal Choices and Connections - 15% (Goal 1)(Objectives 1.1 and 1.2)			
Pedestrian (Project included as a Pedestrian project in the TPO's Bicycle/Pedestrian Plan as amended on Sept. 25, 2013) *To what extent will the project enhance pedestrian and related connections or opportunities?*	0 >2 miles	0.5 within 2 miles	1 Same facility
Bicycle (Project included as a bicycle project in the TPO's Bicycle/Pedestrian Plan as amended on Sept. 25, 2013) *To what extent will the project enhance bicycle and related connections or opportunities?*	0 >2miles	0.5 within 2 miles	1 same facility
Public Transportation (Project is located on a Bay Towne Trolley Route or a FDOT Park and Ride Lot) *To what extent will the project enhance public transportation and related connections or opportunities (e.g., park&ride, bus shelters)?*	0 >2miles	0.5 within 2 miles	1 Same facility
System Efficiency and Preservation - 10% (Goal 3) (Objectives 3.1, 3.2, 3.3, 3.4, and 3.5)			
AADT (2010 FDOT or 2010 Local Government Traffic Counts) *What is the estimated daily traffic volume at the project location?*	0 0 to <10,000	0.5 10,000 to 20,000	1 >20,000
Route Significance (Project is on the Strategic Intermodal System or National Highway System) *Is the project located on the National Highway System or FIHS?*	0 No	1 Yes	
Existing Deficiency (Regional Transportation Model and TPO's LOS Tables for 2010 or other LOS Analysis) *Will the project address one or more deficiencies (e.g., failing LOS, ADA, signal delay, resurfacing, etc.)?*	0 <1.0	0.5 1.0 to 1.3	1 >1.3
System Sustainability and Livability - 10% (Goals 4&5) (Objectives 4.1, 4.3, 4.6, 5.1,5.5, and 5.7)			
Environmental (PD&E Study and/or FDOT Consultant ETDM Review) *Does the project have impacts or no impacts?*	0 Substanial	0.5 Moderate	1 Low
Recreational Opportunity (Project is linked to water, campgrounds, parks, and trails) *To what extent might the project add, enhance, or otherwise benefit recreational opportunities for residents or visitors?*	0 >2miles	1 0 to 2 miles	
Local Planning (Project is located in a Local Government Comprehensive Plan or Master Plan) *Is the project identified or supported by an existing municipal comprehensive plan or other locally-adopted plan or study?*	0 No	1 Yes	

Economic Vitality	**3*15**	**45**
Multimodal Transportation Safety	**3*20**	**60**
Multimodal Transportation Security	**3*10**	**30**
Congestion Management	**3*20**	**60**
Multimodal Choices and Connections	**3*15**	**45**
System Efficiency and Preservation	**3*10**	**30**
System Sustainability and Livability	**3*10**	**30**
Maximum points one project can have		**300**

Bay County TPO has final authority to select the projects for inclusion in the Cost Feasible Plan and to rank them in the Project Priorities.

STEERING COMMITTEE MEETINGS

A Steering Committee, which consists of members of the Technical Coordinating and Citizens' Advisory Committees, is the committee that will be overseeing the Long Range Transportation Plan process. For the Evaluation Criteria task, the Steering Committee met two times. The two meetings were advertised in the Panama City News Herald to comply with the Sunshine Law. The dates of the 2045 Long Range Transportation Plan Meetings and locations are listed below.

- January 17, 2020 at Panama City City Hall Room 10; and
- April 27, 2020 Virtual GoTo Meeting.

January 17, 2020 Steering Committee Meeting

At the January 17, 2020 Steering Committee Meeting, Jessica Smith indicated that three separate handouts were provided pertaining to the Evaluation Criteria. The three handouts are: (1) Adopted 2040 Long Range Transportation Plan Evaluation Criteria; (2) a Comparison Chart showing the difference between the Adopted 2040 Long Range Transportation Plan Evaluation Criteria and the Draft 2045 Long Range Transportation Plan Evaluation Criteria; and (3) Draft 2045 Long Range Transportation Evaluation Criteria. Gary Kramer explained the Evaluation Criteria will be used the rank the Needs Plan projects and the weights need to equal 100%. The participants were divided into four groups to recommend any changes to the Draft 2045 Long Range Transportation Plan Evaluation Criteria and corresponding weights.

The following were the recommend changes to the Draft 2045 Long Transportation Plan Evaluation Criteria.

- ~~**Multimodal**~~ **Transportation Safety**
  - Complete ~~Streets~~ Systems
- **Multimodal Choices and Connections**
  - Pedestrian ~~>2 miles~~ ~~within 2 miles~~
    >1/2 mile within ½ mile
  - Public Transportation~~>2 miles~~~~within 2 miles~~
    >1/2 mile within ½ miles
  - It was mentioned that the categories pedestrian, bicycle, and public transportation resemble complete street improvements which is a category under Safety.
- **System Efficiency and Preservation**
  - ~~2010~~ 2015
  - It was mentioned that Functional Classification maybe a better category than AADT.
  - A discussion occurred on future deficiencies instead of just existing deficiencies.
- **System Sustainability and Livability**
  - No recommended changes
- **Economic Vitality**

- Not sure about what "Economic Reach" entails? Balance economy? The definition states Positive Employment Growth from 2020 to 2045 for Traffic Analysis Zones along the corridor.
- Tourism. Would like to see what impact the project has on Tourism. The Regional Transportation Model is a Peak Season Model. Therefore, the impact of tourist is accounted for in the socio-economic projections.

- **~~Multimodal~~ Transportation Security**
  - It was mentioned that Security issues are very important.
- **Congestion Management**
  - Facility Level of Service ~~C-D~~ ~~Failing~~ C D-F

The following were the recommendations of the four groups for the corresponding weights of the Evaluation Criteria. A consensus recommendation on the weights for each of the Evaluation Criteria categories will need to be agreed upon at the next Steering Committee.

- Group 1
  - **Multimodal Transportation Safety** ~~20~~ 15
  - **System Sustainability and Livability** ~~10~~ 15
  - **Economic Vitality** ~~15~~ 20
  - **Congestion Management** ~~20~~ 15
- Group 2 (No Changes)
- Group 3
  - **Multimodal Transportation Safety** ~~20~~ 15
  - **System Sustainability and Livability** ~~10~~ 20
  - **Congestion Management** ~~20~~ 15
- Group 4
  - **System Efficiency and Preservation** ~~10~~ 5
  - **Multimodal Transportation Security** ~~10~~ 15

April 27, 2020 Steering Committee Meeting

The final Steering Committee Meeting on the Evaluation Criteria was held on April 27, 2020. Jessica Smith explained that the Evaluation Criteria is based on the Goals and Objectives and is used to rank the projects in the adopted Needs Plan. At the January Steering Committee, the Evaluation Criteria was thoroughly reviewed by the Steering Committee and was presented as an information item at the February TPO and Advisory Committee Meetings.

Jessica Smith reviewed the four proposed changes from the 2040 Long Range Transportation Plan Evaluation Criteria to the 2045 Long Range Transportation Plan Evaluation Criteria by showing the shaded highlights in a word document.

- Complete Streets and Crash Rates were added to the Safety Category.
- Tourism was added to the Economic Vitality Category.
- 2045 was changed from 2040 for the Congestion Management Strategies.
- The total points changed from 300 to 335.

Jessica Smith added at the last Steering Committee Meeting the Steering Committee Members were divided into four groups to provide a recommendation for the weights for each of the Evaluation Criteria Categories. The recommendations are listed below. **Since no apparent consensus appeared when reviewing the four group recommendations, the Steering Committee recommended Group 2's recommendation which is "No Change" from the 2040 Evaluation Criteria Weights.**

- Group 1
  - **Multimodal Transportation Safety** ~~20~~ 15
  - **System Sustainability and Livability** ~~10~~ 15
  - **Economic Vitality** ~~15~~ 20
  - **Congestion Management** ~~20~~ 15
- Group 2 (No Changes)
- Group 3
  - **Multimodal Transportation Safety** ~~20~~ 15
  - **System Sustainability and Livability** ~~10~~ 20
  - **Congestion Management** ~~20~~ 15
- Group 4
  - **System Efficiency and Preservation** ~~10~~ 5
  - **Multimodal Transportation Security** ~~10~~ 15

Bay 2045 LRTP Evaluation Criteria Update – Comparison from 2040 to 2045							
2040				**2045**			
Category	***Sub Category***	***Percent***	***Max Points***	***Category***	***Sub Category***	***Percent***	***Max Points***
Multimodal Transportation Safety	School Activity	20%	20	**Transportation Safety**	Complete Streets	20%	20
					School Activity		20
	Safety Improvement Strategies (Accident Rates)		20		Safety Improvement Strategies (Crash Rates)		20
	Identified by Community Traffic Safety Team		20		Identified by Community Traffic Safety Team		20
Multimodal Choices and Connections	Pedestrian	15%	15	**Multimodal Choices and Connections**	Pedestrians	15%	15
	Bicycle		15		Bicycle		15
	Public Transportation		15		Public Transportation		15
System Efficiency and Preservation	AADT	10%	10	**System Efficiency and Preservation**	AADT	10%	10
	Route Significance		10		Route Significance		10
	Existing Deficiency		10		Existing Deficiency		10
System Sustainability and Livability	Environmental	10%	10	**System Sustainability and Livability**	Environmental and Social	10%	10
	Recreational Opportunity		10		Recreational Opportunity		10
	Local Planning		10		Local Planning		10
Economic Vitality	Economic Reach	15%	15	**Economic Vitality**	Economic Reach	15%	15
	Base Access		15		Base Access		15
	Intermodal Goods Movement		15		Intermodal Goods Movement		15
					Tourism Enhancement		15
Multimodal Transportation Security	Emergency Response	10%	10	**Transportation Security**	Emergency Response	10%	10
	Identified Security Issues		10		Identified Security Issues		10
	Service Disruption		10		Service Disruption		10
Congestion Management	Correct Deficiency	20%	20	**Congestion Management**	Correct Deficiency	20%	20
	Congestion Management Strategies (References 2040)		20		Congestion Management Strategies (Updated to Reference 2045)		20
	Facility Level of Service (LOS)		20		Facility Level of Service (LOS)		20
Total		100%	300	***Total***		100%	335

COMMITTEE MEETINGS

The Evaluation Criteria was presented to the TPO and Advisory Committees at their May 27, 2020 Meetings.

May 27, 2020 Technical Coordinating Committee Meeting

The Technical Coordinating Committee recommended approval of the Evaluation Criteria as presented.

May 27, 2020 Citizens' Advisory Committee Meeting

The Citizens' Advisory Committee recommended approval of the Evaluation Criteria as presented.

May 27, 2020 Transportation Planning Organization Meeting

The Transportation Planning Organization approved the Evaluation Criteria as presented.

2045 ADOPTED EVALUATION CRITERIA

Category and Criteria (Description)	Criteria Rating Scale (Lesser Benefit <----> Higher Benefit)		
Transportation Safety - 20% [Goal 1; Objectives 1.1, 1.3, 1.4, and 6.5]			
Complete Systems (Project assists in providing a completed transportation system) *Does the project provide an opportunity to continue completion of the transportation system for all users?*	0 No		1 Yes
School Activity (Project within two miles of a public school, private school, or College) *Will the project help to improve a school zone or school-related activities (e.g., school crossings, school routes, buses, etc.)?*	0 No		1 Yes
Safety Improvement Strategies (Crash Rates based on Signal Four Analytics) *Projects ranked from highest to lowest and awarded a graduated point value based on ranking past five years*	0 Lowest	0.5 Mid-Range	1 Highest
Identified by Community Traffic Safety Team (Project on the Bay County Community Traffic Safety Team List of Projects) *Has the project been identified as a Community Traffic Safety Team Project?*	0 No	0.5 < 1 Year	1 1 Year or >
Multimodal Choices and Connections - 15% [Goal 2; Objectives 2.1, 2.2, and 3.6]			
Pedestrian (Project included as a Pedestrian project in the TPO's Bicycle/Pedestrian Plan) *To what extent will the project enhance pedestrian and related connections or opportunities?*	0 >1/2 mile	0.5 within 1/2 mile	1 Same facility
Bicycle (Project included as a bicycle project in the TPO's Bicycle/Pedestrian Plan) *To what extent will the project enhance bicycle and related connections or opportunities?*	0 >1 miles	0.5 within 1 mile	1 Same facility
Public Transportation (Project is located on a Bay Towne Trolley Route or a FDOT Park and Ride Lot) *To what extent will the project enhance public transportation and related connections or opportunities (e.g., park&ride, bus shelters)?*	0 >1/2 mile	0.5 within 1/2 mile	1 Same facility
System Efficiency and Preservation - 10% [Goal 3; Objectives 3.1, 3.2, 3.3, 3.4, and 3.5]			
AADT (2015 FDOT or 2015 Local Government Traffic Counts) *What is the estimated daily traffic volume at the project location?*	0 0 to <10,000	0.5 10,000 to 20,000	1 >20,000
Route Significance (Project is on the Strategic Intermodal System or National Highway System) *Is the project located on the National Highway System or FIHS?*	0 No		1 Yes
Existing Deficiency (Regional Transportation Model and TPO's LOS Tables for 2015 or other LOS Analysis) *Will the project address one or more deficiencies (e.g., failing LOS, ADA, signal delay, resurfacing, etc.)?*	0 <1.0	0.5 1.0 to 1.3	1 >1.3
System Sustainability and Livability - 10% [Goals 4 and 5; Objectives 4.1, 4.3, 4.6, 4.7, 4.8, 5.1, 5.2, 5.5, and 5.7]			
Environmental and Social (PD&E Study and/or FDOT Consultant ETDM Review) *To what extent will the project have social or environmental impacts as evaluated through an FDOT PD&E or equivalent study?*	0 Substantial	0.5 Moderate	1 Low
Recreational Opportunity (Project is linked to water, campgrounds, parks, and trails) *To what extent might the project add, enhance, or otherwise benefit recreational opportunities for residents or visitors?*	0 >2miles		1 0 to 2 miles
Local Planning (Project is located in a Local Government Comprehensive Plan or Master Plan) *Is the project identified or supported by an existing municipal comprehensive plan or other locally-adopted plan or study?*	0 No		1 Yes
Economic Vitality - 15% [Goal 6; Objectives 6.1, 6.4, 6.5, and 6.6]			
Economic Reach (Positive Employment Growth from 2020 to 2045 Traffic Analysis Zones along Corridor) *To what extent will the project support planned development or provide economic benefits (e.g. job growth/retention)?*	0 No	0.5 >0 to 2%	1 >2%
Base Access (Project on the SIS for Military Access or the Strategic Highway Network (STRAHNET)) *Does the project improve military base access directly or indirectly (e.g., along a connecting route)?*	0 No		1 Yes
Intermodal Goods Movement (Project on the Strategic Intermodal System (SIS) or TPO 's Regional Freight Plan Network) *To what extent will the project enhance, expand, or benefit intermodal facilities or opportunities for goods movement?*	0 No		1 Yes
Tourism (Project provides for tourism, recreation, or ecotourism enhancement) *To what extent does the project promote tourism, recreation, or ecotourism?*	0 No		1 Yes
Transportation Security - 10% [Goal 7; Objectives 7.1, 7.2, 7.3, and 7.5]			
Emergency Response (Project on a hurricane evacuation route in the Northwest Florida Hurricane Evacuation Restudy) *Will the project directly enhance emergency response or improve emergency access for police, fire, ambulance, major utility center, etc?*	0 No		1 Yes
Identified Security Issues (Project is within 2 miles of military installation, airport, port, and local government center) *Will the project help to address a previously-identified security issue or concern?*	0 None		1 Yes
Service Disruption (Project is within 5 miles of a hurricane evacuation route from the Hurricane Restudy above) *Does the proposed project provide alternative routes for natural disaster evacuation?*	0 No		1 Yes
Congestion Management - 20% [Goal 8; Objective 8.1]			
Correct Deficiency (Project is deficient in the Existing Plus Committed Network) *Will the project appropriately address congestion as identified by studies or other observations?*	0 <1.0	0.5 1.0 to 1.3	1 >1.3
Congestion Management Strategies (Volume to Capacity Ratio from the 2045 Needs Plan Network) *To what extent will the project incorporate congestion management strategies?*	0 <1.3	0.5 1.0 to 1.3	1 <1.0
Facility Level of Service (LOS) (2018 FDOT LOS Tables) *What is the LOS of the proposed project area?*	0 A-B	0.5 C	1 D-F

	# of Criteria	Weight	Max Points
Multimodal Transportation Safety	4	20	80
Multimodal Choices and Connections	3	15	45
System Efficiency and Preservation	3	10	30
System Sustainability and Livability	3	10	30
Economic Vitality	4	15	60
Multimodal Transportation Security	3	10	30
Congestion Management	3	20	60
Maximum points one project can have			**335**

Bay County TPO has final authority to select the projects for inclusion in the Cost Feasible Plan and to rank them in the Project Priorities.

APPENDIX A – EVALUATION CRITERIA RANKINGS

2045 Map ID	Project Type	Corridor	From	To	Improvement	Economic Vitality (Weight 15)						Transportation Safety (Weight 20)						Transportation Security (Weight 10)					Congestion Management (Weight 20)					Multimodal Choices and Connections (Weight 15)					System Efficency and Preservation (Weight 10)					System Sustainability and Livability (Weight 10)					Total	RANK Adj and sorted
						Economic Reach	Base Access	Intermodal Goods Movement	Tourism	Total Points	Total Weighted Points	Complete Systems	School Activity	Safety Improvement Strategies	Community Traffic Safety Team Project	Total Points	Total Weighted Points	Emergency Response	Identified Secuity Issues	Service Disruption	Total Points	Total Weighted Points	Correct Deficiency	Congestion Management Strategies	Level of Service (LOS)	Total Points	Total Weighted Points	Pedestrian	Bicycle	Public Transportation	Total Points	Total Weighted Points	2010 AADT	Route Significance	Existing Deficiency	Total Points	Total Weighted Points	Environmental and Social	Recreational Opportunity	Local Planning	Total Points	Total Weighted Points		
B-3	Complete Streets / Corridor Study	US 98 (15th Street) [SIS]	23rd Street	CR 2327 (Transmitter Rd)	Complete Streets / Corridor Study	1	0	1	1	3	45	1	1	1	0	3	60	1	1	1	3	30	1	1	1	3	60	1	1	1	3	45	1	1	1	3	30	0.5	1	1	2.5	25	295	1
D-3	Transit	Express Bus Service to Walton County	Panama City	South Walton County	Peak Hour Bus Service: Operate express bus service from Panama City to South Walton County	1	1	0	1	3	45	1	1	1	0	3	60	1	1	1	3	30	1	1	1	3	60	0.5	0	1	1.5	22.5	1	0	1	2	20	1	1	1	3	30	267.5	2
B-5	Complete Streets / Corridor Study	US 98B (US Business 98 / 5th Street)	US 98 (15th Street)	US 98 (SR 30)	Complete Streets / Corridor Study	1	0	1	1	3	45	1	1	1	1	4	80	1	1	1	3	30	0.5	0.5	1	2	40	1	1	0	2	30	0.5	0	0.5	1	10	0.5	1	1	2.5	25	260	3
A-22	Capacity	US 98 (Panama City Beach Parkway) SR 30A [SIS]	Nautilus Street	Richard Jackson Blvd	Widen to 6 Lanes	1	0	1	1	3	45	0	1	1	0	2	40	1	1	1	3	30	1	1	1	3	60	0.5	0	0	0.5	7.5	1	1	1	3	30	1	1	1	3	30	242.5	4
A-42	Capacity	US 98 (Panama City Beach Parkway) SR 30A [SIS]	Richard Jackson Blvd	Hathaway Bridge	Widen to 6 Lanes	1	1	1	1	4	60	0	1	1	0	2	40	1	1	1	3	30	1	1	1	3	60	0	0	0	0	0	0	1	1	2	20	0.5	1	1	2.5	25	235	5
D-8	Transit	US 98A Front Beach Road Trolley (Dedicated Lane)	DeLuna Place	SR 392 (Thomas Drive)	US 98 A Front Beach Road Trolley (Dedicated Lane)from DeLuna Place to Thomas Drive	1	0	0	1	2	30	1	1	1	0	3	60	1	0	1	2	20	1	1	1	3	60	0.5	0	1	1.5	22.5	0.5	0	1	1.5	15	0.5	1	1	2.5	25	232.5	6
A-48	Capacity	US 98 (SR 30) [SIS]	CR 2327 (Transmitter Road)	Tyndall Drive / Airey Avenue (on Tyndall AFB)	Widen to 6 Lanes	1	1	1	0	3	45	1	1	1	0	3	60	1	1	1	3	30	0.5	0.5	0.5	1.5	30	0.5	0	1	1.5	22.5	0.5	1	0.5	2	20	0	1	1	2	20	227.5	7
C-1	Intersection	US 231 (SR 75) at US 98 (Harrison Avenue) [SIS]	US 231 (SR 75) at US 98 (Harrison Avenue)	US 231 (SR 75) at US 98 (Harrison Avenue)	Major Interchange Improvements	1	0	1	0	2	30	1	1	0.5	0	2.5	50	1	1	1	3	30	0.5	0.5	1	2	40	0.5	0.5	1	2	30	1	1	0.5	2.5	25	0	1	1	2	20	225	8
C-2	Intersection	US 98 (Thomas Drive) Interchange Phase II and III [SIS]	US 98	Thomas Drive (CR 3031)	Major Intersection Improvements	1	0	1	0	2	30	1	1	0.5	0	2.5	50	1	1	1	3	30	1	1	0.5	2.5	50	0	0	1	1	15	1	1	1	3	30	0	1	1	2	20	225	9
A-3	Capacity	SR 390 (E. 14th Street) [SIS]	SR 77 (Ohio Avenue)	US 231 (SR 75)	Widen to 6 Lanes	1	0	1	0	2	30	1	1	1	0	3	60	1	1	1	3	30	1	1	0	2	40	0.5	0	0	0.5	7.5	0.5	1	0	1.5	25	1	1	1	3	30	222.5	10
D-5	Transit	Express Bus Service between NSA and Tyndall Air Force Base	Naval Support Activity (NSA) Panama City	Tyndall Air Force Base	Express Bus Service to Tyndall Air Force Base	1	1	0	0	2	30	1	1	1	0	3	60	1	1	1	3	30	0.5	0.5	1	2	40	0.5	0	1	1.5	22.5	1	0	0.5	1.5	15	1	1	0	2	20	217.5	11
B-10	Complete Streets / Corridor Study	US 98A (Front Beach Road) Segment 4.2	Hill Road	SR 2923A (Hutchison Blvd)	Complete Streets / Corridor Study	1	0	0	1	2	30	1	1	0.5	0	2.5	50	1	1	1	3	30	1	1	1	3	60	0	0	0	0	0	0.5	0	1	1.5	15	0.5	1	1	2.5	25	210	12
A-10	Capacity	SR 22 (Wewa Highway) [Phase 1]	US 98 (Tyndall Parkway)	Star Avenue	Widen to 4 Lanes	1	0	0	0	1	15	0	1	3	0	4	80	1	1	1	3	30	1	1	0	2	40	0	0.5	0	0.5	7.5	0.5	0	1	1.5	15	0	1	1	2	20	207.5	13
A-16	Capacity	US 231 (SR 75) [Segment 7] [SIS]	US 98 (SR 30A) / 15th Street / Harrison Avenue	23rd Street (SR 368)	Widen to 6 Lanes & intersection improvement at US 231/US98/Harrison	1	0	1	1	3	45	1	1	1	0	3	60	1	0	1	2	20	0	0	0.5	0.5	10	0.5	0	1	1.5	22.5	1	1	0	2	20	1	1	1	3	30	207.5	14
A-51	Capacity	US 98 (SR 30) [SIS]	Walton County Line	SR 79 (Arnold Drive)	Widen to 6 Lanes	1	0	1	1	3	45	1	0	1	0	2	40	1	1	1	3	30	1	0	0.5	1.5	30	0.5	0	0	0.5	7.5	1	1	1	3	30	0.5	1	1	2.5	25	207.5	15
A-40	Capacity	SR 77 (MLK Jr. Blvd)	US 98	23rd Street (SR 368)	Widen to 6 Lanes	1	0	1	0	2	30	1	1	1	0	3	60	1	0	1	2	20	0.5	0.5	1	2	40	0	0	1	1	15	1	0	0.5	1.5	15	0.5	1	1	2.5	25	205	16
B-17	Complete Streets / Corridor Study	SR 77 (MLK Jr. Blvd)	23rd Street (SR 368)	SR 390	Complete Streets / Corridor Study	1	0	1	0	2	30	1	1	1	0	3	60	1	1	1	3	30	0	0	1	1	20	0.5	0.5	1	2	30	1	0	0	1	10	0.5	1	0	1.5	15	195	17
D-1	Transit	Express Bus Service to Airport	Panama City	International Airport	Peak Hour Bus Service: Operate express bus service from Panama City to the International	1	0	0	1	2	30	1	1	1	0	3	60	1	1	1	3	30	0	0	0.5	0.5	10	1	0	1	2	30	0.5	0	0	0.5	5	1	1	1	3	30	195	18
A-17	Capacity	US 231 (SR 75) [Segment 8] [SIS]	23rd Street (SR 368)	Pipeline Road	Widen to 6 Lanes	1	0	1	1	3	45	0	1	1	0	2	40	1	0	1	2	20	0.5	0.5	0.5	1.5	30	0	0	0	0	0	1	1	0.5	2.5	25	1	1	1	3	30	190	19
A-38	Capacity	US 98 Dupont Bridge Replacement over St. Andrews Bay and ICWW [SIS]	City of Parker	Tyndall Air Force Base	DuPont Bridge Replacement	1	1	1	1	4	60	0	1	0	0	1	20	1	1	1	3	30	0.5	0.5	0.5	1.5	30	0	0	0	0	0	0.5	1	0.5	2	20	1	1	1	3	30	190	20
B-8	Complete Streets / Corridor Study	CR 392 (North Thomas Drive)	US 98A (Front Beach Road)	(CR 3031) South Thomas Drive	Complete Streets / Corridor Study	1	0	0	1	2	30	1	1	0.5	0	2.5	50	1	0	1	2	20	1	1	0	2	40	0.5	0	0	0.5	7.5	0.5	0	1	1.5	15	0.5	1	1	2.5	25	187.5	21
A-21	Capacity	US 98 (Panama City Beach Parkway) SR 30A [SIS]	Mandy Lane	Nautilus Street	Widen to 6 Lanes	1	0	1	1	3	45	0	1	1	0	2	40	1	1	1	3	30	0	0	1	1	20	0	0	0	0	0	1	1	0	2	20	1	1	1	3	30	185	22
A-34	Capacity	Joan Avenue	(CR 3031) Thomas Drive	US 98A (Front Beach Road)	Widen to 4 Lanes	1	0	0	1	2	30	1	1	0.5	0	2.5	50	0	0	1	1	10	1	1	0	2	40	1	0	0	1	15	0.5	0	1	1.5	15	0.5	1	1	2.5	25	185	23
C-4	Intersection	US 231 (SR 75) at 19th Street Intersection [SIS]	US 231 (SR 75) at 19th Street Intersection	US 231 (SR 75) at 19th Street Intersection	Intersection Improvement (Add Turn Lane)	1	0	1	1	3	45	1	1	0	0	2	40	1	0	1	2	20	0.5	0.5	0.5	1.5	30	0	0	0	0	0	1	1	0.5	2.5	25	0.5	1	1	2.5	25	185	24
B-18	Complete Streets / Corridor Study	CR 2327 (Transmitter Road)	SR 22 (Wewa Highway)	US 98 / SR 30A (E. 15th Street)	Complete Streets / Corridor Study	1	0	1	0	2	30	1	1	0.5	1	3.5	70	0	1	1	2	20	0	0	0.5	0.5	10	0	0	1	1	15	0	1	0	1	10	0.5	1	1	2.5	25	180	25
A-14	Capacity	CR 2315 (Star Avenue)	SR 22 (Wewa Highway)	US 231 (SR 75)	Widen to 4 Lanes	1	0	1	0	2	30	0	1	1	0	2	40	0	1	1	2	20	1	1	0	2	40	0	1	0	1	15	0	0	1	1	10	0	1	1	2	20	175	26
A-18	Capacity	US 231 (SR 75) [SIS]	Pipeline Road	Penny Road	Widen to 6 Lanes	1	0	1	1	3	45	0	1	1	0	2	40	1	1	1	3	30	0	0	0.5	0.5	10	0	0	0	0	0	1	1	0	2	20	1	1	1	3	30	175	27
A-54	Capacity	US 98 Panama City Beach Pkwy Elevated Segment [connecting Back Beach / Bay Pkwy Phase 2 and 3] [SIS]	Nautilus Street [Back Beach / Bay Parkway Phase 2]	Clara Avenue [Back Beach / Bay Parkway Phase 3]	Construct new 4-lane elevated segment of US 98	1	1	1	1	4	60	0	1	0	0	1	20	1	1	1	3	30	0	0	1	1	20	0	0	0	0	0	1	1	0	2	20	0.5	1	1	2.5	25	175	28
B-1	Complete Streets / Corridor Study	SR 368 (23rd Street) [SIS]	SR 390	US 231 (SR 75)	Complete Streets / Corridor Study	1	0	1	0	2	30	1	1	1	0	3	60	0	0	1	1	10	0	0	0	0	0	1	1	0	2	30	1	1	0	2	20	0.5	1	1	2.5	25	175	29
D-4	Transit	Facility: New Main Transfer Center	US Hwy 231 @ SR 77 (vicinity)	US Hwy 231 @ SR 77 (vicinity)	US Hwy 231 @ SR 77 (vicinity)	1	0	0	1	2	30	1	1	0.5	0	2.5	50	1	0	1	2	20	0	0	0	0	0	0	1	1	1	3	45	0	0	0	0	0	1	1	1	3	30	175	30
E-6	Bike / Ped	Elevated Pedestrian Structure on Back Beach Road [SIS]	US 98 (Back Beach Rd) at Nautilus Street	US 98 (Back Beach Rd) at Nautilus Street	Pedestrian Overcrossing	1	0	0	1	2	30	0	1	0.5	0	1.5	30	1	1	1	3	30	0	0	1	1	20	1	0	0	1	15	1	1	0	2	20	1	1	1	3	30	175	31
B-11	Complete Streets / Corridor Study	US 98A (Front Beach Road) Segment 4.1	Lullwater Drive	Hill Road	Complete Streets / Corridor Study	1	0	0	1	2	30	1	1	0.5	0	2.5	50	1	1	1	3	30	0	0	1	1	20	0.5	0	0	0.5	7.5	0.5	0	0	0.5	5	1	1	1	3	30	172.5	32
B-12	Complete Streets / Corridor Study	US 98A (Front Beach Road) Segment 4.3	SR 2923A (Hutchison Blvd)	Richard Jackson Blvd	Complete Streets / Corridor Study	1	0	0	1	2	30	1	1	0.5	0	2.5	50	1	1	1	3	30	0	0	1	1	20	0.5	0	0	0.5	7.5	0.5	0	0	0.5	5	1	1	1	3	30	172.5	33
B-15	Complete Streets / Corridor Study	Harrison Avenue Complete Streets Corridor Study	US 98 (E. 15th Street)	Government Street	Complete Streets / Corridor Study	1	0	0	1	2	30	1	1	1	0	3	60	0	0	1	1	2	20	0	0	0.5	0.5	10	0.5	0	1	1.5	22.5	0.5	0	0	0.5	5	0.5	1	1	2.5	25	172.5	34
B-16	Complete Streets / Corridor Study	SR 392A (Hutchison Blvd.) [Middle Beach Road]	US 98A (Front Beach Road)	US 98A (Front Beach Road)	Complete Streets / Corridor Study	1	0	0	1	2	30	1	1	1	1	4	80	0	0	0	1	1	10	0	0.5	0.5	1	20	0.5	0	0	0.5	7.5	0.5	0	0.5	1	10	0.5	1	0	1.5	15	172.5	35
A-1	Capacity	SR 368 (23rd Street) at US 98 [SIS]	US 98 / 23rd Street Interchange Flyover	SR 390 (St Andrews Boulevard)	Widen to 6 Lanes	1	0	1	0	2	30	1	1	1	0	3	60	0	0	1	1	10	0	0	0	0	0	0	0	0	1	1	15	1	1	0	2	20	1	1	1	3	30	165	36
B-2	Complete Streets / Corridor Study	US 98A (Front Beach Road) Segment 3	SR 79 (S. Arnold Road)	Lullwater Drive	Complete Streets / Corridor Study	1	0	0	1	2	30	1	0	0	0	1	20	1	0	1	2	20	0	0	1	1	20	1	1	1	3	45	0.5	0	0	0.5	5	0.5	1	1	2.5	25	165	37
C-5	Intersection	US 231 (SR 75) at CR 2327 (Transmitter Rd) Intersection [SIS]	US 231 (SR 75) at CR 2327 (Transmitter Road) Intersection	US 231 (SR 75) at CR 2327 (Transmitter Road) Intersection	Intersection Improvement (Add Turn Lane)	1	0	1	0	2	30	0	1	0.5	0	1.5	30	1	0	1	2	20	0.5	0.5	0.5	1.5	30	0	0	0	0	0	0	1	1	0.5	2.5	25	0.5	1	1	2.5	25	160	38
B-19	Complete Streets / Corridor Study	SR 22 (Wewa Highway / East 3rd Street) [Phase 2]	Business 98 (US 98B)	Tyndall Parkway	Complete Streets / Corridor Study	1	0	0	0	1	15	1	1	0.5	0	2.5	50	0	1	1	2	20	0	0	0.5	0.5	10	1	0	1	2	30	0.5	0	0	0.5	5	0.5	1	1	2.5	25	155	39
B-14	Complete Streets / Corridor Study	SR 77 (MLK Jr. Blvd / N. Cove Blvd)	US 98 (E. 15th Street)	US 98B (E. Business Hwy 98)	Complete Streets / Corridor Study	1	0	0	0	1	15	1	1	0.5	0	2.5	50	1	1	1	3	30	0	0	1	1	20	0.5	0	0	0.5	7.5	0.5	0	0	0.5	5	0.5	1	1	2.5	25	152.5	40
A-4	Capacity	SR 389 (East Avenue) [SIS]	Baldwin Road	CR 2337 (Sherman Avenue)	Widen to 4 Lanes	1	0	1	0	2	30	0	1	0.5	0	1.5	30	1	0	1	2	20	0.5	0.5	0.5	1.5	30	0	0	0	0	0	0.5	1	0.5	2	20	0	1	1	2	20	150	41
A-44	Capacity	SR 389 (East Avenue) [SIS] (PD&E Segment 1)	US 98B (SR 30) / 5th Street	CR 2337 (Sherman Avenue)	Widen to 4 Lanes	1	0	1	0	2	30	1	1	0.5	0	2.5	50	1	0	1	2	20	0	0	0.5	0.5	10	0	0	0	0	0	0	1	0	1	10	1	1	1	3	30	150	42
B-4	Complete Streets / Corridor Study	CR 28 (11th Street)	Beck Avenue	SR 77 (Martin Luther King Jr Blvd	Complete Streets / Corridor Study	1	0	0	0	1	15	1	1	1	0	3	60	0	0	1	1	2	20	0	0	0	0	0	0	1	1	0	2	30	0	0	0	0	0	0.5	1	1	2.5	25	150	43
B-7	Complete Streets / Corridor Study	US 98A (Front Beach Road) Segment 5	SR 79 (S. Arnold Road)	Deluna Place	Complete Streets / Corridor Study	1	0	0	1	2	30	1	0	0	0	1	20	1	0	1	2	20	0	0	1	1	20	1	0	1	2	30	0.5	0	0	0.5	5	0.5	1	1	2.5	25	150	44
C-6	Intersection	New Tram Road / Gulf Coast Parkway Intersection	US 98 (N. Tyndall Parkway)	CR 28 (E. 11th Street)	Construct new alignment of Tram Road to connect Gulf Coast Parkway to E. 11th St.	1	0	0	1	2	30	1	1	0.5	0	2.5	50	1	0	1	2	20	0	0	0.5	0.5	10	0	0	1	1	15	0	0	0	0	0	0.5	1	1	2.5	25	150	45
A-13	Capacity	SR 79 (Arnold Road)	US 98 (Panama City Beach Parkway)	US 98 A (Front Beach Road)	Widen to 4 Lanes	1	0	1	1	3	45	0	0	0.5	0	0.5	10	1	1	1	3	30	0	0	0.5	0.5	10	0.5	0	1	1.5	22.5	0	1	0	1	10	0	1	1	2	20	147.5	46
B-9	Complete Streets / Corridor Study	Nautilus Road	US 98A (Front Beach Road)	US 98 (Panama City Beach Parkway)	Complete Streets / Corridor Study	1	0	0	1	2	30	1	1	0	1	3	60	0	1	1	2	20	0	0	0	0	0	0	0	0	0.5	0.5	7.5	0	0	0	0	0	1	1	1	3	30	147.5	47
A-5	Capacity	CR 389 (East Avenue)	CR 2312 (Baldwin Road)	SR 390	Widen to 4 Lanes	1	0	0	0	1	15	0	1	1	1	3	60	1	0	1	2	20	0.5	0.5	0	1	20	0	0	0	0	0	0	0	0	0.5	0.5	5	0.5	1	1	2.5	25	145	48
A-15	Capacity	CR 2327 (Transmitter Road) [SIS]	US 98 / SR 30A (E. 15th Street)	C Street	Widen to 4 Lanes	1	0	1	0	2	30	0	1	0.5	0	1.5	30	0	1	1	2	20	0	0	0.5	0.5	10	0	0	1	1	15	0.5	1	0	1.5	15	0.5	1	1	2.5	25	145	49

BAY COUNTY LONG RANGE TRANSPORTATION PLAN EVALUATION CRITERIA RANKINGS

2045 Map ID	Project Type	Corridor	From	To	Improvement	Economic Vitality (Weight 15)						Transportation Safety (Weight 20)						Transportation Security (Weight 10)					Congestion Management (Weight 20)					Multimodal Choices and Connections (Weight 15)					System Efficency and Preservation (Weight 10)					System Sustainability and Livability (Weight 10)					Total	RANK Adj and sorted
						Economic Reach	Base Access	Intermodal Goods Movement	Tourism	Total Points	Total Weighted Points	Complete Systems	School Activity	Safety Improvement Strategies	Community Traffic Safety Team Project	Total Points	Total Weighted Points	Emergency Response	Identified Secuity Issues	Service Disruption	Total Points	Total Weighted Points	Correct Deficiency	Congestion Management Strategies	Level of Service (LOS)	Total Points	Total Weighted Points	Pedestrian	Bicycle	Public Transportation	Total Points	Total Weighted Points	2010 AADT	Route Significance	Existing Deficiency	Total Points	Total Weighted Points	Environmental and Social	Recreational Opportunity	Local Planning	Total Points	Total Weighted Points		
A-31	Capacity	CR 2321	US 231 (SR 75)	SR 77	Widen to 4 Lanes	1	0	0	0	1	15	0	1	1	0	2	40	1	0	1	2	20	1	1	0	2	40	0	0	0	0	0	0	0	1	1	10	0	1	1	2	20	145	50
C-7	Intersection	Northgate Ingress/Egress NSA Panama City [SIS]	Solomans Drive	Woodlawn Drive	Intersection improvement to add Northgate entrance to NSA Panama City	1	1	0	0	2	30	1	1	0	0	2	40	1	1	1	3	30	0	0	0.5	0.5	10	0	0	0	0	0	1	0	0	1	10	0.5	1	1	2.5	25	145	51
E-5	Bike / Ped	CR 2315 (Star Avenue)	SR 75/US 231	SR 22/Wewa Highway	Bicycle Lanes	1	0	0	0	1	15	0	1	0	0	1	20	0	0	1	1	10	1	1	0	2	40	1	1	0	2	30	0	0	1	1	10	1		1	2	20	145	52
E-7	Bike / Ped	Elevated Pedestrian Structure on Back Beach Road [SIS]	US 98 (Back Beach Rd) at Powell Adams	US 98 (Back Beach Rd) at Powell Adams	Pedestrian Overcrossing	1	0	0	1	2	30	0	1	0	0	1	20	1	0	1	2	20	0	0	0.5	0.5	10	1	0	0	1	15	1	1	0	2	20	1	1	1	3	30	145	53
E-8	Bike / Ped	Elevated Pedestrian Structure on Back Beach Road [SIS]	US 98 (Back Beach Rd) at N. Pier Park Dr.	US 98 (Back Beach Rd) at N. Pier Park Dr.	Pedestrian Overcrossing	1	0	0	1	2	30	0	1	0	0	1	20	1	0	1	2	20	0	0	0.5	0.5	10	1	0	0	1	15	1	1	0	2	20	1	1	1	3	30	145	54
A-45	Capacity	SR 20	Washington County Line	US 231 (SR 75)	Widen to 4 lanes	1	0	0	0	1	15	0	0	0.5	0	0.5	10	1	0	1	2	20	1	1	0.5	2.5	50	0	0	0.5	0.5	7.5	0	0	1	1	10	1	1	1	3	30	142.5	55
B-13	Complete Streets / Corridor Study	CR 28 (11th Street)	SR 77 (Martin Luther King Jr Blvd	US 98 (Tyndall Parkway)	Complete Streets / Corridor Study	1	0	0	0	1	15	1	1	1	0	3	60	0	1	1	2	20	0	0	0	0	0	0.5	0	1	1.5	22.5	0	0	0	0	0	0.5	1	1	2.5	25	142.5	56
D-6	Transit	Inlet Beach Route	Front Beach Road and US 98	CR 30A and US 98 (pedestrian underpass)	Inlet Beach Route from Front Beach & US 98 to Inlet Beach	1	0	0	1	2	30	1	0	0.5	0	1.5	30	1	0	1	2	20	0	0	0.5	0.5	10	0.5	0	1	1.5	22.5	1	0	0	1	10	1	1	0	2	20	142.5	57
A-2	Capacity	CR 30H (Alf Coleman Road)	US 98A (Front Beach Road)	US 98 (Panama City Beach Parkway)	Widen to 4 Lanes, raise roadway elevation, stormwater improvements	1	0	0	1	2	30	1	1	1	0	3	60	0	0	1	1	10	0	0	0	0	0	1	0	0	1	15	0	0	0	0	0	0.5	1	1	2.5	25	140	58
A-8	Capacity	Bay Parkway Phase 2 (Back Beach Bypass)	Bay Parkway (Phase 1) / W. Pier Park Drive	SR 30A (US 98) Panama City Beach Pkwy / Nautilus St.	Construct new 2 Lane Facility	1	0	0	1	2	30	0	1	0	0	1	20	0	0	1	1	10	1	1	0	2	40	0	0	0	0	0	0	0	1	1	10	1	1	1	3	30	140	59
A-49	Capacity	SR 77	SR 390	County Line	Widen to 6 Lanes	1	0	1	0	2	30	0	1	1	0	2	40	1	0	1	2	20	0	0	0.5	0.5	10	0	0	1	1	15	0.5	0	0	0.5	5	0	1	1	2	20	140	60
C-3	Intersection	CR 2321/SR 390	CR 2321	SR 390 (14th Street)	Intersection improvement/ Service road connection	1	0	1	0	2	30	0	1	1	0	2	40	1	1	1	3	30	0	0	0.5	0.5	10	0	0	0	0	0	1	0	0	1	10	0	1	1	2	20	140	61
C-9	Intersection	Roundabout	Harrison Avenue	6th Street	Roundabout	1	0	0	0	1	15	1	1	0.5	0	2.5	50	1	1	1	3	30	0	0	1	1	20	0	0	0	0	0	0	0	0	0	0	0.5	1	1	2.5	25	140	62
D-7	Transit	Beach Transfer and Maintenance Center	Thomas Drive @ Front Beach Road	Thomas Drive @ Front Beach Road	Beach Transfer and Maintenance Center on city-owned lot across from Ripley's	1	0	0	1	2	30	1	1	0.5	0	2.5	50	0	0	0	0	0	0	0	0.5	0.5	10	0	0	1	1	15	0.5	0	0	0.5	5	1	1	1	3	30	140	63
A-29	Capacity	CR 30C (Clara Avenue)	US 98A (Front Beach Road)	US 98 (Panama City Beach Parkway)	Widen to 4 Lanes	1	0	0	1	2	30	1	1	0	1	3	60	0	1	1	2	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.5	1	1	2.5	25	135	64
E-3	Bike / Ped	CR 22/2337 (Sherman Avenue) Sidewalks	CR 28/11th Street	SR 30A/US 98/15th Street	Sidewalks	1	0	0	0	1	15	1	1	1	0	3	60	0	0	0	0	0	0	0	0	0	0	1	0	1	2	30	0	0	0	0	0	1	1	1	3	30	135	65
C-14	Intersection	Roundabout	US 98B (US Business 98)	Cheri Lane, Boat Race Road, and Luther Street	Roundabout	1	0	0	0	1	15	1	1	0	0	2	40	1	1	1	3	30	0	0	1	1	20	0.5	0	0	0.5	7.5	0	0	0	0	0	0	1	1	2	20	132.5	66
A-43	Capacity	CR 389 (East Avenue) [SIS] (PD&E Segment 2)	Port Entrance	US 98B (SR 30) / 5th Street	Widen to 4 Lanes	1	0	1	0	2	30	0	1	0.5	0	1.5	30	1	1	1	3	30	0	0	0	0	0	0	0	0	0	0	0	1	0	1	10	1	1	1	3	30	130	67
A-50	Capacity	Titus Road	CR 2321	US 231 (SR 75)	Widen to 4 Lanes	1	0	1	0	2	30	0	1	0.5	0	1.5	30	0	0	1	1	10	0.5	0.5	0	1	20	0.5	0	0	0.5	7.5	0	0	0.5	0.5	5	0.5	1	1	2.5	25	127.5	68
A-19	Capacity	US 231 (SR 75) [SIS]	Penny Road	Scotts Ferry Road	Widen to 6 Lanes	1	0	1	1	3	45	0	0	1	0	1	20	1	1	1	3	30	0	0	0	0	0	0	0	0	0	0	1	1	0	2	20	0	0	1	1	10	125	69
D-2	Transit	Express Bus Service to Airport	Panama City Beach	International Airport	Peak Hour Bus Service: Operate express bus service from Panama City Beach to the International Airport	1	0	0	1	2	30	1	0	0.5	0	1.5	30	1	0	1	2	20	0	0	0	0	0	0.5	0	0	0.5	7.5	0.5	0	0	0.5	5	1	1	1	3	30	122.5	70
A-7	Capacity	CR 30P (Hills Road)	US 98 A (Front Beach Road)	US 98 (Panama City Beach Parkway)	Widen to 4 Lanes	1	0	0	1	2	30	1	1	0	0	2	40	0	0	1	1	10	0	0	0	0	0	0	0	0.5	0.5	7.5	0	0	0	0	0	0.5	1	1	2.5	25	112.5	71
A-20	Capacity	US 231 (SR 75) [SIS]	Scotts Ferry Road	SR 20	Widen to 6 Lanes	1	0	1	1	3	45	0	0	0.5	0	0.5	10	1	0	1	2	20	0	0	0	0	0	0	0	0.5	0.5	7.5	0.5	1	0	1.5	15	0.5	0	1	1.5	15	112.5	72
A-35	Capacity	Lyndell Lane	US 98A (Front Beach Road)	US 98 (Panama City Beach Parkway)	Widen to 4 Lanes	1	0	0	1	2	30	1	1	0	0	2	40	0	0	1	1	10	0	0	0	0	0	0.5	0	0	0.5	7.5	0	0	0	0	0	0.5	1	1	2.5	25	112.5	73
A-12	Capacity	SR 388 (West Bay Parkway)	Northwest Florida Beaches International Airport	Burnt Mill Creek	Widen to 4 Lanes	1	0	1	1	3	45	0	0	0	0	0	0	1	0	1	2	20	0.5	0.5	0	1	20	0	0	0	0	0	0	0	0	0.5	0.5	5	0	1	1	2	20	110	74
A-28	Capacity	CR 391 (Baldwin Road)	Kirkwell Avenue	US 231 (SR 75)	Widen to 4 lanes	1	0	0	0	1	15	1	1	0.5	0	2.5	50	0	1	0	1	10	0.5	0.5	0	1	20	0	0	0	0	0	0	0	0	0.5	0.5	5	0	1	0	1	10	110	75
A-52	Capacity	SR 79 [SIS]	SR 388 (West Bay Parkway)	Bay County Line	Widen to 6 Lanes	1	0	1	1	3	45	0	0	0.5	0	0.5	10	1	0	1	2	20	0	0	0	0	0	0	0	0	0	0	0	0.5	1	0	1.5	15	0	1	1	2	20	110	76
C-8	Intersection	Roundabout	Beach Drive	6th Street	Roundabout	1	0	0	0	1	15	1	1	0	0	2	40	1	0	1	2	20	0	0	0.5	0.5	10	0	0	0	0	0	0	0	0	0	0	0	0.5	1	1	2.5	25	110	77
A-25	Capacity	Gulf Coast Parkway	US 98 (SR 30)	US 231 (SR 75)	Construct new or enhanced 2 or 4 lane facility	1	1	0	1	3	45	0	0	0	0	0	0	0	1	1	1	3	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	3	30	105	78
C-13	Intersection	Roundabout	US 98B (US Business 98)	Cedar Streets and Pitts Avenue	Roundabout	1	0	0	0	1	15	0	1	0	0	1	20	1	1	1	3	30	0	0	1	1	20	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	20	105	79
E-2	Bike / Ped	CR 3026 (Cherry Street) Sidewalks	SR 30A/US 98/Tyndall Parkway	SR 30/Business 98	Sidewalks	1	0	0	0	1	15	0	1	0.5	0	1.5	30	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2	30	0	0	0	0	0	1	1	1	3	30	105	80
A-47	Capacity	Clarence Street	SR 392A (Hutchison Blvd.)	US 98A (Front Beach Road)	Widen to 4 Lanes	1	0	0	1	2	30	1	1	0	0	2	40	0	0	0	0	0	0	0	0	0	0	0	0.5	0	0	0.5	7.5	0	0	0	0	0	0.5	1	1	2.5	25	102.5	81
A-41	Capacity	CR 2327 (Transmitter Road)	C Street	Brooke Lane	Widen to 4 Lanes	1	0	1	0	2	30	0	1	0.5	0	1.5	30	0	0	0	0	0	0	0	0.5	0.5	10	0	0	0	0	0	0.5	0	0	0.5	5	0.5	1	1	2.5	25	100	82
B-6	Complete Streets / Corridor Study	Cobb Road	US 98A (Front Beach Road)	US 98 (Panama City Beach Parkway)	Complete Streets / Corridor Study	1	0	0	1	2	30	1	0	0	0	1	20	0	0	1	1	10	0	0	0	0	0	0.5	0	0.5	1	15	0	0	0	0	0	0.5	1	1	2.5	25	100	83
A-9	Capacity	Powell Adams Road Segment 2	US 98A (Front Beach Road)	L.C. Hilton, Jr. Drive	Widen to 4 Lanes	1	0	0	1	2	30	1	1	0	0	2	40	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.5	1	1	2.5	25	95	84
C-15	Intersection	SR 388 at SR 77	SR 388 at SR 77 Intersection	SR 388 at SR 77 Intersection	Major Intersection Improvements	1	0	1	1	3	45	0	1	0.5	0	1.5	30				0	0	0				0	0	0	0	0	0	0	1		0	1	10	0	0	1	1	10	95	85
E-4	Bike / Ped	15th Street Sidewalks/Multi-Use Path (Mexico Beach)	SR 30/US 98	CR 386	Sidewalks/Multi-Use Path	1	0	0	0	1	15	0	0	1	0	1	20	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	30	0	0	0	0	0	1	1	1	3	30	95	86
C-12	Intersection	Roundabout	CR 2322 (E. 7th Avenue)	CR 2327 (Transmitter Rd)	Roundabout	1	0	0	0	1	15	1	1	0	0	2	40	0	1	0	1	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.5	1	1	2.5	25	90	87
A-23	Capacity	SR 388 (West Bay Parkway)	US 98 (SR 30) in Walton County	SR 79	Construct new 2 lane/ widen to 4 Lanes	1	0	1	1	3	45	0	0	0	0	0	0	0	0	1	1	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	3	30	85	88
A-24	Capacity	Truck Parking	US 231 Industrial Park	US 231 Industrial Park	Construct Truck Park and Ride lot	1	0	1	0	2	30	0	0	0.5	0	0.5	10	0	1	0	1	10	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	10	0.5	1	1	2.5	25	85	89
A-39	Capacity	Titus Connector Road	SR 390	CR 2321	New 2 Lane Facility	1	0	0	0	1	15	0	1	0	0	1	20	0	1	1	2	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	3	30	85	90
C-11	Intersection	Roundabout	CR 3026 (Cherry Street)	N. Hwy 22A (N. Bob Little Rd)	Roundabout	1	0	0	0	1	15	1	1	0	0	2	40	0	1	0	1	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	20	85	91
A-37	Capacity	Gulf Coast Parkway Extension (West Parkway Extension in Priority List)	SR 77	US 231 (SR 75)	Construct new 4 Lane Facility	1	0	1	1	3	45	0	0	0	0	0	0	0	0	1	1	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.5	1	1	2.5	25	80	92
A-46	Capacity	Gulf Coast Parkway (Segment 8)	US 98 (SR 30A)	CR 2315 (Star Avenue)	Construct new 2-lane roadway from Star Ave to US 98 (4-Lane Capacity)	1	0	0	1	2	30	0	1	0	0	1	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	3	30	80	93
A-53	Capacity	Bay Parkway Phase 3 (Back Beach Bypass)	US 98 at Clara Avenue	US 98 at Chip Seal Parkway	Construct new 2 Lane Facility	1	0	0	1	2	30	0	1	0	0	1	20	0	1	0	1	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	20	80	94
E-1	Bike / Ped	Harvard Boulevard Sidewalks	SR 390	Issac Byrd Park	Sidewalks	1	0	0	0	1	15	0	1	0	0	1	20	0	0	0	0	0	0	0	0	0	0	1	0	0	1	15	0	0	0	0	0	1	1	1	3	30	80	95
A-32	Capacity	CR 388 (West Bay Parkway)	SR 77 (Lynn Haven Parkway)	US 231 (SR 75)	Construct new 4 Lane Facility	1	0	0	1	2	30	0	0	0.5	0	0.5	10	1	0	1	2	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.5	0	1	1.5	15	75	96
A-11	Capacity	SR 388 (West Bay Parkway)	Burnt Mill Creek	SR 77 (Ohio Avenue)	Widen to 4 Lanes	1	0	1	0	2	30	0	0	0.5	0	0.5	10	1	0	1	2	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	10	70	97
A-27	Capacity	26th Street Extension	SR 77	Minnesota Street	New 2 Lane Facility	1	0	0	0	1	15	1	1	0	0	2	40	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.5	1	0	1.5	15	70	98
C-10	Intersection	Roundabout	CR 3026 (Cherry Street)	CR 2323 (N. Berthe Ave)	Roundabout	1	0	0	0	1	15	0	1	0	0	1	20	0	1	0	1	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.5	1	1	2.5	25	70	99
A-6	Capacity	Gulf to Bay Highway (Parkway)	US 98 (SR 30) west of Mexico Beach	The Bay/Gulf County Line	Construct new 4 Lane Facility	1	1	0	1	3	45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	20	65	100
A-26	Capacity	Gulf Coast Parkway Connector	CR 2315 (Star Avenue)	Old Allenton Road / Gulf Coast Parkway	Construct New 4-lane Roadway	1	0	0	0	1	15	0	0	0.5	0	0.5	10	0	0	1	1	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	3	30	65	101
D-9	Transit	Water Transit	Lagoon Marinas	Tyndall, PC, St Andrews, Sun Harbor, Lynn Haven	Water taxi route	1	0	0	1	2	30	1	0	0	0	1	20				0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.5		1	1.5	15	65	102
A-33	Capacity	E 39th Street Extension	Camryns Crossing	Transmitter Road (CR 2327)	Construct new 2 Lane Facility	0.5	0	1	0	1.5	22.5	0	1	0	0	1	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	10	52.5	103
A-30	Capacity	CR 2301	US 231 (SR 75)	CR 388	Widen to 4 lanes	1	0	0	0	1	15	0	0	1	0	1	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.5	1	0	1.5	15	50	104
A-36	Capacity	Powerline Road	SR 388 (West Bay Parkway)	SR79 at the Loop Road connection	Construct new 4 lane Facility	1	0	0	1	2	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	20	50	105

APPENDIX B – RESOLUTION BAY 20-05

RESOLUTION BAY 20-05

A RESOLUTION OF THE BAY COUNTY TRANSPORTATION PLANNING ORGANIZATION APPROVING THE 2045 BAY COUNTY LONG RANGE TRANSPORTATION PLAN EVALUATION CRITERIA AND FINANCIAL RESOURCES

WHEREAS, the Bay County Transportation Planning Organization (TPO) is the organization designated by the governor of Florida as being responsible for carrying out the continuing, cooperative and comprehensive transportation planning process for the Bay County Metropolitan Planning Area; and

WHEREAS, the Bay County Transportation Planning Organization (TPO) Long Range Transportation Plan 2045 update is being developed pursuant to Part 23 Section 134(i), Code of Federal Regulations and Chapter 339.175 (7) Florida Statutes; and

WHEREAS, the Bay County Transportation Planning Organization (TPO) approved the Long-Range Transportation Plan 2045 Update Scope of Services on July 24, 2019; and

WHEREAS, two tasks in the Long-Range Transportation Plan 2045 Update Scope of Services are Evaluation Criteria and Financial Resources; and

WHEREAS, the Evaluation Criteria and Financial Resources were reviewed by a Steering Committee consisting of members of the TPO's Technical Coordinating Committee, Citizens' Advisory Committee, and other members of the Transportation Industry, and

WHEREAS, the Steering Committee considered and incorporated updated federal and state guidance, Department of Transportation and local government revenue forecasts, and potential alternative revenue sources;

NOW, THEREFORE, BE IT RESOLVED BY THE BAY COUNTY TRANSPORTATION PLANNING ORGANIZATION THAT:

The Bay County TPO approves the Evaluation Criteria and Financial Resources for its 2045 Long Range Transportation Plan Update.

Passed and duly adopted by the Bay County TPO on this 27th day of May 2020.

BAY COUNTY TRANSPORTATION PLANNING ORGANIZATION

BY: Pamn Henderson

Pamn Henderson, Chairperson

ATTEST: