Bay County Transportation Planning Organization
2045 Long Range Transportation Plan

GOALS & OBJECTIVES

Final May 2020



EMERALD COAST REGIONAL COUNCIL



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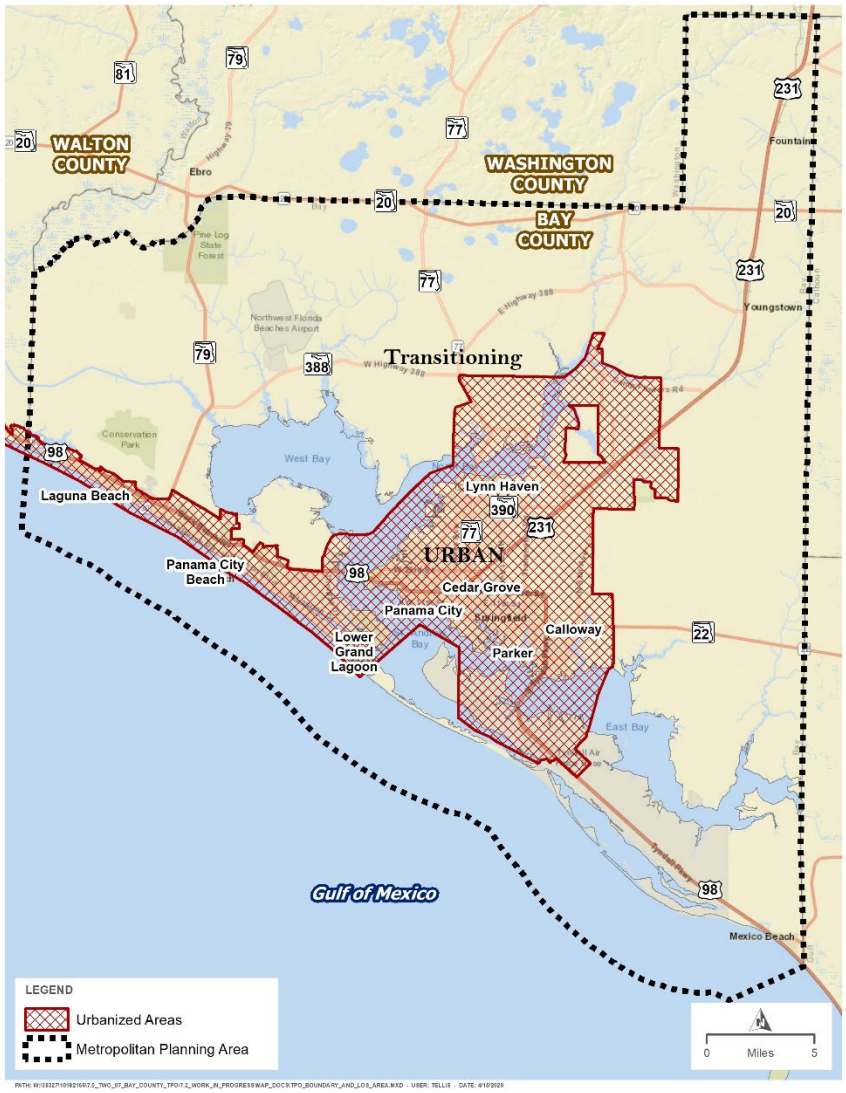
Acronyms & Abbreviations

A
ACES Automated and Connected Vehicles
ADA Americans with Disabilities Act
ADS Automated Driving System
AFB Air Force Base
AFV Alternatively Fuel Vehicle
AV Automated Vehicles
C
CAC Citizens Advisory Committee
CEDS Comprehensive Economic Development Strategy
CFR Code of Federal Regulations
CV Connected Vehicles
CVB Convention and Visitors Bureau
D
DEP Department of Environmental Protection
E
ECRC Emerald Coast Regional Council
F
FAST Fixing America's Surface Transportation
FDOT Florida Department of Transportation
FHWA Federal Highway Administration
FTA Federal Transit Administration
FTP Florida Transportation Plan
H
HSIP Highway Safety Improvement Program
I
ITS Intelligent Transportation System
J
JLUS Joint Land Use Study
L
LOS Level of Service
LRTP Long Range Transportation Plan
M
MAP-21 Moving Ahead for Progress in the 21st Century
MOD Mobility on Demand
MPO Metropolitan Planning Organization
MPOAC MPO Advisory Council
N
NFTCA Northwest FL Transportation Corridor Authority
P
PBSSP Pedestrian and Bicycle Strategic Safety Plan
PEA Planning Emphasis Areas
PPP Public Participation Plan
S
§ Section or paragraph
S.R. State road
SHSP Strategic Highway Safety Plan
SIS Strategic Intermodal System
STRAHNET Strategic Highway Network
SUN Trail Shared-Use Non-motorized Trail Network
T
TCC Technical Coordinating Committee
TDC Tourist Development Council
TDSP Transportation Disadvantaged Service Plan
TIP Transportation Improvement Program
TPO Transportation Planning Organization
TSM Transportation Systems Management
U
UPWP Unified Planning Work Program
U.S. United States
U.S.C. United States Code
V
VMT Vehicle Miles Travelled
W
WFRPC West Florida Regional Planning Council

1.0 Introduction

Federal and state metropolitan planning regulations require the Bay County Transportation Planning Organization (TPO) to develop a metropolitan transportation plan every five years. The Long Range Transportation Plan (LRTP) fulfills this requirement and defines the transportation vision, established goals, objectives, and strategies that will lead to achieving that vision, and allocates projected revenues to transportation programs and projects that implement those goals, objectives, and strategies for the Bay County transportation planning area which consists of Panama City, Panama City Beach, Mexico Beach, Callaway, Springfield, Parker, and Lynn Haven (**Figure 1.** Bay County Transportation Planning Area).

Figure 1 Bay County Transportation Planning Area





These sources were used to shape the 2045 LRTP goals and objectives: federal transportation legislation, Florida Transportation Plans, Florida Department of Transportation (FDOT) Metropolitan Planning Organization (MPO) Program Management Handbook, local government comprehensive plans, and the Bay County 2040 LRTP goals and objectives. The following is a synopsis of the process used to develop the 2045 Goals and Objectives (**Section 3.0)**.

- New and updated federal and state requirements were evaluated for policy-level changes (**Section 2.0**).
- As a new element for the 2045 Goals and Objectives, additional evaluation was conducted of other guiding documents such as state, regional, and local plans that provide overall direction or guidance on transportation policy (summarized in **Section 2.4** and **2.5**).
- The 2040 Adopted Goals and Objectives (**Appendix A**) were edited to suggest recommended changes for review by the Bay County Transportation Planning Organization staff and the 2045 Long Range Transportation Plan Steering Committee. The July 24, 2019 formation and composition of the Steering Committee is provided in **Appendix B**.
- Steering Committee Meeting 1 began discussing the new requirements. See September 25, 2019 meeting minutes in **Appendix C.**
- Steering Committee Meeting 2 continued the review process and drafted 2045 Goals and Objectives for review by the TPO Board. See November 14, 2019 meeting minutes in **Appendix D.**
- The TPO Board reviewed the draft 2045 Goals and Objectives. No changes were made to the draft goals and objectives.
- Steering Committee Meeting 3 received the public meeting comments. No edits were made to the draft 2045 Goals and Objectives **(Appendix E)**.
- The final 2045 Goals and Objectives were presented to the Bay County Transportation Planning Organization on February 5, 2020 **(Appendix F)**.
- A public meeting was held on January 16, 2020. The meeting provided the public an opportunity to review the draft 2045 Goals and Objectives recommendations. Environmental agencies and Tribes were also provided a copy of the draft for a 60-day review period. Agency comments will be added to the subject document and incorporated in the LRTP (**Appendix G)**.
- The 2045 Goals and Objectives for the Long Range Transportation Plan were adopted by the Bay County TPO on February 5, 2020, at the recommendation of the Steering Committee, as Resolution Bay 20-02 **(Appendix H)**.



The vision & mission statements and subsequent goals, objectives, and strategies serve as the guiding principles of the Bay County TPO 2045 LRTP. These statements guide the development of the plan update. For the 2045 LRTP, the vision and mission statements were modified slightly from the 2040 LRTP:

2045 Vision: Our vision is to provide a safe and efficient multi-modal transportation system that supports the economic vitality of the area, protects the environment, promotes efficient system management and operation, and emphasizes modernization of the Bay County TPO area transportation system.

2045 Mission: To guide safe and socially responsible transportation decision-making for the modernization of the Bay County TPO area's transportation system while balancing the needs of Bay County Residents and transient populations for the economic development of the region.

Based on review of the 2040 Goals and Objectives, and review of the Federal, state, local, and regional planning documents and requirements, there were two minor changes to the Goals, and 17 changes to the Objectives. The final 2045 Goals and Objectives are listed in **Section 4.0**. A crosscheck matrix of how the Goals and Objectives implement the federal and state requirements is provided in **Section 5.0**. The Bay County TPO and the committees reviewed the draft in December 2019 and adopted the final version February 5, 2020 with issuance of Resolution Bay 20-02 (**Appendix H**).

2.0 Planning Factors and Guiding Documents

The following section is a summary of the planning factors and guiding documents that were reviewed to develop the 2045 Goals and Objectives, beginning with Federal and State requirements. As a new element for the 2045 Goals and Objectives, additional evaluation was prepared for other guiding documents such as regional and local plans that provide overall direction or guidance on transportation policy. Project-specific plans were not reviewed (such as FDOT Project Development and Environment Studies) as they do not generally set policy-level direction but rather focus on project-specific issues which will be carried forward in the Needs Plan.

2.1 Federal Requirements

Federal law[1] requires a MPO to address ten (10) Planning Factors as a part of its planning processes: (1) Safety, (2) Security, (3) Accessibility and Mobility, (4) Multimodal Connectivity, (5) System Preservation, (6) Economic Vitality, (7) Environmental Quality, (8) System Efficiency, (9) Resiliency & Reliability, and (10) Travel & Tourism. These factors are shown in **Figure 2** and further explained in **Table 1** as summarized from the FDOT MPO Program Management Handbook (April 2019).[2] The degree of consideration and analysis of these factors should be based on the scale and complexity of the area's issues and will vary depending on the unique conditions of the area.

[1] 23 C.F.R. 450.306(b) 81 FR 34135,May 27, 2016, as amended at 81 FR 93470, Dec 20, 2016.

[2] Florida, Department of Transportation, Office of Policy Planning. "MPO Program Management Handbook". Section 4.3. 6 November 2019.https://fdotwww.blob.core.windows.net/sitefinity/docs/default-source/planning/policy/metrosupport/resources/fdot-mpo-handbook99c4d55af487435394909e5f80818235.pdf?sfvrsn=861c81ff_8.

Figure 2 Federal Planning Factors

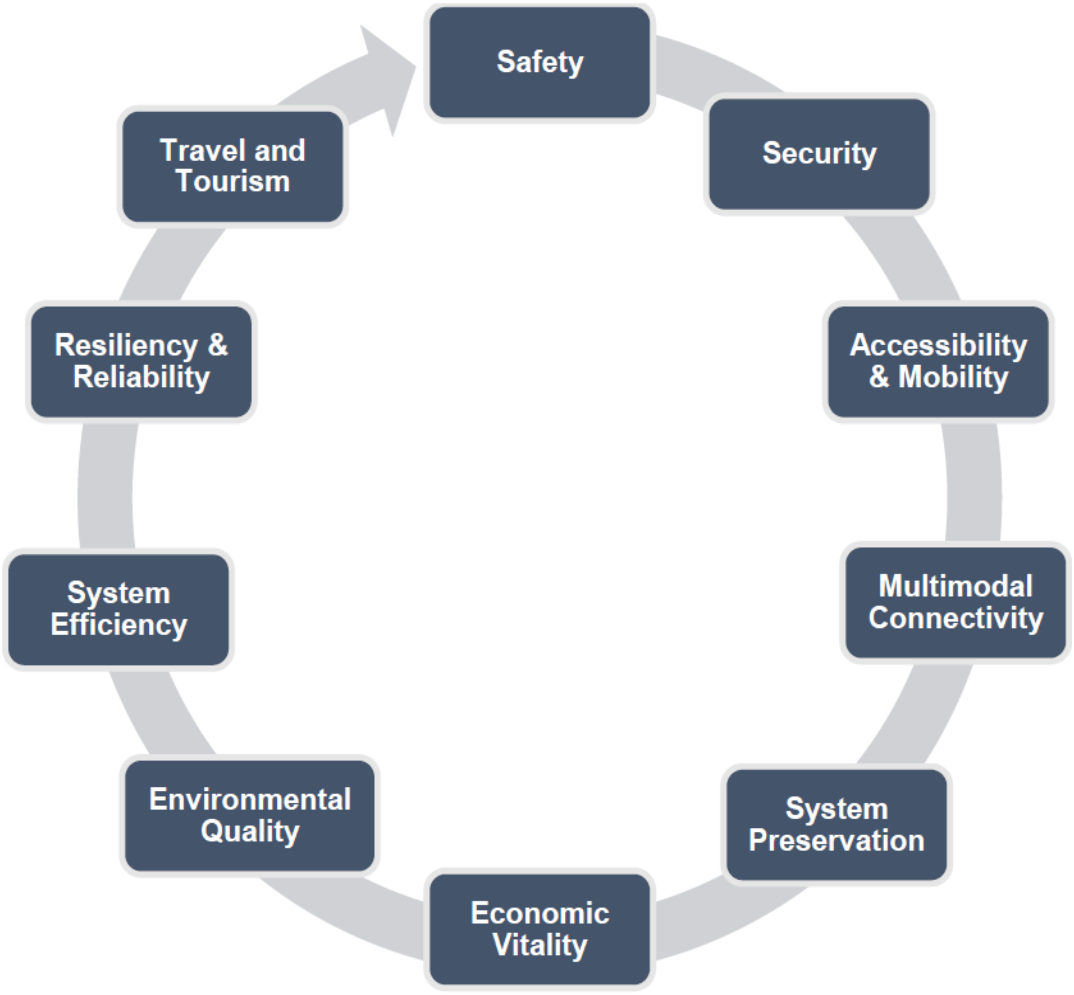




Table 1 Federal Planning Factors

Item	Planning Factor	Description	Source
F1	Safety	Increase the safety of the transportation system for motorized and non-motorized users.	23 CFR 450.306(b)(2)
F2	Security	Increase the security of the transportation system for motorized and non-motorized users.	23 CFR 450.306(b)(3)
F3	Accessibility & Mobility	Increase accessibility and mobility of people and freight.	23 CFR 450.306(b)(4)
F4	Multimodal Connectivity	Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.	23 CFR 450.306(b)(6)
F5	System Preservation	Emphasize the preservation of the existing transportation system.	23 CFR 450.306(b)(8)
F6	Economic Vitality	Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.	23 CFR 450.306(b)(1)
F7	Environmental Quality	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.	23 CFR 450.306(b)(5)
F8	System Efficiency	Promote efficient system management and operation.	23 CFR 450.306(b)(7)
F9	Resiliency & Reliability	Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation.	23 CFR 450.306(b)(9)
F10	Travel & Tourism	Enhance travel and tourism.	23 CFR 450.306(b)(10)

2.2 Federal Expectations and Emerging Issues

In consultation with the Metropolitan Planning Organization Advisory Council (MPOAC) and FDOT, the Federal Highway Administration and the Federal Transit Administration jointly issued their *Federal Strategies for Implementing Requirements for LRTP Updates for the Florida MPOs* (January 2018).[3] The memo documents the federal expectations for meeting these requirements in the next cycle of LRTP updates. 23 CFR 450.306, 316 and 324 describe the basic requirements of the scope of the metropolitan transportation planning process, including a documented public participation plan, and development and content of the LRTPs respectively. **Table 2** summarizes the Federal Expectations and Emerging Issues.

Table 2 Federal Expectations and Emerging Issues

Item	Expectation/Issue	Description	Source
E1	Public Involvement Strategies	Ensure outreach strategies are clear, transparent, and accurately describe when and how stakeholders can be involved.	Jan 2018 Strategies Memo and 23 CFR 450.316(a)(1)
E2	Public Involvement / Tribal / Agency Consultation	Consult appropriate Indian Tribal governments and Federal land management agencies. State and local agencies responsible for land use management, natural resources, environmental protection, conservation and historic preservation are required to be consulted during the development of the LRTP.	Jan 2018 Strategies Memo and 23 CFR 450.316(a)(1) (c), (d), (e); 23 CFR 450.324(g)
E3	Measures of Effectiveness	MPOs are required to periodically review the effectiveness of the procedures and strategies described within the public participation plan (PPP). The PPP is also required to contain the specific measures used, the timing of, and the process used to evaluate the MPO's outreach and PPP strategies. Ideally, once the LRTP is developed, the outreach is evaluated, and then any needed changes to the outreach process are incorporated and documented in the PPP prior to the next LRTP update.	Jan 2018 Strategies Memo and 23 CFR 450.316(a)(1)(x)
E4	Fiscal Constraint	Projects in LRTPs are required to be described in enough detail to develop cost estimates in the LRTP financial plan that show how the projects will be implemented.	Jan 2018 Strategies Memo and 23 CFR 450.324(f)(9), (f)(11); 23 CFR 450.326(h)
E5	Strategic Highway Safety Plan (SHSP) / Highway Safety Improvement Program (HSIP) Integration	Goals, objectives, performance measures and targets of the HSIP, which includes the SHSP, are strongly encouraged to be integrated into the LRTP.	Jan 2018 Strategies Memo and 23 CFR 450.306(b)(2) (d)(4)(ii); 23 CFR 324(h)

[3] United States, Federal Highway Administration, Federal Transit Administration, Florida Division Office. "Federal Strategies for Implementing Requirements for LRTP Updates for the Florida MPOs." 10 January 2018, http://www.fdot.gov/planning/Policy/metrosupport/Resources/LRTP%20Expectations%202018.pdf.

E6	Freight	Consult with agencies and officials planning for freight movements. Incorporate freight needs and demands. Integrate goals, objectives performance measures and targets of the State Freight Plan into the LRTPs. Show a concerted effort to incorporate freight stakeholders and strategies.	Jan 2018 Strategies Memo and 23 CFR 450.306(b)(4), (b)(6); 23 CFR 450.316(a); 23 CFR 450.324 (b), (f)(1), (f)(5)
E7	Environmental Mitigation	The LRTP must include a discussion of the 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 metropolitan transportation plan.	Jan 2018 Strategies Memo and 23 CFR 450.324(f)(10)
E8	Congestion Management	Demonstrate that the congestion management process is incorporated into the planning process. The congestion management process should result in multimodal system measures and strategies that are reflected in the LRTP.	Jan 2018 Strategies Memo and 23 CFR 450.322
E9	Americans with Disabilities Act (ADA) Transition Plans	Serve as a resource for information and technical assistance in local government compliance with ADA.	Jan 2018 Strategies Memo and 28 CFR 35.105; 28 CFR 35.150(d)
E10	Multimodal Feasibility	The transportation plan shall include both long-range and short-range strategies /actions that provide for the development of an integrated multimodal transportation system (including accessible pedestrian walkways and bicycle transportation facilities) to facilitate the safe and efficient movement of people and goods in addressing current and future transportation demand.	Jan 2018 Strategies Memo and 23 CFR 450.324
E11	Transit Asset Management	The MPO is required to set performance targets for each performance measure, established 180 days after the transit agency established their performance targets.	Jan 2018 Strategies Memo and 23 CFR 450.306(d).
E12	Mobility on Demand	Mobility on Demand (MOD) is an innovative, user-focused approach which leverages emerging mobility services, integrated transit networks and operations, real-time data, connected travelers, and cooperative Intelligent Transportation Systems (ITS) to allow for a more traveler-centric, transportation system-of-systems approach, providing improved mobility options to all travelers and users of the system in an efficient and safe manner. Automated vehicles (AV), now being called Automated Driving Systems (ADS) and Connected Vehicles (CV) are two components of the overall MOD model. The infrastructure needed for implementation and the transition time for implementation is an area that the MPO can start to address in this next round of LRTP updates.	Jan 2018 Strategies Memo

E13	Agency Consultation	There are two new types of agencies that the MPO should consult with when developing the LRTPs: agencies that are responsible for tourism and those that are responsible for natural disaster risk reduction.	Jan 2018 Strategies Memo
E14	Summary of Public Involvement Strategies	Summarize outreach information, and append additional information to LRTP.	Jan 2018 Strategies Memo
E15	Impact Analysis / Data Validation	Have and document a proactive, effective public involvement process that includes outreach to low income, minorities and traditionally underserved populations. Demonstrate how public feedback and input helped shape the resulting plan.	Jan 2018 Strategies Memo
E16	FDOT Revenue Forecast	Include the FDOT Revenue Forecast in the appendices that support the LRTP.	Jan 2018 Strategies Memo
E17	Sustainability and Livability in Context	Implement strategies that contribute to comprehensive livability programs and advance projects with multimodal connectivity. Identify and suggest contextual solutions for appropriate transportation corridors within their area and utilize the flexibilities provided in the federal funding programs to improve the transportation network for all users.	Jan 2018 Strategies Memo
E18	Scenario Planning	Use multiple scenarios for consideration by the MPO in the development of the LRTP.	Jan 2018 Strategies Memo

2.3 Federal Certification

Federal Law requires the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) to jointly certify the transportation planning processes of Transportation Management Areas (TMA) at least every four years.-TMA Certification Reviews are not required for Bay County TPO in year 2020[4].

2.4 Statewide Planning Efforts

At the statewide level, Florida has implemented system-wide transportation, safety, bicycle/pedestrian, and intelligent transportation systems planning efforts. The Bay County TPO coordinates with the Florida Department of Transportation (FDOT) for support in addressing a forward-looking strategy on emerging issues and proactive improvements within the TPO's metropolitan planning area.

[4] United States, Federal Highway Administration. "Transportation Management Area (TMA) Certification Reviews." 18 December 2019, https://www.fhwa.dot.gov/fldiv/tma.cfm.

2.4.1 Florida Transportation Plan (2015)

The Florida Transportation Plan (FTP)[5] is the single overarching statewide plan guiding Florida's transportation future. It is a plan for all of Florida's transportation system created by, and providing direction to, the Florida Department of Transportation (FDOT) and all organizations that are involved in planning and managing Florida's transportation system including statewide, regional, and local partners. The FTP fulfills the requirements established in Florida Statutes Title 26, Chapter 339.155, which details the FDOT's obligation to develop a statewide transportation planning process and the resulting planning document (the FTP).

The Policy Element of the FTP is the core of the document and provides guidance to state, regional, and local transportation partners in making transportation decisions. The FTP Policy Element includes seven (7) adopted goals and objectives to reach these goals, summarized in **Table 3**.

[5] Florida, Department of Transportation. "Florida Transportation Plan." 18 December 2019, http://floridatransportationplan.com.



Table 3. Florida Transportation Plan Goals and Objectives

Item	Goal	Objective
FTP1	Safety and Security	Provide transportation infrastructure and services to help prepare for, respond to, and recover from emergencies; Prevent transportation related fatalities and serious injuries; Reduce and mitigate transportation-related security risks; Reduce the number of crashes on the transportation system.
FTP2	Infrastructure	Meet or exceed industry, state, national, or international standards for infrastructure quality, condition, and performance for all modes of transportation; Optimize the functionality and efficiency of existing infrastructure and right-of-way; Adapt transportation infrastructure and technologies to meet changing customer needs; Increase the resiliency of infrastructure to risks, including extreme weather and other environmental conditions.
FTP3	Mobility	Reduce delays related to bottlenecks, gaps, and crashes and other incidents for all modes of Florida's transportation system; Increase the reliability of all modes of Florida's transportation system; Increase customer satisfaction with Florida's transportation system and regulatory processes for residents, visitors, and businesses; Increase the efficiency of the supply chain for freight moving to, from, and through Florida; Increase the efficiency and reasonableness of transportation-related regulatory processes.
FTP4	Transportation Choices	Increase the use of new mobility options and technologies such as shared, automated, and connected vehicles; Increase the share of person trips using public transportation and other alternatives to single occupancy motor vehicles; Increase the number of quality options for visitor travel to, from, and within Florida; Increase the number of quality options for moving freight to, from, and within Florida; Increase the efficiency and convenience of connecting between multiple modes of transportation.
FTP5	Economic Competitiveness	Provide transportation infrastructure and services to support job growth in transportation-dependent industries and clusters; Increase transportation connectivity between Florida's economic centers and regions; Increase transportation connectivity between Florida and global and national trading partners and visitor origin markets; Increase the number of skilled workers in Florida's transportation-related industries.
FTP6	Quality Places	Plan and develop transportation systems that reflect regional and community values, visions, and needs; Increase customer satisfaction with Florida's transportation system; Provide convenient, efficient accessibility to the transportation system for Florida's residents and visitors; Provide transportation solutions that contribute to improved public health.
FTP7	Environment and Energy	Plan and develop transportation systems and facilities in a manner that protects, and where feasible, restores the function and character of the natural environment and avoids or minimizes adverse environmental impacts; Decrease transportation-related air quality pollutants and greenhouse gas emissions; Increase the energy efficiency of transportation; Increase the diversity of transportation-related energy sources, with emphasis on cleaner and more efficient fuels.

2.4.2 Florida Strategic Highway Safety Plan (SHSP)

The Florida Strategic Highway Safety Plan (SHSP) [6] was developed as a part of the Florida Transportation Plan (FTP) Implementation Element to address highway safety and aligns with the FTP Vision Element and FTP Policy Element. The SHSP is a statewide, data-driven safety plan for all Florida's road users. The 2018 SHSP retains much of the state's 2016 five-year comprehensive roadway safety plan[7] for achieving Florida's vision of zero traffic-related fatalities. The SHSP Safety Emphasis Areas are listed in **Table 4**, along with the category of improvement identified by the SHSP: Engineering, Enforcement, Education, or Emergency Response. These are known as the "4Es" and represent the four primary disciplines of actions needed to work together for roadway safety.

Table 4. Florida Strategic Highway Safety Plan: Safety Emphasis Areas

Item	Topic	"4E" Improvement Tool
1	Lane Departures	Engineering
2	Impaired Driving	Enforcement
3	Pedestrians and Bicyclists	Education
4	Intersections	Engineering
5	Occupant Protection	Enforcement
6	Motorcyclists	Education
7	Aging Road Users	Education
8	Speeding and Aggressive Driving	Enforcement
9	Commercial Motor Vehicles	Enforcement
10	Teen Drivers	Education
11	Distracted Driving	Education
12	Work Zones	Engineering
12	Traffic Records and Information Systems*	Emergency Response

**Traffic records and information systems will be improved through overarching strategies, but is not considered one of the "4 Es" emphasis areas, but can be applied to Emergency Response.*

[6] Florida, Department of Transportation, "2018 Highway Safety Plan." 18 December 2019. https://fdotwww.blob.core.windows.net/sitefinity/docs/default-source/content/safety/3-grants/fl2018hsp.pdf?sfvrsn=d81b45ed_0.

[7] Florida, Department of Transportation, "Florida Strategic Safety Plan." 18 December 2019. https://fdotwww.blob.core.windows.net/sitefinity/docs/default-source/safety/safety/shsp2016/fdot_2016shsp_final.pdf?sfvrsn=3c118f35_0.

2.4.3 Florida Bicycle and Pedestrian Strategic Safety Plan (2017)

The Florida Pedestrian and Bicycle Strategic Safety Plan (PBSSP)[8] is the implementation element to the Florida Strategic Highway Safety Plan (SHSP), focused on programmatically improving pedestrian and bicycle safety. This framework focuses on reduction of fatalities and injuries on public roads involving bicycle and pedestrian users. The plan forecasts advanced data use for implementation of safety strategies and was developed with federal, state, local, and private-sector safety stakeholders, particularly Florida's Pedestrian and Bicycle Safety Coalition. **Table 5** summarizes emphasis areas and corresponding Goals, Objectives, and Strategies.

Table 5. Florida Bicycle and Pedestrian Strategic Plan: Emphasis Areas

Item	Emphasis Area	Goals, Objectives & Strategies
1	Data analysis, and evaluation	Collect, analyze, and report quality data to support and enhance transportation-related decision making in regards to walking and biking in Florida.
2	Law enforcement and Emergency services	Ensure the state and local safety of people walking and biking through combined enforcement and education efforts of all road users; enhance education of emergency responders regarding key injuring impacting pedestrian and bicycle traffic crash victims in an effort to improve medical response and reduce mortality.
3	Driver education, licensing, legislation, regulation and policy	Promote and enhance pedestrian and bicycle safety in driver training programs and licensing activities. Increase awareness by supporting legislation, regulations, and policies that clarify rights and responsibilities of users and support safe travel behavior. Coordinate with appropriate public and private agencies to support legislation, regulation, and policies that promote pedestrian and bicycle safety.
4	Highway and Traffic engineering	Drive the transportation planning and development process towards goal-oriented decision making that prioritizes the safety and accessibility of pedestrians and bicyclists from initial planning through the design, construction, and maintenance stages of all relevant state and local transportation projects.
5	Communication, outreach and education	Establish clear, consistent, and context-sensitive outreach, education, and communication elements that support engineering and enforcement efforts, increase awareness, improve compliance with traffic laws, and call communities to action.
6	Program management	Provide centralized program planning, initiation, and coordination promoting pedestrian and bicycle safety as a part of the comprehensive highway safety program.

[8] Florida, Department of Transportation, "Florida Pedestrian and Bicycle Strategic Safety Plan." 18 December 2019. https://www.alterttodayflorida.com/About%20US/FDOT_PBSSP%20Update%20Final_with%20data%20corrections.pdf.

2.4.4 Florida Greenways and Trails System Plan

The Florida Department of Environmental Protection (DEP) Office of Greenways and Trails developed the Florida Greenways and Trails System Plan.[9] Florida Statutes §375.031(1) gives responsibility to DEP to develop and execute a comprehensive, multipurpose outdoor recreation plan. This plan outlines the vision for the state's Greenways and Trails System, both on land and water. It defines the role of the system in advancing Florida's economy, tourism, public health, transportation choices, recreation, conservation and quality of life. Trails and greenways are increasingly important in transportation planning and development. Because of Florida's large population and year-round tourism industry, it is important to provide a practical and accessible means for bicyclists and pedestrians to safely travel through and between communities. While trails have long been known for their recreational benefits, they are now an increasingly critical component of bicycle and pedestrian facilities within multimodal transportation systems.

The Florida Legislature gave the responsibility to the DEP to develop and execute a comprehensive, multipurpose outdoor recreation plan with the assistance of other public recreation land managers. The Statewide Comprehensive Outdoor Recreation Plan is the state's official document regarding outdoor recreation planning. The Statewide Comprehensive Outdoor Recreation Plan helps coordinate Florida's outdoor recreation planning efforts and guides the development of a diverse, balanced system of lands, programs, facilities and opportunities. The intent of the 5-year plan is to promote active and healthy lifestyles in the outdoors; promote trails, trail connectivity, and the safety of trail users; and promote the economic benefits of outdoor recreation and ecotourism in Florida. **Table 6** summarizes the broad objectives of the plan.

Table 6. Florida Greenways and Trails System Plan

Item	Objectives
FGT1	Delineate regional systems.
FGT2	Strategic investment of resources to advance system completion.
FGT3	Promote and market the Florida Greenways and Trails System to residents and visitors.
FGT4	Establish partnerships and engage stakeholders.

[9] Florida, Department of Environmental Protection, Florida Greenways and Trails System Plan and Maps, 18 December 2019. https://floridadep.gov/parks/ogt/content/florida-greenways-and-trails-system-plan-and-maps.

2.4.5 Florida Intelligent Transportation Systems (ITS) Strategic Plan

FDOT has established the Florida Intelligent Transportation Systems Strategic Plan (October 2014)[10] with a mission to enhance the safety, efficiency, and reliability of Florida's transportation system. The purpose of the ITS Strategic Plan is to provide statewide direction and guidance for the FDOT, Florida's Metropolitan Planning Organizations, and local governments in planning, programming, and implementing integrated multi-modal ITS elements to maximize the safety and efficiency of Florida's Transportation System. The plan is based on the implementation of a ten-year ITS Cost Feasible Plan. The broad objectives of Florida's ITS Strategic Plan are summarized in **Table 7**:

Table 7. Florida Intelligent Transportation System Strategic Plan

Item	Objectives
ITS1	Promote a safer and more secure transportation system for residents, businesses, and visitors.
ITS2	Promote an enriched quality of life and responsible environmental stewardship.
ITS3	Promote adequate and cost-efficient maintenance and preservation of Florida's transportation assets.
ITS4	Promote a stronger economy through enhanced mobility for people and freight.
ITS5	Promote sustainable transportation investments for Florida's future.

2.4.6 FDOT Planning Emphasis Areas

Consistent with the federal planning factors, FHWA, FTA, and FDOT periodically issue Planning Emphasis Areas (PEAs) in order to encourage transportation planning agencies to give priority to particular issues in the Unified Planning Work Programs (UPWP). MPOs are encouraged to consider the PEAs in modal planning for future system improvements. This may include addressing the PEAs in the LRTP. FDOT provides Planning Emphasis Area guidance on the PEAs that are encouraged to be incorporated (or given priority and emphasis) in the UPWP. [11]

The FDOT Office of Policy Planning develops Planning Emphasis Areas on a two-year cycle in coordination with the development of Metropolitan Planning Organizations' respective unified planning work programs. Emphasis areas set planning priorities, support the Florida Transportation Plan, and give importance to topic areas which MPOs are encouraged to address as they develop their planning programs. Implementation of the seven goals of the Florida Transportation Plan requires embracing innovation; extensive collaboration across jurisdictions, modes, and disciplines; an emphasis on customer service; data and performance feedback; and strategic investments for the

[10] Florida, Department of Transportation, Traffic Engineering and Operations Office, 18 December 2019, https://www.fdot.gov/traffic/ITS/Projects-Deploy/Strategic-Plan.shtm.

[11] *Florida, Department of Transportation, Office of Policy Planning. "MPO Program Management Handbook". Section 4.4. 6 November 2019.* http://www.fdot.gov/planning/Policy/metrosupport/Resources/Florida%20Planning%20Emphasis%20Areas%202018%20Final.pdf.

efficient and effective allocation of resources. The 2019 and 2020 Planning Emphasis Areas are summarized in **Table 8**, followed by additional discussion of the emphasis areas.

Table 8. 2019 and 2020 State Planning Factors – FDOT Planning Emphasis Areas

Item	2019 Emphasis Area	Strategy
SP1	Rural Transportation Planning	Plan for and coordinate with rural governmental entities both within their planning boundaries as well as those areas outside of the current boundaries that are impacted by transportation movements between regions.
SP2	Transportation Performance Measures	The rules established national performance measures. State DOTs and MPOs must establish targets for each measure. Planning documents will identify the strategies and investments used to reach the targets. A system performance report will also be required to be included in the LRTPs.
SP3	Automated / Connected / Electric / Shared-Use Vehicles (ACES)*	MPOs need to determine how best to address the challenges and opportunities presented to them by ACES vehicles. [note: see also, Emerging Issues – Mobility on Demand]
Item	**2020 Emphasis Area**	**Strategy**
SP1	Safety	MPOs will report on and monitor their progress against their adopted safety performance measures to achieve Federal safety and FDOT Vision Zero goals. 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.
SP2	System Connectivity	Emphasize connectivity within the MPO boundary to serve the unique needs of their urban and non-urban jurisdictions; consider connectivity beyond their boundaries; and include multimodal linkages that are supportive of both passengers and freight.
SP3	Resilience	Improve the resilience and reliability of the transportation system and mitigate stormwater impacts of surface transportation.
SP4	ACES*	MPOs need to determine how best to address the challenges and opportunities presented to them by ACES vehicles.

** ACES is a Planning Emphasis Area in 2019 and 2020.*

2.4.6.1 Rural Transportation Planning (2019)

MAP-21 defined the structure and responsibilities of designated regional transportation planning organizations in federal regulations for the first time. Florida Statutes include several provisions that require coordination with local governments including those in rural areas. Some rural communities in Florida face significant development pressures and need transportation investments to handle growing populations and economic activities. Others simply struggle to maintain their existing transportation system and with providing services to a spread-out community. MPOs are encouraged to plan for and coordinate with rural governmental entities both within their planning boundaries as

well as those areas outside of the current boundaries that are impacted by transportation movements between regions.

2.4.6.2 Transportation Performance Measures (2019)

FHWA has finalized six (6) interrelated performance rules to implement the transportation performance measures framework established by MAP-21 and the FAST Act. Collectively, the rules address challenges facing the transportation system, including: improving safety, maintaining the condition of the infrastructure, reducing traffic congestions, improving the efficiency of the system and freight movement, protecting the environment, and reducing delays in project delivery. The rules established national performance measures. State DOTs and MPOs must establish targets for each measure. Planning documents will identify the strategies and investments used to reach the targets. Progress towards meeting the targets will be reported through new and existing mechanisms. MPOs need to account in their UPWP for the effort necessary to satisfy the federal requirements. As MPOs and the state DOTs venture into this first round of target setting and adopting performance measures into our planning products, more emphasis will be placed on this topic area. The cooperative efforts of the MPOs and state DOT to ensure this new planning tool will be effective and well-coordinated, will need to be shown in the upcoming UPWPs.

2.4.6.3 ACES (Automated/Connected/Electric/Shared-use) Vehicles (2019 and 2020)

The Federal Highway Administration's website summarizes the disruptive change transportation is undergoing due to new technology and institutions, such as shared mobility firms. Despite the unpredictability of the transportation landscape, planners are under pressure to develop long-range, performance-oriented policies, plans, and investment decisions.

Adopting and supporting innovative technologies and business practices supports all seven (7) goals of the Florida Transportation Plan and the federal planning factors found in the FAST Act. ACES may lead to 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.

The FDOT Office of Policy Planning recently issued guidance for Florida's MPOs as they begin to update their LRTPs to include consideration of ACES in the planning process. The guidance may be a catalyst to spark consideration for the MPOs in regard to how ACES can and will be deployed and how it will affect their communities. The guidance provides a framework that MPOs can use within their overall planning that can be incorporated into the update of their LRTPs.

This guidance provides a range of potential fleet mix scenarios to help MPOs understand the likely contributions of different technologies and vehicle types on planning issues, including road design, VMT, parking, transit, urban form, transportation funding sources and safety. This guidance also includes illustrations on which vehicle types are associated with different impacts.

The following is recommended policy language for the 2045 Bay County LRTP development per the November 29, 2018 report completed by the Florida Department of Transportation and Florida State University Department of Urban & Regional Planning.[12]

> *As autonomous vehicle technology continues to advance, it is anticipated that changes in land use and transportation will require regulatory preparation and policy reevaluation. Public transit infrastructure will require changes to accommodate autonomous vehicles. Infrastructure improvements could include: fixed guide ways, clear signage, well-maintained roadways, curb adjustments (for ADA considerations), etc. These changes will improve the safety and efficiency of autonomous vehicles. Safety standards will need to be established and monitored related to personal and vehicle safety and cybersecurity. Coordination between transit agencies and MPOs is essential for efficient adoption. Autonomous transit will allow for increased transit ridership leading to a reduction in parking demand and higher density in urban centers. Coordination between land use planning and transportation planning will be necessary as these changes occur.*

2.4.6.4 Safety (2020)

Safety is a priority on federal and state levels, as a planning factor of the FAST Act and as a stated goal within the Florida Transportation Plan. Since MPOs report on and monitor their progress against their adopted safety performance measures, they need to account for the necessary effort needed to meet federal and state requirements.

2.4.6.5 System Connectivity (2020)

Similar to Safety, System Connectivity is a concept emphasized on both federal and state levels. A connected system is likely to be more cost-effective and able to better address natural and man-made constraints. MPOs should coordinate with member jurisdictions to identify connectivity needs with an understanding of land use impacts. They should also consider connectivity beyond their own MPO boundaries and emphasize connectivity on facilities that link to other metropolitan and non-urban areas. Finally, MPOs should include multimodal linkages that support passenger and freight movements.

2.4.6.6 Resilience (2020)

Resilience is the ability to adapt to changing conditions, as well as being able to prepare for, withstand, and recover from disruption. MPOs should coordinate with agency partners responsible for natural disaster risk reduction, or those who may be developing local resilience planning initiatives.

[12] Smith, D., M. Anderson, G. Gordon, C. Ibarra, J. Osbun, R. L. Shelly, R. Wener, J. Crute, J. Jones, and A. Qureshi." *MPO Policy and Planning Guidance for Transit Applications of Automated Vehicles."* Florida Department of Transportation and Florida State University Department of Urban & Regional Planning. 28 Nov 2018.

MPOs should also consider costs associated with reducing vulnerability of existing transportation infrastructure. This allows for more realistic and cost-effective planning documents.

2.4.7 FDOT Shared Use Non-Motorized (SUN) Trail

Furthering the state's commitment to improving mobility, the Florida Legislature passed measures in 2014 and 2015 to fund the development of multi-use trails. Specifically, Florida Statutes §339.81 established the Shared-Use Non-Motorized (SUN) Trail program. Administered by FDOT, the SUN Trail program provides funding for the development of a statewide system of paved multi-use trails for bicyclists and pedestrians. The SUN Trail network is the paved component of the Florida Greenways and Trails Priority System.

Through a two-tier funding structure, FDOT advances the establishment of the trail system by programming the recurring $25 million allocation to close gaps and complete trails within the Greenways and Trails Priority System. Local sponsors or agencies must secure funding for trailheads, restrooms, and other amenities. SUN Trail funded projects will improve intermodal connectors by closing gaps in the statewide paved trail system to increase the reliability of Florida's transportation system. Broad goals are derived from the Program Selection Criteria [13] and are summarized in **Table 9.**

Table 9. FDOT Shared Use Non-Motorized (SUN) Trail

Item	Objectives
SUN1	Enhance the safety of bicyclists, pedestrians, and motorists.
SUN2	Provide trails of regional, state, and national importance.
SUN3	Leverage funding.
SUN4	Blend transportation modes by completing, improving, or enhancing existing facilities to improve mobility.
SUN5	Enhance quality of life, enhance economic opportunities, and provide connectivity to destinations.
SUN6	Facilitate a system of interconnected trails.

2.5 Regional and Local Planning Efforts

While not specifically required by federal or state direction, regional and local planning documents were examined to evaluate policy goals and objectives that have direct relevance to the transportation system. Most plans focused on quality of life, connectivity, land use, transit, and

[13] Florida, Department of Transportation, Systems Implementation Office, Shared-Use Nonmotorized (SUN) Trail Program, 18 December 2019, http://floridasuntrail.com/.

economic development improvements based on needs identified through cooperation with the public and other stakeholders. These are further summarized in the following sections.

2.5.1 Bay County Comprehensive Plan

The Bay County Comprehensive Plan contains the goals, objectives, and polices representing the adopted growth management strategies to guide future development within the county. There are also strategies to promote economic development, provide open space and recreational opportunities, conserve and protect environmental resources, and insure the adequate provision of utilities and infrastructure. The Bay County Comprehensive Plan was last updated in 2009.

The Transportation Element of the Comprehensive Plan contains both a section for goals and a vision statement. The goals are to:

- provide for a safe, convenient and efficient transportation system
- promote the purpose and intent of the "Florida Transportation Code"
- provide for efficient and effective coordination between transportation planning and land use planning; to promote access management on major thoroughfares
- preserve the functional integrity of the State and County Highway and Road Systems
- establish and maintain level of service standards
- effect improvements to the road and highway network
- establish and maintain regulations governing rights-of-way use, parking, and related activities
- improve the appearance of major routes into and out of the County
- prevent the creation of airport and landing field hazards and land use conflicts
- promote a safe and convenient system for the movement of pedestrians and bicycles
- promote and further the laws of the State relative to the transportation system.

The vision statement of the Transportation Element states that Bay County will develop safe, efficient and effective transportation infrastructure that promotes economic development and enhances the environment, quality of life, and aesthetics.

Objectives of the Transportation Element are listed in **Table 10**.

Table 10 Bay County Comprehensive Plan Transportation Element Objectives

Item	Objectives
Objective 4.1	Specifically identify those transportation systems that will be addressed in this element.
Objective 4.2	Identify and designate types of public roads and highways. All roads which are open and available for use by the public and dedicated to the public use, according to law, by prescription, or maintenance are hereby declared to be, and are established as, public roads.
Objective 4.3	Maintain a functional classification system for roads and highways in Bay County, which can be linked to the development of land adjacent to such roads.
Objective 4.4	Establish access control corridors to provide safe and convenient movement to and from the Urban Service Area so as to enhance managed growth and the overall development of commerce in Bay County.
Objective 4.5	Promote the use of alternate routes to the beaches by allowing limited commercial and institutional land uses at the intersections of state roads in the Rural Service Area.
Objective 4.6	Maintain a process that will identify, schedule, fund, and cause to have built major road and highway improvement projects.
Objective 4.7	Maintain standards and criteria for the regulation of the design, construction, and maintenance of roads in the County Road System.
Objective 4.8	Establish and maintain level of service (LOS) standards for concurrency management purposes, and for determining when roadway improvements may be warranted.
Objective 4.9	Improve the appearance of "Tourist Corridors" on, and leading to, the beach.
Objective 4.10	Assist and support efforts by DCA toward improving major State highway access to and exit from Bay County to provide more effective and efficient transportation movement and hurricane evacuation.
Objective 4.11	Coordinate with FDOT to promote the further development of air routes and airport facilities so as to stimulate and promote aviation commerce.
Objective 4.12	Eliminate incompatible land uses and prohibit airport hazards in the vicinity of airports and landing fields.
Objective 4.13	Control and restrict the siting of airports and landing fields so as to minimize potential aircraft hazards.
Objective 4.14	County will work through the TPO to implement and maintain recommendations and projects set forth in the Panama City Metropolitan Organization Bicycle/Pedestrian Plan.
Objective 4.15	Establish priorities for the location of bicycle/ pedestrian facilities in accordance with the guidelines of the Panama City TPO Bicycle/Pedestrian Plan.
Objective 4.16	Participate in the provision of public transportation.

To incorporate these goals and vision into Bay County, the Comprehensive Plan provides general strategies and objectives.

- Identify and assign operational responsibility for the various roads and highways in Bay County.
- Classify roadways according to function so as to define operational characteristics.
- Work through the Transportation Planning Organization (TPO) to identify needed transportation infrastructure improvements.
- Establish and maintain regulations to control access onto roadways, driveway spacing, right-of-way use, parking and other related activities necessary to preserve the functional integrity of the roadway system.
- Maintain level of service standards for concurrency purposes.
- Improve the appearance of designated "Tourist Corridors" through rigorous code enforcement, landscaping and highway beautification programs.
- Establish and maintain regulations to prevent the creation of airport hazards and land use conflicts.
- Prepare plans and implement programs to support alternative transportation systems including the installation of sidewalks, pedestrian paths, and bike lane/paths based on demonstrated needs in the Urban Service Area.

The Future Land Use Element of the Comprehensive Plan includes a section on Best Transportation Practices. These include:

- Design the street network with multiple connections and relatively direct routes.
- Space through-streets no more than a half mile apart or the equivalent route density in a curvilinear network.
- Use traffic calming measures liberally.
- Keep speeds on local streets down to 20 mph.
- Keep speeds on arterials and collectors down to 35 mph (at least inside communities).
- Keep all streets as narrow as possible and never more than four traffic lanes wide.
- Align streets to give buildings energy-efficient orientations.
- Avoid using traffic signals wherever possible and always space them for good traffic progression.
- Provide networks for pedestrians and bicyclists as good as the network for motorists.
- Provide pedestrians and bicyclists with shortcuts and alternatives to travel along high-volume streets.
- Incorporate transit-oriented design features.
- Establish Travel Demand Management (TDM) programs for local employees.

Additionally, the Bay County Comprehensive Plan includes an element regarding the Bay-Walton Sector Plan. This plan will be discussed further in depth in Section 2.5.8.

2.5.2 Bay County Bicycle Pedestrian Master Plan

The 2011 Bay County Bicycle Pedestrian Master Plan serves as the second update to the County's original Bicycle & Pedestrian Plan developed in 2006. The goals of the plan include:

- Create safe, convenient, and connected routes to all destinations and between land uses for bicyclists and walkers.
- Encourage bicycle and pedestrian travel as viable transportation modes.
- Reduce bicycle/pedestrian crashes through education and enforcement.
- Maintain a current Bicycle and Pedestrian Plan.
- No increase in vehicle miles of travel (VMT) within the TPO area even with increasing population.

While the original 2006 Plan focused on establishing the goals, objectives, and policies that improve non-motorized transportation and ensure it remains a viable transportation option in the County, including the development of Complete Streets, the 2011 Plan was expanded to include specific bicycle and pedestrian improvement projects and prioritizing them for construction. Improvements include bicycle lanes, sidewalks, off-road facilities, paved shoulders, lane restriping, and road diets, which were prioritized into five tiers. New projects were identified using existing versus target bicycle and pedestrian level of service scores.

Prioritization was based on a benefit-cost analysis using:

- existing conditions (including bicycle and pedestrian level of service scores)
- latent demand based on existing land uses and destinations
- existing multi-modal plans
- previously identified priority projects, public input, and construction cost

Existing plans that were considered in the development of the Bay County Bicycle Pedestrian Master Plan include the TPO's Congestion Management Process Plan, the City of Panama City's Forest Park District Mobility Plan, and the City of Panama City Beach's Front Beach Road Community Redevelopment Plan. In total, the Plan identifies $31 million in bicycle projects, and $115 million in pedestrian projects. The Plan also identifies more focused studies related to bicycle and pedestrian planning, including detailed corridor studies of high priority connections, wayfinding/signage plans, bicycle parking plans, and bicycle and pedestrian safety countermeasures based on detailed crash analyses.

The Plan's first tier projects was intended to develop the TPO's prioritized project list. In October 2013, the Bicycle/Pedestrian prioritized project list was amended to include additional projects and revised rankings as identified by the efforts of the CAC/TCC subcommittee and staff recommended scoring and approved by the Board.

2.5.3 Bay County Joint Land Use Study

Bay County coordinated with Tyndall Air Force Base to create a Joint Land Use Study (JLUS) in November 2009. Military bases are critical to local, regional, and state economies in Florida, since they create thousands of jobs and provide both direct and indirect economic activity. The JLUS is intended to mitigate both existing and anticipated encroachment issues with improved coordination efforts among Bay County, the Naval Support Activity Panama City (NSA PC), the city of Panama City, and the city of Panama City Beach. This coordination is important as communities continue to grow and develop in response to demands in the market, and this development also begins to expand around military installations and the areas that they operate in. This creates land use and compatibility issues between the two entities. Encroachment can have negative impacts on safety and the economic development of a community, as well as the sustainability of military activities and readiness.

The JLUS lists 24 compatibility factors used to identify and confirm local issues between the Tyndall Air Force Base and the surrounding communities. Number 24 of the compatibility factors is Ground Transportation Capacity. Ground Transportation Capacity is related to the capacity of existing freeways, highways, arterials, and local roads to provide adequate mobility and access among military installations and their surrounding communities. Rural roads once used for limited purposes change as urban development grows. These roads become main transportation corridors for access to military bases, and function as urban major arterial roadways.

Thomas Drive is in an example of this change. Thomas Drive is commonly used as a north-south access route to popular tourism destinations in Panama City Beach, seasonal beach traffic creates congestion at high travel times during the day. This is an issue since the main access point to NSA PC is also on Thomas Drive.

2.5.4 Bay County Strategic Plan

The Bay County Strategic Plan 2018-2022 is a roadmap for achieving Bay County governments adopted goals while also offering transparent accountability to the public through meaningful report metrics. The strategic plan serves as a guide for the County manager and staff in preparation of the annual budget and all processes for delivering high levels of service to the residents of the County.

The strategic plan is a framework for critically evaluating and measuring Bay County's performance over time by both those who make policy and the public.

The enduring goals of the Bay County Strategic Plan are:

- Ensure a safe county
- Deliver effectively the services that county residents need, want, and are willing to support
- Maintain a family friendly community where citizens and visitors can find and afford the values, services, and lifestyles they seek
- Maintain effective stewardship of Bay County's significant natural resources
- Build and maintain a healthy business climate

This strategic plan is divided into different sections based on departments, divisions, and offices of the Bay County government. The Engineering Division action items include promoting efficient transportation systems with safe streets and multimodal transportation alternatives, updating the Bay County Transportation Master Plan, and developing community-oriented stormwater improvement projects that create a more sustainable and attractive community while improving and protecting their watershed. Tasks under promoting efficient transportation systems include ensuring streets, sidewalks, and public transportation provide an accessible means of travel for the disabled and the community as a whole. The tasks also include a system of urban bicycle/pedestrian facilities connecting to anchor destinations.

The Bay County Strategic Plan 2018-2022 focuses on safety, economic vitality, and the environment throughout the document. The references to transportation focus on efficiency, safety, multimodal alternatives, and accessibility.

2.5.5 Bay County Transportation Disadvantaged Service Plan

The Bay County Transportation Disadvantaged Service Plan (TDSP) addresses the needs of the elderly, disabled, and/or economically disadvantaged people in Bay County, and reflects a careful review of various data, travel patterns, policies, agency responsibilities, and funding to define a five-year detailed implementation plan to help meet those needs. Comprised of three parts, a Development Plan, a Service Plan, and a Quality Assurance section, the TDSP identifies long-term goals and objectives to address the needs and gaps of local transportation for the disadvantaged.

Chapter 427.011(1) of the Florida Statutes defines Transportation Disadvantaged (TD) persons as: "Those persons who because of physical or mental disability, income status, or age are unable to transport themselves or to purchase transportation and are, therefore, dependent upon others to

obtain access to health care, employment, education, shopping, social activities, or children who are handicapped or high-risk or at risk as defined in s. 411.202."

The TDSP maintains consistency with other Plans, such as local government Comprehensive Plans, Regional Policy Plans, and Transit Development Plans, and highlight the areas where public transportation is addressed.

The goals of the TDSP are as follows:

- Ensure availability of transportation services to the Transportation Disadvantaged
- Ensure cost-effective and efficient transportation services
- Ensure quality of service provided to the Transportation Disadvantaged
- Ensure necessary funding to support the program
- Ensure program accountability

Objectives to the goals in the TDSP can be categorized as continuous, immediate, or future actions that have to be taken toward achieving the goals above. While the Community Transportation Coordinators (CTCs) are meant to implement the objectives and strategies set forth for the TDSP to achieve these goals, they are still consistent with the multimodal and accessibility standards and needs set forth by the FAST Act and should be considered in the LRTP. **Table 11** lists TDSP objectives.

Table 11. Bay County TDSP Objectives

Item	Objectives
Objective 1.1	Stabilize trip numbers at maintainable levels. (Continuous)
Objective 1.2	Increase passenger and general public awareness of Transportation Services. (Continuous)
Objective 1.3	Increase transit service, whenever possible. (Immediate)
Objective 2.1	Improve cost efficiency in service delivery. (Continuous)
Objective 2.2	Transfer appropriate paratransit riders to transit with a goal of 60 per year. (Continuous)
Objective 3.1	Excel in courteous and respectful customer relations. (Continuous)
Objective 3.2	Increase customer awareness of transportation policies and procedures.
Objective 3.3	Minimize customer travel and wait time. (Continuous)
Objective 3.4	Maintain customer relations with agency customers that we provide with transportation services. (Continuous)
Objective 4.1	Seek funds to adequately satisfy Operational needs. (Continuous)
Objective 4.2	Increase funds to provide more trips.
Objective 5.1	Maintain standards per Rule 41-2. (See Service Standards)
Objective 5.2	Retain favorable findings in TD Commission Quality Assurance Review.
Objective 5.3	Compile and report required program evaluation data. (Continuous)

2.5.6 Bay County RESTORE Act Multi-Year Implementation Plan

The purpose of the Bay County RESTORE Act Multi-Year Implementation Plan is to guide the RESTORE Act Advisory Committee in selecting projects for funding through the Gulf Coast Restoration Trust Fund. The Plan contains goals, objectives, and policies to direct the Committee and Boards, and has elements for economic development, job creation, the environment, and public infrastructure.

The overall goal of the Bay County RESTORE document is to use RESTORE funds to enhance economic development, job creation, the environment, and public infrastructure to improve the quality of life and environment for Bay County residents and visitors. After this overall goal, there are smaller goals to be achieved that are representative of the elements for economic development, job creation, the environment, and public infrastructure. These smaller goals are:

- Support the long-term viability, diversity, and sustainability of the economy of Bay County.
- Ensure that the quality of environmental resources of the Gulf and St. Andrew Bay and its system is maintained or improved.
- Provide the public infrastructure necessary to protect and enhance the environment, strengthen and diversity the economy, and improve the quality of life for residents and visitors.

Objective 1.7 is to support recreation (including improved beach and water access), public transportation (including bike lanes), and opportunities for wage improvements that enhance the quality of life of Bay County residents and visitors. Many of the objectives also focus on the economy and tourism in the region.

2.5.7 Bay County Long-Term Recovery Plan

The Bay County Long-Term Recovery Plan (LTRP) was established in July 2019 to address the aftermath of Hurricane Michael in October 2018. The Bay County Long-Term Recovery Task Force was created in the immediate aftermath of Hurricane Michael to begin immediate response and recovery efforts. There are nine (9) elected officials in the Task Force, including Bay County, Bay County School District, and each of the municipalities.

The Bay County LTRP was developed in adherence to the FEMA National Disaster Recovery Framework (NDRF) and is ready for immediate implementation. Implementation includes finding funding for the critical needs in Bay County and its residing municipalities. The major objective of the Plan is to present a path to recovery and rebuilding that invests in the community, and will be used as a tool to tie together federal, state, and local recovery efforts in tandem with the resources of the private and non-profit organizations.

Focusing on different elements of Bay County to rebuild and recovery, infrastructure was one of the elements to focus on. Community infrastructure destroyed and severely damaged included key infrastructure, such as public buildings, roads, bridges, stormwater facilities, telecommunications, energy, water, and wastewater services. Bay County owns and maintains over 199 miles of unpaved roads in addition to the paved roadways in the County.

2.5.8 Bay-Walton Sector Plan

The Bay-Walton Sector Plan, developed for the St. Joe Company, focuses on 110,500 acres of land use development in Bay County and Walton County. Of the 110,500 acres of land, 97.216, or 88%, is in Bay County. The purpose of the plan is to establish a long term land use framework on the acres of land St. Joe Company has, which at build out will accomplish the following:

1. Add a significant active adult community component and provide the amenities, recreation, entertainment and medical facilities required for a successful active adult community. It is anticipated that the active adult component will include a range of age-restricted, age-targeted, and age-qualified subcomponents that will meet a wide range of anticipated consumer demand.
2. Connect the Northwest Florida Beaches International Airport and its surrounding commercial properties with Bay County and Walton County for a well-planned and cohesive development.
3. Provide the uses needed by working families serving the airport commerce area and the active adult communities.
4. Through policies, establish urban form planning concepts for walkable communities that encourage multiple transportation modes including walking, biking and golf carts.
5. Maintain commitment to economic development efforts around NW Florida Beaches International Airport.
6. Coordinate and facilitate the planning of regional infrastructure like the West Bay Parkway.
7. Create a regionally significant water-shed level environmental framework that contains 53,229 acres or 48 percent of a series of well-connected conservation and preservation areas.
8. Facilitate a regionally significant trail network of at least 100 miles that will connect to an existing network of trails.

As part of the Transportation Analysis Summary, the sector plan establishes the policy guidance for the development of the plan including linking land use and transportation, requiring a mixed-use and compact development pattern and encouraging multiple modes of transportation. Planned transportation projects are provided. Bay County's Comprehensive Plan: Chapter 12 focuses on the Bay-Walton Sector Plan Element. The goal of this element in relation to the sector plan are:

- Emphasize urban form
- Protect regionally significant resources and facilities

- Mitigate impacts to these resources and facilities
- Ensure intergovernmental coordination
- Address extra-jurisdictional impacts
- Limit urban sprawl
- Protect wildlife and natural systems
- Advance the efficient use of land and other resources
- Create quality communities and jobs

As a way to discourage urban sprawl, as well as promote walkability and connected communities, the Bay-Walton Sector Plan proposes an extensive network of multi-use paths connecting the planned centers and neighborhoods, as well as including a mixture of land uses in the districts and other strategies . Additionally, as a method of water and energy conservation, the Bay-Walton Sector Plan requires conservation of water and other resources and encourages uses of other transportation modes to minimize automobile use.

2.5.9 Comprehensive Economic Development Strategy

The 2018-2022 Comprehensive Economic Development Strategy (CEDS)[14] is a five-year strategy to guide activity and investment to support economic growth in the ECRC region (Escambia, Santa Rosa, Okaloosa, Walton, Holmes, Washington, and Bay counties), which is designated as an Economic Development District by the U.S. Economic Development Administration.

While not a federal or state requirement to incorporate the CEDS into the LRTP, there are notable aspects of the CEDS that integrate with the LRTP. As such, it is included as a source for regional planning factors.

The current CEDS follows the Florida Chamber Foundation's Six Pillars™ framework with two (2) additional pillars added in response to the local needs of our region: (1) Talent Supply & Education; (2) Innovation & Economic Development; (3) Infrastructure & Growth Leadership; (4) Business Climate & Competitiveness; (5) Civic & Governance Systems; (6) Quality of Life & Quality Places; (7) Environmental Quality, Protection, and Resilience; and (8) Housing. The Planning Factors and Goals of the CEDS are summarized in **Table 12**.

[14] Florida, Emerald Coast Regional Council. Comprehensive Economic Development Strategy (CEDS). 18 December 2019. https://www.ecrc.org/programs/community_and_economic_development/economic_development/comprehensive_economic_development_strategy_(ceds).php

Table 12 Comprehensive Economic Development Strategy

Item	Planning Factors	Strategy
CEDS1	Talent Supply & Education	Connect the talent of West Florida to key industry clusters and ensure a dynamic and diverse workforce for new and growing businesses.
CEDS2	Innovation & Economic Development	Foster robust entrepreneurship and innovation ecosystems to drive future economic growth.
CEDS3	Infrastructure & Growth Leadership[15]	Ensure West Florida's economic infrastructure is state-of-the-art and connects communities in every part of the region.
CEDS4	Business Climate & Competitiveness	Strengthen the region's economy through targeted recruitment of new businesses and supporting existing business expansions.
CEDS5	Civic & Governance Systems	Support and sustain statewide and regional partnership to accomplish Florida's economic and quality of life.
CEDS6	Quality of Life & Quality Places	Make West Florida a place appealing to existing residents and visitors as well as to a new generation of talented and creative individuals and companies.
CEDS7	Environmental Quality, Protection, and Resilience [16]	Consider resource protection and sustainability as economic imperatives, and incorporate expertise of advocates and practitioners into planning for the future.
CEDS8	Housing	Provide homeownership opportunities and housing variety to meet regional needs.

2.5.10 Northwest Florida Transportation Corridor Authority

The Northwest Florida Transportation Corridor Authority Master Plan[17] was adopted in 2013 with subsequent amendments. Established by the Florida State Legislature in 2005, the Northwest Florida Transportation Corridor Authority (NFTCA) was created to serve as a regional transportation authority tasked with improving mobility in Northwest Florida. The general area of responsibility geographically spans eight (8) counties including Escambia, Santa Rosa, Okaloosa, Walton, Bay, Gulf, Franklin and Wakulla Counties. The mission is to improve mobility, promote economic development, enhance traveler safety, identify and develop hurricane evacuation routes, and implement transportation projects to alleviate traffic. NFTCA goals and objectives are defined in Florida Statute §343.82, and are summarized in **Table 13**.

[15] Note: this topic includes Key Strategies: (1) Plan, advocate for, and create modern infrastructure with regional economic impact; and (2) Promote sound planning principles to create efficient transportation systems.

[16] Note: This topic includes three (3) Key Strategies (1) Encourage sustainable and efficient transportation systems through support of alternative fuel vehicles; (2) Support capabilities for disaster resilience in communities; and (3) Promote restoration, enhancement, and utilization of the region's waterways and greenways as a catalyst for economic development and improved quality of life. It includes coordination with the Florida Division of Emergency Management Hurricane Loss Mitigation Program, and the West Florida Local Emergency Planning Committee.

[17] Florida, Northwest Florida Transportation Corridor Authority. 18 December 2019. http://www.ftc.state.fl.us/documents/Presentations/Northwest_Florida_Transportation_Corridor_Authority_(7-25-07).pdf.

Table 13. Northwest Florida Transportation Corridor Authority Master Plan

Item	Planning Factors	Goals and Objectives
NFTCA1	Support of Regional Plans / Projects	Identify areas of the region where mobility, traffic safety, and efficient hurricane evacuation need to be improved.
NFTCA2	Economic Development	Evaluate the economic development potential of the region and consider strategies to develop that potential.
NFTCA3	Regional Partnerships	Develop methods of building partnerships with local governments, other state and federal entities, the private sector business community, and the public in support of improvements.
NFTCA4	Projects	Identify projects that will accomplish these goals and objectives.

2.5.11 Callaway Comprehensive Plan

The City of Callaway's 2025 Comprehensive Plan[18] was implemented by the city in 2009 in order to fulfill the following purposes:

- Encourage a stable and enduring economic base.
- Preserve the natural, cultural, and historic assets of Callaway.
- Promote sustainable development.
- Provide a strong, safe, and healthy environment for the city's residents.

The Comprehensive Plan outlines the goals the city has for development by assigning them to the following planning elements - Future Land Use, Transportation, Housing, Recreation and Open Space, Infrastructure, Conservation, Coastal Management, Intergovernmental Coordination, Capital Improvements, and Public School Facilities. Each element's goal is subsequently broken down into objectives that will help the city of Callaway achieve that goal, and specific policies are outlined that will be used to meet the objectives. Additionally, the Plan contains the Future Land Use Map Series.

The Future Land Use Element promotes the mixed land use future land use category that places emphasis on efficient transportation networks, clustering development, and protecting the environment. The City of Callaway states that the clustered design will increase pedestrian accessibility and will use native vegetation, and implement energy efficient technologies. The goal of the Future Land Use Element is to "Provide the resources and regulations necessary to protect property rights, health, safety and welfare of the citizens of Callaway while enabling continued growth through a defined and predictable pattern of land use which has the requisite infrastructure."

The City of Callaway designated the Transportation Element with the goal to "Provide a safe and efficient transportation system to accommodate current and future land use patterns and to maintain

[18] Florida, City of Calloway, "Comprehensive Plan" 18 December 2019. https://www.cityofcallaway.com/148/Comprehensive-Plan.

an adopted traffic circulation level of service standard." The city intends to achieve this goal with the following objectives of the Transportation Element, as listed in **Table 14.**

Table 14. Callaway Comprehensive Plan Transportation Element Objectives

Item	Objectives
Objective 1	Establish level of service (LOS) standards to be used in the processing of development and redevelopment orders in accordance with applicable land development regulations and concurrency requirements.
Objective 2	Establish a procedure to protect existing and future rights-of-way for building encroachment.
Objective 3	Traffic circulation and planning will be coordinated with the future land uses shown on the Future Land Use Map, DOT's five-year transportation plan, and plans of adjoining jurisdictions.
Objective 4	Coordinate the traffic circulation system with the plans and programs of the Metropolitan Planning Organization (MPO) and DOT's five-year transportation plan.
Objective 5	Provide convenient and efficient movement of motorized and non-motorized traffic.
Objective 6	The City will utilize innovative planning techniques to improve its transportation system.

2.5.12 Lynn Haven Comprehensive Plan

The City of Lynn Haven Comprehensive Plan[19] was established in 2018 in order to retain the small-town atmosphere oriented to families. The Comprehensive Plan focuses on Future Land Use, Transportation Mobility, Housing, Infrastructure, Coastal Management, Conservation, Recreation, and Intergovernmental Coordination, and Capital Improvements. The intent of the Comprehensive Plan is to:

- Maintain the traditional town development pattern and historical appearance of its architecture.
- Promote infill development within the core residential and commercial areas of the City and to allow a mixture of uses within the areas adjacent to the commercial districts.
- Provide land use strategies that allow new development to accommodate living spaces and work places within close proximity to each other.
- Provide adequate public services and facilities for new residential and economic development resulting from projected population increases.

The goal of the Transportation Mobility Element is to establish a multi-modal transportation system that provides mobility options for motorized vehicle users along with pedestrians, bicyclists and transit users within the Lynn Haven City limits (Ordinance 1047; Adopted 12/12/2017). **Table 15** includes the objectives for the Transportation Mobility Element.

[19] Florida, City of Lynn Haven. "City of Lynn Haven Comprehensive Plan 2018." https://www.cityoflynnhaven.com/DocumentCenter/View/204/Comprehensive-Plan-PDF.

Table 15. Lynn Haven Comprehensive Plan Objectives

Item	Objectives
Objective 1	Roadway facilities and levels of service shall be improved and maintained to at least the minimum level of service standards. It shall ensure that new development does not occur faster than the City's ability to provide for infrastructure in a financially feasible manner necessary to support new development. The level of service standards shall not require that the City widen or construct new roadways to provide capacity to support new development or those impacts from adjacent municipalities.
Objective 2	Reduce vehicle miles traveled (VMT) per household and minimize greenhouse gas emissions through interconnected developments that promote walking and bicycling as alternatives to personal motor vehicle use. Development densities and intensities within the urban core should be sufficient to support transit alternatives where possible. Development patterns should promote the use of urban clusters where mobility can be provided via multiple modes of transportation.
Objective 3	City Wide Mobility District: Establish a city wide mobility district outside of the Urban Cluster District. Developments outside of the Urban Cluster District shall be required to mitigate directly impacts to adjacent roadways where financially feasible. To the extent possible they should provide on-site multi-modal paths that connect to the external transportation network.
Objective 4	Land Use and Transportation Network Coordination: Establish a system to coordinate land use decisions and access locations in order to maintain and improve efficiency and safety of the transportation network.
Objective 5	Interconnected system of pedestrian and bicycle facilities: Establish and continuously expand the network of sidewalks, bicycle lanes/paths and multi-use paths throughout the City. Establish greenways and scenic corridors for bicycle and pedestrian access for both recreation and functional transportation options throughout the City.
Objective 6	Develop a comprehensive holistic transportation planning process: The City will work towards adopting policies and procedures to ensure the best planning processes are utilized to develop and expand the multi-modal transportation network for the City of Lynn Haven.
Objective 7	Right-of-way for future roadway improvements which are necessary for adequate traffic flow and arterial spacing shall be actively pursued.

2.5.13 Mexico Beach Comprehensive Plan

The City of Mexico Beach was incorporated in 1966. The Mexico Beach Comprehensive Plan[20] was established in 2019, and is a modification of the original Comprehensive Plan that was adopted in 1991. Mexico Beach strives to provide a great place to live, work, and play and to offer a tourist destination for a diverse base of visitors. The purpose and intent of the Comprehensive Plan is to

[20] Florida, City of Mexico Beach. "Mexico Beach Comprehensive Plan 2019." 18 December 2019. http://www.mexicobeachgov.com/pdfs/23272619094701.pdf.

guide the future growth and development of the built environment, protect natural resources, and provide a fiscal plan for expansion of levels of service to the City's infrastructure.

The Future Land Use Element goals are to maintain a defined pattern of land use intended to guide the provision of public facilities and provide predictability in managing development as well as protect the rights of property owners and require new development be compatible with existing uses. The Future Land Use Element makes special regards to Tyndall Air Force Base, which is located just northwest of Mexico Beach. An objective of the Future Land Use Element is to protect the missions of Tyndall Air Force Base from encroaching land uses. The Future Land Use Element also focuses on land use for tourist purposes, in both a commercial and mixed-use process.

The Comprehensive Plan refers to the roads and right-of-way along US Highway 98 as the Mexico Beach Tourist Corridor, as well as seeking to adopt a landscaping plan for the corridor by 2022.

The Traffic Circulation Element (Transportation Element) is meant to address the adequate provision of all modes of transportation within Mexico Beach, and to coordinate with adjacent local governments regarding transportation networks. The goal is to provide and maintain a safe and efficient transportation system throughout the city. **Table 16** includes objectives of the Traffic Circulation Element.

Table 16. Mexico Beach Comprehensive Plan –Traffic Circulation Element Objectives

Item	Objectives
Objective 2.1	Classify all roadways according to function and adopt levels of service standards for arterial and collector streets.
Objective 2.2	Provide for a safe, convenient and efficient motorized and non-motorized transportation system.
Objective 2.3	Improve community appearance through the installation and improvement of landscaping along US HWY 98.
Objective 2.4	Protect existing and future rights-of-way (ROW) from building encroachment.
Objective 2.5	Maintain procedures to control the connections and access points of driveways and roads to roadways.
Objective 2.6	Coordinate with the FDOT and Bay County Transportation Planning Organization (TPO) regarding public transportation projects and needs adjacent to and within Mexico Beach.
Objective 2.7	Support the complete streets model and encourage development that reduces urban sprawl, sustainable development patterns and promotes alternative modes of transportation.
Objective 2.8	Maintain safe hurricane evacuation clearance times.

2.5.14 Panama City Beach Comprehensive Growth Development Plan

The Panama City Beach Comprehensive Growth Development Plan[21] was implemented in 2009. The purpose of the Plan is to establish goals, objectives, and policies for the future development of Panama City Beach. This Plan highlights incorporating consistency with regional and state comprehensive plans for land use, traffic circulation, housing, solid waste and portable water, conservation, recreation and open spaces, coastal management, intergovernmental coordination. The Plan also puts emphasis on the Front Beach Road Community Redevelopment Area (CRA), which is an ongoing project through the year 2031.

The Transportation Element purpose is to evaluate the existing conditions of traffic circulation within the City in relation to the existing land use and population growth. The goal of Traffic Circulation, in Objective 3, is to provide a safe and efficient transportation system to accommodate current and future land use patterns and to maintain an adopted traffic circulation level of service standard. Objectives of the Panama City Beach Growth Plan Transportation Element are listed in **Table 17**.

Table 17. Panama City Beach Comprehensive Growth Development Plan- Transportation Element.

Item	Objectives
Objective 1	With the adoption of this Plan, establish level of service (LOS) standards to be used in the processing of development and redevelopment orders.
Objective 2	Establish a procedure to protect existing and future rights-of-way for building encroachment.
Objective 3	Traffic circulation and planning will be coordinated with the future land uses shown on the Future Land Use Map, the Florida Department of Transportation's five year transportation plan, the Panama City TPO Long Range Transportation Plan, and plans of adjoining jurisdictions.
Objective 4	Coordinate the traffic circulation system with the plans and programs of the Transportation Planning Organization (TPO) and the Florida Department of Transportation's five year transportation plan.
Objective 5	Provide convenient and efficient movement of motorized and non-motorized traffic.

2.5.15 Panama City Beach Strategic Plan 2020

The Panama City Beach Strategic Plan 2020[22] was implemented on July 20, 2016 by the Panama City Beach Convention and Visitors Bureau (CVB) and the Bay County Tourist Development Council (TDC). The purpose of this plan is to aid in providing a positive image for Panama City Beach, increase tourism and coordinate marketing efforts of tourism. While the Panama City Beach Strategic Plan 2020 makes no reference to transportation elements specifically, the consideration of this Plan is important due to the implementation of the new requirement of enhancing travel and tourism in the FAST Act.

[21] Florida, Panama City Beach, Planning Department. Comprehensive Plan and Exhibits. 18 December 2019. http://www.pcbgov.com/departments-services/planning-department/comprehensive-plan-and-exhibits.

[22] Florida, Panama City Beach. "Strategic Plan 2020." 18 December 2019, https://www.newsherald.com/assets/pdf/DA57489.PDF

2.5.16 Panama City Beach Front Beach Road Community Redevelopment Plan

The Panama City Beach Front Beach Road Community Redevelopment Plan[23] was adopted by city government in June 2001. The Front Beach Road Community Redevelopment Area (CRA), within the Plan, represents the principal tourist and business corridor within the City. Redevelopment initiatives and work programs described within the Plan to revitalize the CRA are expected to be funded through tax increment revenues, public /private partnerships and substantial participation from the private sector. Redevelopment efforts are to be completed no later than 30 years after the plan was approved, adopted, or amended. This gives Panama City Beach until the year 2031 to implement the Plan.

The Front Beach Road CRA is consistent with the Panama City Comprehensive Growth Development Plan amended in 1993. The Land Use Element in the Growth Development Plan emphasized that the City must provide the resources and regulations necessary to protect property rights, health, safety, and welfare of citizens

Primary objectives of the CRA include:

- Pedestrian, Parking and Transportation Improvements
- Enhance Beach Access and Related Parking
- Funding and Financing

Community Objectives of the CRA include:

- Aesthetic and Planning Overlay
- Programs that Encourage Public/Private Partnerships
- Maintaining a Safe and Clean Environment
- Programs Encouraging Economic Development and Revitalization
- Provide Additional Infrastructure

Specific roadway and streetscape projects addressed in the Front Beach Road CRA include Front Beach Road, Middle Beach Road, Back Beach Road, Cobb Road, Arnold Road, Powell Adams Road, Hill Road, Nautilus Street, Clara Avenue, Alf Coleman Road, Beckrich Road, Thomas Drive, and Thomas Drive S. Projects also include parking assessment, right-of-way inventory, and stormwater improvements.

[23] Florida, Panama City Beach. "Front Beach Road Community Redevelopment Plan." 18 December 2019. http://www.pcbgov.com/home/showdocument?id=1673.

2.5.17 Panama City Comprehensive Plan 2018

The Panama City Comprehensive Plan[24] was implemented in October 2018. Through the use of this Comprehensive Plan, the City intends to preserve, promote, protect and improve the health, welfare, safety, comfort, and good order of its people and the environment.

The Future Land Use Elements purpose is to establish future land use patterns consistent with the goals, objectives, and policies of this Plan. There are many goals in the Future Land Use Element, including establishing a defined pattern of land use intended to guide the provision of public facilities and provide predictability in managing development as well as providing the fiscal and regulatory conditions necessary to protect the health, welfare, safety and quality of life of city citizens consistent with continued economic development and private property rights. Additionally, the goals are meant to protect the Naval Support Activity Panama City from encroaching issues, to ensure the continued viability of this installation's missions and objectives; to maintain preserve, and enhance public access and view sheds to the waterfront in the Millville Waterfronts District; and to preserve maintain and enhance historic and cultural resources in the Millville Community.

The purpose of the Transportation Element is to assist in establishing an adequate transportation system within the City and to plan for future motorized and non-motorized traffic circulation systems. The goal of this element is to establish and maintain a safe, convenient, and efficient multi-modal transportation system to move people and goods throughout the city. The objectives to achieve the goal of the Transportation Element are located in **Table 18**.

[24] Florida, City of Panama City. "Panama City Comprehensive Plan-Future Land Use Element." https://www.pcgov.org/DocumentCenter/View/3503/Panama-City-Comprehensive-Plan---2018-Version.

Table 18. Panama City Comprehensive Plan Transportation Element Objectives.

Item	Objectives
Objective 2.1	The City shall implement a multi-modal transportation system utilizing the City's concurrency management system, mobility district and urban infill/redevelopment overlay district.
Objective 2.2	Reduce greenhouse gas emissions by reducing per capita vehicle miles traveled.
Objective 2.3	Coordinate traffic circulation with land uses shown on the Future Land Use Map.
Objective 2.4	The City shall utilize the Bay County Bicycle/ Pedestrian Plan adopted by the TPO for identification of areas in need of sidewalks or bicycle facilities.
Objective 2.5	Establish a procedure to control the connections and access points of driveways and roads to roadways.
Objective 2.6	Require that developers provide paved streets as part of any new subdivision development.
Objective 2.7	Annually evaluate changes in FDOT average daily traffic counts relative to peak hour conditions and levels of service.
Objective 2.8	The City shall continue to use the TPO planning process to ensure the provision of a safe, convenient transportation system in an efficient, cost-effective manner.

2.5.18 Panama City Forest Park District Mobility Plan

Mentioned briefly in Section 2.5.2 of the Bay County Bicycle Pedestrian Master Plan, the Panama City Forest Park District Mobility Plan[25] looks at mobility in a more holistic approach and evaluates all modes of transportation in the areas together. Created in June 2010, this plan covers the area surrounding the Panama City airport. Within all modes of transportation, bicycles and pedestrians were given emphasis as well as cars and transit.

Projects in the Forest Park District were identified, including the roads that had road projects, bicycle projects, pedestrian projects, and transit projects with the total cost of the project and identified revenue source.

The next steps section of the Mobility Plan identify the need to work with the Comprehensive Plan. Additionally, the next steps emphasize a need to develop a project priority list and implementation mechanism.

[25] Florida, City of Panama City. "Forest Park District Mobility Plan" 18 December 2019. https://www.pcgov.org/DocumentCenter/View/102/Forrest-Park-District-Mobility-Plan-adopted-June-2010-PDF?bidId=.

2.5.19 A Strategic Vision for Panama City's Historic Downtown and its Waterfront

A Strategic Vision for Panama City's Historic Downtown and its Waterfront[26] is a Panama City Long-Term Recovery Planning Project that began following the events of Hurricane Michael in October 2018. The October 2019 Final Draft of the Strategic Vision focuses in recovery planning, economic development, master planning, and communications to support Panama City's values and vision in their Historic Downtown. Recovery and resiliency focuses in four (4) areas: Safety & Security, Economy, Quality of Life, and Infrastructure.

Priorities for recovery include road and infrastructure improvements, stormwater retention, and parking improvements. Example projects include the creation of a network of streets, sidewalks, and trails that are located and designed to increase pedestrian and bike comfort and safety, implementing accessible and ADA design upgrade, exploring other ways to get downtown through public transportation including water taxis and circulator shuttles, extending a multi-use trail from the Cove to St. Andrews, and including green infrastructure as part of street improvements.

2.5.20 Panama City Port Authority

Panama City Port Authority[27] operates Port Panama City and an Intermodal Distribution Center. The Port is located on the Gulf Intracoastal Waterway and includes two deep water cargo terminals. The 250-acre Intermodal Distribution Center is located ten miles northeast of the Port on US 231. A 2015 study, Economic Impacts of Port Panama City[28], indicates approximately 9,000 jobs and a value of $1.4 billion dollars in economic activity was attributed to Port Panama City in 2015.

Goals and objectives of Port Panama City include:

- Complete Phase II of the East Terminal development
- Attract new forest product imports and exports to the East Terminal
- Expand the Port's container trade to Mexico and Central America

The goals and objectives along with current efforts are focused on supporting and manufacturing in Northwest Florida, which makes Port Panama City a central role in economic development efforts.

[26] Florida, City of Panama City. "A Strategic Vision for Panama City's Historic Downtown and its Waterfront." 18 December 2019. https://www.rebuildpc.org/wp-content/uploads/2019/10/Strategic-Vision-for-Downtown_Final-Draft-100219_web-version.pdf.

[27] Florida, Port Panama City. 18 December 2019. http://www.panamacityportauthority.com/the-port.html

[28] Florida, Port Panama City. "The Local and Regional Economic Impacts of Port Panama City." 18 December 2019. http://www.panamacityportauthority.com/assets/panama-city-2015-impact-report---final.pdf

2.5.21 Parker Comprehensive Plan 2025

The City of Parker Comprehensive Plan[29] 2025 was prepared in August 2010. This plan focuses on Future Land Use, Transportation, Housing, Infrastructure, Coastal Management, Conservation, Recreation, Intergovernmental Coordination, Capital Improvements and Public School Facilities elements.

The Future Land Use Element contains the designations of future land use patterns indicated by the goals, objectives, and policies of the other plan elements. The goal of this Element is to provide the fiscal and regulatory conditions necessary to protect the health, welfare, safety and quality of life of city citizens consistent with continued economic development and private property rights and establish a defined pattern of land use intended to guide the provision of public facilities and provide predictability in managing development.

The purpose of the Transportation Element is to establish an adequate transportation system within the City and to plan for future motorized and non-motorized traffic circulation systems. The goal is to provide, or encourage the provision of, a safe and efficient transportation system which includes consideration of both motorized and non-motorized traffic circulation and potential problems caused by future traffic flow. The objectives for this goal are included in **Table 19**.

As part of Objective 2.2, Policy 2.2.2 indicates that the City of Parker shall prepare a detailed Multimodal Facilities Plan for the Community Redevelopment Area, with the data and analysis of the plan including a multimodal quality of service assessment, as detailed in FDOT's Multimodal Transportation Districts and Area Quality of Service Handbook (2003).

Under Objective 2.7, Policy 2.7.2 requires the City of Parker to amend the Land Development Regulations to include standards for safe pedestrian and bicyclist accommodations including:

- "Complete Streets" policies that foster equal access by all users in the roadway design.
- Bicycle and pedestrian access internally and in connection to other areas through easements.
- Safe access to public transportation and other non-motorized uses through construction of dedicated paths.
- Safe road crossings at intersections, especially for school children and seniors.
- Adequate, convenient and secure bike parking at public and private facilities and destinations in all urban areas.
- Street standards will include provisions for bicycle parking within the public right of way.

[29] Florida, City of Parker, "2025 Comprehensive Plan". 18 December 2019. http://www.cityofparker.com/uploads/City-of-Parker-Comprehensive-Plan.pdf

Table 19. Parker Comprehensive Plan 2025 Transportation Element Objectives.

Item	Objectives
Objective 2.1	Coordinate with the Panama City MPO and Bay County to identify unsafe conditions or facilities which pose a hazard to motorized and non-motorized traffic movements.
Objective 2.2	Maintain or improve procedures which will assess impacts upon the convenient and efficient movement of motorized and non-motorized traffic movement.
Objective 2.3	Maintain procedures which will coordinate traffic circulation with land uses shown on the Future Land Use Map.
Objective 2.4	Participate as a member of the Metropolitan Planning Organization to coordinate plans of the City with the plans and programs of the State, the County and other municipalities so as to coordinate roadway improvements with the FDOT 5-Year Construction Plan.
Objective 2.5	The City shall continue a procedure to protect existing and future rights-of-way from building encroachment.
Objective 2.6	The City shall continue to identify roadway frontage for which sidewalks and bicycle paths should be installed and to coordinate with the FDOT Bicycle/Pedestrian Plan and the Bay County TPO Bicycle and Pedestrian Plan to provide a city-wide network for pedestrian and cycling traffic.
Objective 2.7	The City shall reduce Vehicle Miles Traveled-related emissions by encouraging the use of public transit, improvements to the transit system and infrastructure, an increase in safety and accessibility, and by providing other incentives.
Objective 2.8	Maintain a procedure to control the connections and access points of driveways and roads to roadways.
Objective 2.9	Require off-street parking for all multi-family residential and commercial development.
Objective 2.10	Require that developers provide paved streets and sidewalks as part of any new subdivision development.

2.5.22 City of Parker Land Development Regulations

The City of Parker Land Development Regulations[30] (LDR) were adopted in August 2012. These LDR implemented changes are included in the City of Parker 2025 Comprehensive Plan. These changes, noted in Policy 2.7.2., were to amend the LDR to include standards for safe pedestrian and cyclist accommodations. The LDR states that all new development shall install bicycle paths and sidewalks. The LDRs are further intended to implement the Comprehensive Plan by:

[30] Florida, City of Parker. "Land Development Regulations." 18 December 2019. http://www.cityofparker.com/uploads/City-of-Parker-Land-Development-Regulations.pdf

- Regulating the subdivision of land.
- Regulating the use of land and water for those land use categories included in the future land use element of the Comprehensive Plan and ensure the compatibility of adjacent uses and provide for open space.
- Regulating areas subject to seasonal or periodic flooding and provide for drainage and stormwater management.
- Ensuring the protection of environmentally sensitive lands designated in the Comprehensive Plan.
- Regulating signage.
- Providing that public facilities and services meet or exceed the standards established for public facilities in the Comprehensive Plan, and such public facilities and services are available when necessary to serve proposed development or when development permits are conditioned upon the availability of such public facilities and services in an enforceable development agreement.
- Ensuring safe and convenient on-site traffic flow considering needed vehicle parking.

2.5.23 City of Springfield Comprehensive Plan

The City of Springfield Comprehensive Plan[31] amendments were adopted by the City Commission on August 2, 2010 by Ordinance 484, which amends the 1999 Comprehensive Plan.

The transportation element goal for the amended Comprehensive Plan is to provide, or encourage the provision of, a safe and efficient transportation system which includes consideration of both motorized and non-motorized traffic circulation. **Table 20** lists Objectives of the Plan's transportation element.

[31] Florida, City of Springfield. Comprehensive Plan Ordinance 484. 6 January 2020. https://www.springfieldfl.net/sites/default/files/fileattachments/ordinance/3256/ord_484_evaluation_appraisal_report.pdf

Table 20 Springfield Comprehensive Plan Transportation Element Objectives.

Item	Objectives
Objective 2.1	The City of Springfield shall use annual accident data compiled by the Police Department to indicate unsafe conditions or facilities which pose a hazard to motorized and non-motorized traffic movements.
Objective 2.2	Implement adopted procedures which will assess impacts upon the convenient and efficient movement of motorized and non-motorized traffic movement.
Objective 2.3	Coordinate traffic circulation with land uses shown on the Future Land Use Map.
Objective 2.4	Participate as a member of the Metropolitan Planning Organization to coordinate plans of the City with the plans and programs of the State, the County and other municipalities so as to coordinate roadway improvements with the FDOT 5-Year Construction Plan.
Objective 2.5	The City shall protect existing and future rights-of-way from building encroachment by implementing Policies 2.5.1 and 2.5.2.
Objective 2.6	The City shall support the development of a regional network of bicycle and pedestrian facilities.
Objective 2.7	Control the connections and access points of driveways and roads to roadways by implementing Policies 2.7.1 and 2.7.2.
Objective 2.8	Require off-street parking for all multi-family residential and commercial development.
Objective 2.9	Provide paved streets within the City limits.
Objective 2.10	The City shall maintain specific requirements in its land development regulations which provide for a safe, convenient and efficient transportation system.
Objective 2.11	The City will reduce Vehicle Miles Traveled (VMT)-related emissions by encouraging the use of public transit, improvements to the transit system and infrastructure, an increase in safety and accessibility, and by providing other incentives.

The LDRs are recommended to be amended to include the following standards for safe pedestrian and bicyclist accommodations:

1. "Complete Streets" policies that foster equal access by all users in the roadway design.
2. Bicycle and pedestrian access internally and in connection to other areas through easements.
3. Safe access to public transportation and other non-motorized uses through construction of dedicated paths.
4. Safe road crossings at intersections, especially for school children and seniors.
5. Adequate, convenient and secure bike parking at public and private facilities and destinations in all urban areas.
6. Street standards will include provisions for bicycle parking within the public right of way.

The Springfield Comprehensive Plan also contains specific objectives and policies relating back to the Bay County TPO. In the Public School Facilities Element, Policy 10.2.6: The City and the School Board,

in conjunction with the Bay County Transportation Planning Organization, will work to find opportunities to collaborate on transit and bus routes to better serve citizens and students. Policy 10.4.8 is to coordinate with the TPO Long Range Transportation Plans to ensure funding for safe access to schools. This includes development of sidewalk inventories and a list of priority projects coordinated with the School Board.

2.5.24 City of Springfield Master Plan

The City of Springfield Master Plan[32], developed in 2018, represents proposed improvements to the City's waterlines, sewers, and roads, as well as any pump stations that need improvements. These improvements are needed due to low pressure areas within the city, aging sewer lines and pump stations, road resurfacing, in addition to enhanced fire coverage.

[32] Florida, City of Springfield. "Springfield Master Plan" PowerPoint. 18 December 2019. https://www.springfieldfl.net/sites/default/files/fileattachments/administration/page/3767/city_of_springfield_master_plans_for_2018.pdf.

3.0 Developing Goals, Objectives & Strategies for 2045

The following is a synopsis of the process used to develop the 2045 LRTP Goals and Objectives.

- New and updated federal and state requirements were evaluated for policy-level changes (**Section 2.0**).
- As a new element for the 2045 Goals and Objectives, additional evaluation was conducted of other guiding documents such as state, regional, and local plans that provide overall direction or guidance on transportation policy (summarized in **Section 2.4** and **2.5**).
- The 2040 Adopted Goals and Objectives (**Appendix A**) were edited to suggest recommended changes for review by the Bay County Transportation Planning Organization staff and the 2045 Long Range Transportation Plan Steering Committee. The July 24, 2019 formation and composition of the Steering Committee is provided in **Appendix B**.
- Steering Committee Meeting 1 began discussing the new requirements. See September 25, 2019 meeting minutes in **Appendix C.**
- Steering Committee Meeting 2 continued the review process and drafted 2045 Goals and Objectives for review by the TPO Board. See November 14, 2019 meeting minutes in **Appendix D.**
- Steering Committee Meeting 3 received the public meeting comments. No edits were made to the draft 2045 Goals and Objectives. See January 17, 2020 meeting minutes in **Appendix E.**
- The final 2045 Goals and Objectives were presented to the Bay County Transportation Planning Organization on February 5, 2020 (**Appendix F**).
- A public meeting was held on January 16, 2020. The meeting provided the public an opportunity to review the draft 2045 Goals and Objectives recommendations. Environmental agencies and Tribes were also provided a copy for review. Agency comments will be added to the subject document and incorporated in the LRTP (**Appendix G)**
- The 2045 Goals and Objectives for the Long Range Transportation Plan were adopted by the Bay County TPO on February 5, 2020, at the recommendation of the Steering Committee, as Resolution Bay 20-02 **(Appendix H)**.

The follow section describes the changes that occurred at the various stages of review as summarized above.

A Steering Committee was developed and approved by the Bay County TPO in July 2019. The formation and composition of the Steering Committee is located in **Appendix B**. The 2045 LRTP

Steering Committee met three times to review and make recommendations for the goals and objectives.

- Meeting 1: September 25, 2019, 10:30 a.m., Panama City Hall
- Meeting 2: November 14, 2019, 10:30 a.m., Panama City Hall
- Meeting 3: January 17, 2020, 10:30 a.m., Panama City Hall

At the first meeting, recommendations were made to:

- Add new language to the Vision and Mission Statements. The Vision Statement includes modernization of the Bay County TPO area transportation system. Recommendations for the Mission Statement were to add safety and balancing needs.
- Add new Objectives
    - Objective 1.6 to "Provide accurate and updated public transportation information such as wayfinding, signage, online map tools, and informational brochures."
    - Objective 2.6 "Identify both long-range and short-range strategies that provide for an integrated multimodal transportation system, with a forward-looking approach to Mobility on Demand [Intelligent Transportation Systems (ITS), and Automated Driving Systems (ADS)]. "
    - Objective 2.7 "Identify corridors, infrastructure needs, and planning / transition implementation needs to accommodate Mobility on Demand [Intelligent Transportation Systems (ITS), and Automated Driving Systems (ADS)]."
    - Objective 2.8 "Pursue opportunities to support the mobile economy by establishing priority Freight Corridors."
    - Objective 3.6 "Integrate Complete Streets Policies into project development and maintenance programs."
    - Objective 4.7 "Introduce and expand the use of alternative fuels and alternatively fueled vehicles (AFV) and related technologies. "
    - Objective 5.8 "Plan for and coordinate with rural governmental entities both within their planning boundaries as well as those areas outside of the current boundaries that are impacted by transportation movements between regions."
    - Objective 5.9 "Integrate robust public engagement opportunities for all citizens to communicate concerns and challenges from a broad range of perspectives."
    - Objective 6.6 "Incorporate tourism strategy and planning documents into the needs and projects of the transportation system."
    - Objective 7.5 "Enhance the safety of the transportation system to support Emergency Medical Services, Fire and Hazardous Materials response."

- Objective 7.6 "Coordinate with military land use through the joint land use planning processes."

- Minor syntax or clarification edits were discussed for Objectives 6.2, 8.2, and 8.3.
- Include cell phone applications in Objective 2.6.

At the second meeting (November 14, 2019), recommendations made were to:

- Make Safety as Goal 1 by reordering 2040 Goals 1 and 2.
- Accept recommended edits and additions for the 2045 Vision Statement, Mission Statement, and Objectives.
- Add Objective 2.9 Clearly define traffic capacity of roads for use in development planning.
- Edit Objective 5.1 to include "road capacities."
- Edit Objective 5.9 by adding "to include direct communication with property owners at the earliest phases of proposed road projects" to be consistent with FDOT and local government policies.
- Edit Objective 6.4 to include freight corridors.
- Edit Objective 6.6 to include traffic congestion plans.

At the conclusion of the second Steering Committee meeting, they were ready to advance the draft to a public meeting. The public meeting was conducted as a drop-in open house on January 16, 2020 at the Gulf Coast State College, Gibson Lecture Hall in Panama City. The public meeting has held between 4:00 PM and 7:00 PM. Seventy-three people signed in at the open house. Comments were primarily in support of the draft Goals and Objectives. No changes to the draft Goals and Objectives were submitted by the public through the public meeting process.

At the conclusion of the public meeting process, the draft was reviewed during a third meeting of the Steering Committee, held January 17, 2020. The Steering Committee did not make modifications to the Goals and Objectives after reviewing comments from the public meeting.

Based on review of the 2040 Goals and Objectives, and review of the Federal, state, local, and regional planning documents and requirements, the Bay County TPO reviewed the draft 2045 Goals and Objectives on February 5, 2020 and adopted the final with issuance of Resolution Bay 20-02 (**Appendix H**).

4.0 Goals and Objectives (2045)

The vision and mission statements and subsequent goals and objectives serve as the guiding principles of the Bay County TPO 2045 LRTP. These statements will guide the development of the plan update. For the 2045 LRTP, the vision and mission statements have minor changes from the 2040 LRTP (new language underlined and strike-thru). The 17 changes identified for Objectives are described in Section 3.0 and listed below:

- Objective 1.6
- Objectives 2.6, 2.7, 2.8, and 2.9
- Objective 3.6
- Objective 4.7
- Objectives 5.1, 5.8, and 5.9
- Objectives 6.2, 6.4 and 6.6
- Objectives 7.5 and 7.6
- Objectives 8.2 and 8.3

Vision: Our vision is to provide a safe and efficient multi-modal transportation system that supports the economic vitality of the area, protects the environment, promotes efficient system management and operation, and emphasizes modernization of the Bay County TPO area transportation system. ~~the preservation of the existing transportation system.~~

Mission: To ~~enhance the existing transportation system~~ guide safe and socially responsible transportation decision –making for the modernization of the Bay County TPO area's transportation system i~~n a manner that is safe, integrated, and socially responsible, while supporting~~ while balancing the needs of Bay County Residents and transient populations for the economic development of the region.

The 2045 Goals and Objectives are listed in **Table 21**.

Table 21. 2045 Goals and Objectives

GOAL 1: A multi-modal transportation system that is safe.	
Objective 1.1	Develop projects that increase safety for all motorized and non-motorized users (such as improved access management to reduce crashes, variable message signs to warn motorists of unsafe conditions, provision of sidewalks, transit, and bicycle facilities).
Objective 1.2	Consider clearance times on roads that function as evacuation routes when establishing roadway improvement priorities.
Objective 1.3	Implement techniques and road design to reduce fatalities and serious injuries from common intersection crashes and lane departures.
Objective 1.4	All future planning will incorporate appropriate measures for the safe transportation of hazardous materials.
Objective 1.5	Ensure roadway maintenance activities consider the human, vehicular, and roadway factors to provide safe facilities for the community.
Objective 1.6	Provide accurate and updated public transportation information such as wayfinding signage programs, online map tools, and informational brochures.
GOAL 2: A multi-modal network of integrated transportation systems for the movement of people and goods.	
Objective 2.1	Develop multi-modal linkages to increase the range of travel choices.
Objective 2.2	Expand bicycle, pedestrian, and public transportation services to improve accessibility, availability, and desirability of transit travel options.
Objective 2.3	Develop and maintain facilities that facilitate the transfer of cargo between all modes of travel.
Objective 2.4	Reduce delays for people and goods through increase multi-modal system capacity.
Objective 2.5	Integrate mobility management with Intelligent Transportation Systems to enhance multi-modal integration of people and goods.
Objective 2.6	Identify both long-range and short-range strategies that provide for the integrated multi-modal transportation system, with a forward-looking approach to Mobility on Demand [Intelligent Transportation Systems (ITS), and Automated Driving Systems (ADS)].
Objective 2.7	Identify corridors, infrastructure needs, and planning / transition implementation needs to accommodate Mobility on Demand [Intelligent Transportation Systems (ITS), and Automated Driving Systems (ADS)].
Objective 2.8	Pursue opportunities to support the mobile economy by establishing priority Freight Corridors.
Objective 2.9	Clearly define traffic capacity of roads for use in development planning.
GOAL 3: A multi-modal transportation system that is operated and maintained efficiently.	
Objective 3.1	Direct sufficient resources to preserve the existing transportation infrastructures including roadway, bicycle, pedestrian, and transit infrastructure.
Objective 3.2	Employ corridor management techniques that do not require additional travel lanes (such as the addition of turn lanes, roundabouts, Transportation System Management (TSM), and Intelligent Transportation Systems (ITS)).
Objective 3.3	Continue to implement a coordinated traffic signal system plan to improve road efficiency and to maintain traffic flow.

Objective 3.4	Replace structurally deficient facilities (such as roads, bridges, buses, and shelters) that emphasize preservation of the existing system.
Objective 3.5	Give priority and allocate funding to low-cost capital improvements designed to preserve and maintain existing thoroughfare capacity.
Objective 3.6	Integrate Complete Streets Policies into project development and maintenance programs.
GOAL 4: **A multi-modal transportation system that protects, preserves, and enhances a high quality of life.**	
Objective 4.1	Reduce adverse impacts of transportation on the environment (such as habitat and ecosystem fragmentation, wildlife collisions, and non-point source pollution).
Objective 4.2	Preserve and enhance access to historical areas.
Objective 4.3	Implement design standards for transportation facilities that will protect the environment (e.g. sensitive habitats, air quality, water quality, water quantity, recharge areas, trees).
Objective 4.4	Provide transportation equity for all persons including but not limited to young, persons with disabilities, the economically challenged, and the elderly.
Objective 4.5	Ensure no one segment of the population bears a disproportionate share of adverse impacts.
Objective 4.6	Maintain air quality attainment status for ground level ozone.
Objective 4.7	Introduce and expand the use of alternative fuels and alternatively fueled vehicles (AFV) and related technologies.
GOAL 5: **A multi-modal transportation system that includes consistent, continuing, cooperative and comprehensive planning processes.**	
Objective 5.1	Coordinate transportation and future land use decisions to promote efficient development patterns and a choice of transportation modes, consistent with local government comprehensive plans and road capacities.
Objective 5.2	Local governments should coordinate access management between permitting agencies.
Objective 5.3	Work with local governments to pass Corridor Preservation Ordinances to preserve land for future projects.
Objective 5.4	Encourage local government site plan review process to include provisions for compliance with Federal Americans with Disabilities Act guidelines and alternate forms of transportation.
Objective 5.5	Encourage green spaces in transportation related development through local government ordinances.
Objective 5.6	Involve environmental regulatory agencies and interested public groups in environmental issues early in the planning process.
Objective 5.7	Maintain close coordination with Florida Department of Transportation (FDOT), Department of Economic Opportunity (DEO), and chambers of commerce and neighboring counties on issues related to land use decisions, economic growth policies and transportation needs.



Objective 5.8	Plan for and coordinate with rural governmental entities both within their planning boundaries as well as those areas outside of the current boundaries that are impacted by transportation movements between regions.
Objective 5.9	Integrate public education and outreach so citizens can better educate the government on what they see as needs, to include direct communication with property owners at the earliest phases of proposed road projects.
GOAL 6: A multi-modal transportation system that supports economic vitality.	
Objective 6.1	Support projects that improve connectivity to existing or planned economic centers.
Objective 6.2	Support integration of regionally significant intermodal facilities into the region's transportation system resulting in a seamless, efficient network.
Objective 6.3	Educate TPO members, staff, and advisory committee members regarding the applications of sustainable community principles.
Objective 6.4	Identify existing future Highways of Commerce or Freight Corridors, assigning priority to those deemed deficient.
Objective 6.5	Maintain an acceptable roadway level of service on all major facilities including the Strategic Intermodal System facilities (highway, airport, seaport, and STRAHNET) to ensure efficient movement of people and goods.
Objective 6.6	Incorporate tourism strategy and planning documents (including traffic congestion plans) into the needs and projects of the transportation system.
GOAL 7: A multi-modal transportation system that provides for the security of residents, visitors, and commerce.	
Objective 7.1	Develop projects that increase safety for all motorized and non-motorized users.
Objective 7.2	Enhance the integration and connectivity of the transportation system for purposes of security.
Objective 7.3	Reduce the probability of service interruption during a natural disaster by identifying alternative routes before, during and after an incident.
Objective 7.4	Coordinate and cooperate with the Department of Homeland Security, the U.S. Coast Guard, and other federal and state agencies to enhance the security of the transportation system.
Objective 7.5	Enhance the safety of the transportation system to support Emergency Medical Services, Fire and Hazardous Materials response.
Objective 7.6	Coordinate with military land use through the joint land use planning processes.



GOAL 8: A multi-modal transportation system that maintains acceptable roadway level of service on all major facilities.	
Objective 8.1	Support policies to ensure that facilities and services are provided concurrently with development, and meet local level of service (LOS) standards.
Objective 8.2	Manage congestion near ports, airports, rail facilities, military facilities, economic activity centers, and tourist attractions.
Objective 8.3	Balance the needs of local residents, including tourist industry labor commuters, and visitor traffic stress on transportation system.
Objective 8.4	Preserve the intended function of the Florida Strategic Intermodal System (SIS), Strategic Highway Network (STRAHNET), and other appropriate corridors for intercity travel and freight movement.

5.0 Incorporation of Planning Factors

5.1 Federal Requirements

Table 22 shows how the required federal Planning Factors were included in the strategies of 2045 LRTP. An "**x**" indicates the Objective **fulfills** the Goal.

Table 22. Incorporation of Planning Factors – Federal Requirements

FEDERAL PLANNING FACTORS											
		SAFETY	SECURITY	ACCESSIBILITY & MOBILITY	MULTIMODAL CONNECTIVITY	SYSTEM PRESERVATION	ECONOMIC VITALITY	ENVIRONMENTAL QUALITY	SYSTEM EFFICIENCY	RESILIENCY & RELIABILITY	TRAVEL & TOURISM
		1	2	3	4	5	6	7	8	9	10
Goal 1: Safe											
Objectives	1.1	x	x	x							x
	1.2	x	x	x							x
	1.3	x	x								
	1.4	x	x				x	x			
	1.5	x									x
	1.6	x		x	x						x
Goal 2: Integrated Transportation Systems											
Objectives	2.1		x	x	x		x				x
	2.2		x	x	x		x				
	2.3	x	x		x		x	x	x		
	2.4	x			x		x	x	x	x	x
	2.5	x		x	x			x			x
	2.6			x	x				x	x	x
	2.7			x	x				x	x	x
	2.8				x		x				x
	2.9			x					x		

FEDERAL PLANNING FACTORS										
		SAFETY	SECURITY	ACCESSIBILITY & MOBILITY	MULTIMODAL CONNECTIVITY	SYSTEM PRESERVATION	ECONOMIC VITALITY	ENVIRONMENTAL QUALITY	SYSTEM EFFICIENCY	RESILIENCY & RELIABILITY	TRAVEL & TOURISM
		1	2	3	4	5	6	7	8	9	10
Goal 3: Operated and Maintained Efficiently											
Objectives	3.1	x		x		x		x	x	x	
	3.2						x	x	x		
	3.3	x		x			x	x	x		
	3.4	x				x		x	x	x	
	3.5					x			x	x	
	3.6	x		x	x	x					
Goal 4: Protects, Preserves and Enhances a High Quality of Life											
Objectives	4.1					x		x			
	4.2					x					x
	4.3					x		x		x	
	4.4	x		x	x	x	x				x
	4.5					x	x			x	
	4.6	x				x	x	x			x
	4.7							x		x	x



FEDERAL PLANNING FACTORS										
		SAFETY	SECURITY	ACCESSIBILITY & MOBILITY	MULTIMODAL CONNECTIVITY	SYSTEM PRESERVATION	ECONOMIC VITALITY	ENVIRONMENTAL QUALITY	SYSTEM EFFICIENCY	RESILIENCY & RELIABILITY	TRAVEL & TOURISM
		1	2	3	4	5	6	7	8	9	10
Goal 5: Comprehensive Planning Process											
Objectives	5.1	x		x	x	x	x		x		
	5.2	x		x				x			
	5.3	x				x					
	5.4	x	x	x	x	x					
	5.5					x	x	x			
	5.6					x		x			
	5.7					x	x	x	x		x
	5.8			x			x		x		x
	5.9	x	x	x	x	x	x	x	x	x	
Goal 6: Supports Economic Vitality											
Objectives	6.1	x		x	x		x		x		
	6.2	x					x		x		
	6.3	x					x				
	6.4	x			x		x				
	6.5	x		x	x		x	x	x	x	
	6.6						x				x



FEDERAL PLANNING FACTORS										
		SAFETY	SECURITY	ACCESSIBILITY & MOBILITY	MULTIMODAL CONNECTIVITY	SYSTEM PRESERVATION	ECONOMIC VITALITY	ENVIRONMENTAL QUALITY	SYSTEM EFFICIENCY	RESILIENCY & RELIABILITY	TRAVEL & TOURISM
		1	2	3	4	5	6	7	8	9	10
Goal 7: Provides for Security											
Objectives	7.1	x	x	x				x			x
	7.2		x	x	x			x	x		x
	7.3	x	x	x	x		x	x	x		x
	7.4		x	x							
	7.5	x	x					x			
	7.6	x	x					x			
Goal 8: Maintains Acceptable Roadway LOS											
Objectives	8.1	x		x			x		x		
	8.2	x		x	x		x		x		x
	8.3			x		x					
	8.4	x		x	x				x	x	

5.2 Federal Expectations and Emerging Issues

Table 23 shows how the required federal expectations and emerging issues were included in the strategies of 2045 LRTP. An "x" indicates the Objective **fulfills** the Goal. Goal E18 is optional and does not include Objectives to implement the goal (as indicated with a "-").

Table 23. Incorporation of Planning Factors – Federal Expectations and Emerging Issues

FEDERAL EXPECTATIONS & EMERGING ISSUES																		
		PUBLIC INVOLVEMENT	TRIBAL / AGENCY CONSULTATION	MEASURES OF EFFECTIVENESS	FISCAL CONSTRAINT	STRATEGIC HIGHWAY SAFETY PLAN	FREIGHT	ENVIRONMENTAL MITIGATION	CONGESTION MANAGEMENT	AMERICANS WITH DISABILITIES ACT	MULTIMODAL FEASIBILITY	TRANSIT ASSET MANAGEMENT	MOBILITY ON DEMAND	AGENCY CONSULTATION	SUMMARY OF PUBLIC INVOLVEMENT	IMPACT ANALYSIS / DATA VALIDATION	FDOT REVENUE FORECAST	SUSTAINABILITY / LIVABILITY	SCENARIO PLANNING
		E1	E2	E3	E4	E5	E6	E7	E8	E9	E10	E11	E12	E13	E14	E15	E16	E17	E18
Goal 1: Safe																			
Objectives	1.1					x	x		x	x	x	x							-
	1.2					x			x	x	x								-
	1.3					x	x							x					-
	1.4			x		x													-
	1.5			x			x							x					-
	1.6								x	x									-
Goal 2: Integrated Transportation Systems																			
Objectives	2.1					x			x										-
	2.2			x		x			x										-
	2.3			x					x										-
	2.4						x		x									x	-
	2.5			x						x									-
	2.6			x		x			x										-
	2.7								x				x					x	-
	2.8						x		x									x	-
	2.9								x									x	



FEDERAL EXPECTATIONS & EMERGING ISSUES																		
		PUBLIC INVOLVEMENT	TRIBAL / AGENCY CONSULTATION	MEASURES OF EFFECTIVENESS	FISCAL CONSTRAINT	STRATEGIC HIGHWAY SAFETY PLAN	FREIGHT	ENVIRONMENTAL MITIGATION	CONGESTION MANAGEMENT	AMERICANS WITH DISABILITIES ACT	MULTIMODAL FEASIBILITY	TRANSIT ASSET MANAGEMENT	MOBILITY ON DEMAND	AGENCY CONSULTATION	SUMMARY OF PUBLIC INVOLVEMENT	IMPACT ANALYSIS / DATA VALIDATION	FDOT REVENUE FORECAST	SUSTAINABILITY / LIVABILITY	SCENARIO PLANNING
		E1	E2	E3	E4	E5	E6	E7	E8	E9	E10	E11	E12	E13	E14	E15	E16	E17	E18
Goal 3: Operated and Maintained Efficiently																			
Objectives	3.1				x														-
	3.2			x	x				x										-
	3.3			x				x											-
	3.4				x				x			x						x	-
	3.5				x				x									x	-
	3.6																	x	-
Goal 4: Protects, Preserves, and Enhances a High Quality of Life																			
Objectives	4.1							x								x		x	-
	4.2																	x	-
	4.3							x			x	x	x			x		x	-
	4.4						x			x								x	-
	4.5							x		x						x		x	-
	4.6			x			x	x					x			x		x	-
	4.7																	X	-
Goal 5: Comprehensive Planning Process																			
Objectives	5.1																	x	-
	5.2		x				x							x					-
	5.3		x					x			x			x				x	-
	5.4								x	x	x			x					-
	5.5							x											-
	5.6		x					x						x				x	-
	5.7		x			x	x	x			x			x		x	x	x	-
	5.8		X						x									x	-
	5.9	x	x																-



FEDERAL EXPECTATIONS & EMERGING ISSUES																		
		PUBLIC INVOLVEMENT	TRIBAL / AGENCY CONSULTATION	MEASURES OF EFFECTIVENESS	FISCAL CONSTRAINT	STRATEGIC HIGHWAY SAFETY PLAN	FREIGHT	ENVIRONMENTAL MITIGATION	CONGESTION MANAGEMENT	AMERICANS WITH DISABILITIES ACT	MULTIMODAL FEASIBILITY	TRANSIT ASSET MANAGEMENT	MOBILITY ON DEMAND	AGENCY CONSULTATION	SUMMARY OF PUBLIC INVOLVEMENT	IMPACT ANALYSIS / DATA VALIDATION	FDOT REVENUE FORECAST	SUSTAINABILITY / LIVABILITY	SCENARIO PLANNING
		E1	E2	E3	E4	E5	E6	E7	E8	E9	E10	E11	E12	E13	E14	E15	E16	E17	E18
Goal 6: Supports Economic Vitality																			
Objectives	6.1																	x	-
	6.2		x				x	x	x					x				x	-
	6.3			x							x			x				x	-
	6.4		x			x	x		x	x	x	x	x	x		x		x	-
	6.5			x			x		x		x		x	x		x		x	-
	6.6		x	x		x	x		x	x	x		x	x				x	-
Goal 7: Provides for Security																			
Objectives	7.1		x	x		x	x		x	x	x		x	x		x		x	-
	7.2	x	x	x		x	x		x	x	x	x	x	x	x				-
	7.3		x	x		x	x		x	x	x	x	x	x		x		x	-
	7.4	x	x	x		x	x		x					x		x			-
	7.5					x	x		x										-
	7.6	x							x					x				x	-
Goal 8: Maintains Acceptable Roadway LOS																			
Objectives	8.1		x	x			x		x	x				x		x		x	-
	8.2			x		x	x		x		x		x	x		x		x	-
	8.3	x		x					x		x				x	x		x	-
	8.4			x		x	x		x										-



6.0 Appendices

Appendix A: 2040 Adopted Vision, Mission, Goals and Objectives A-1
Appendix B: 2045 Steering Committee Formation B-1
Appendix C: 2045 Steering Committee Meeting #1 C-1
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Appendix A: 2040 Adopted Vision, Mission, Goals & Objectives (January 2015)

Vision Statement

Our vision is to provide a safe and efficient multi-modal transportation system that supports the economic vitality of the area, protects the environment, promotes efficient system management and operation, and emphasizes the preservation of the existing transportation system.

Mission Statement

To enhance the existing transportation system in manner that is safe, integrated, and socially responsible, while supporting economic development of the region.

Goals & Objectives

GOAL 1: A multi-modal network of integrated transportation systems for the movement of people and goods.	
Objective 1.1	Develop multi-modal linkages to increase the range of travel choices.
Objective 1.2	Expand bicycle, pedestrian and public transportation services to improve accessibility, availability and desirability of transit travel options.
Objective 1.3	Develop and maintain facilities that facilitate the transfer of cargo between all modes of travel.
Objective 1.4	Reduce delays for people and goods through increased multi-modal system capacity.
Objective 1.5	Integrate mobility management with Intelligent Transportation Systems to enhance multi-modal integration of people and goods.
GOAL 2: A multi-modal transportation system that is safe.	
Objective 2.1	Develop projects that increase safety for all motorized and non-motorized users (such as improved access management to reduce crashes, variable message signs to warn motorists of unsafe conditions, provision of sidewalks, transit, and bicycle facilities).
Objective 2.2	Consider clearance times on roads that function as evacuation routes when establishing roadway improvement priorities.
Objective 2.3	Implement techniques and road design to reduce fatalities and serious injuries from common intersection crashes and lane departures.
Objective 2.4	All future planning will incorporate appropriate measures for the safe transportation of hazardous materials.
Objective 2.5	Ensure roadway maintenance activities consider the human, vehicular, and roadway factors to provide safe facilities for the community.

GOAL 3: **A multi-modal transportation system that is operated and maintained efficiently.**	
Objective 3.1	Direct sufficient resources to preserve the existing transportation infrastructures including roadway, bicycle, pedestrian, and transit infrastructure.
Objective 3.2	Employ corridor management techniques that do not require additional travel lanes (such as the addition of turn lanes, roundabouts, Transportation System Management (TSM), and Intelligent Transportation Systems (ITS)).
Objective 3.3	Continue to implement a coordinated traffic signal system plan to improve road efficiency and to maintain traffic flow.
Objective 3.4	Replace structurally deficient facilities (such as: roads, bridges, buses, and shelters) that emphasize preservation of the existing system.
Objective 3.5	Give priority and allocate funding to low-cost capital improvements designed to preserve and maintain existing thoroughfare capacity.
GOAL 4: **A multi-modal transportation system that protects, preserves and enhances a high quality of life.**	
Objective 4.1	Reduce adverse impacts of transportation on the environment (such as habitat and ecosystem fragmentation, wildlife collisions and non-point source pollution).
Objective 4.2	Preserve and enhance access to historical areas.
Objective 4.3	Implement design standards for transportation facilities that will protect the environment (e.g., sensitive habitats, air quality, water quality, water quantity, recharge areas, trees).
Objective 4.4	Provide transportation equity for all persons including but not limited to young, persons with disabilities, the economically challenged, and the elderly.
Objective 4.5	Ensure no one segment of the population bears a disproportionate share of adverse impacts.
Objective 4.6	Maintain air quality attainment status for ground level ozone.
GOAL 5: **A multi-modal transportation system that includes consistent, continuing, cooperative and comprehensive planning processes.**	
Objective 5.1	Coordinate transportation and future land use decisions to promote efficient development patterns and a choice of transportation modes, consistent with local government comprehensive plans.
Objective 5.2	Local governments should coordinate access management between permitting agencies.
Objective 5.3	Work with local governments to pass Corridor Preservation Ordinances to preserve land for future projects.
Objective 5.4	Encourage local government site plan review process to include provisions for compliance with Federal Americans with Disabilities Act guidelines and alternate forms of transportation.
Objective 5.5	Encourage green spaces in transportation related development through local government ordinances.



Objective 5.6	Involve environmental regulatory agencies and interested public groups in environmental issues early in the planning process.
Objective 5.7	Maintain close coordination with Florida Department of Transportation (FDOT), Department of Economic Opportunity (DEO), and chambers of commerce and neighboring counties on issues related to land use decisions, economic growth policies and transportation needs.
GOAL 6: **A multi-modal transportation system that supports economic vitality.**	
Objective 6.1	Support projects that improve connectivity to existing or planned economic centers.
Objective 6.2	Ensure that intermodal facilities which are important to the regional economy are fully integrated into the region's transportation system resulting in a seamless, efficient network.
Objective 6.3	Educate TPO members, staff, and advisory committee members regarding the applications of sustainable community principles.
Objective 6.4	Identify existing and future Highways of Commerce, assigning priority to those deemed deficient.
Objective 6.5	Maintain an acceptable roadway level of service on all major facilities including the Strategic Intermodal System facilities (highway, airport, seaport, and STRAHNET) to ensure efficient movement of people and goods.
GOAL 7: **A multi-modal transportation system that provides for the security of residents, visitors and commerce.**	
Objective 7.1	Develop projects that increase safety for all motorized and non-motorized users.
Objective 7.2	Enhance the integration and connectivity of the transportation system for purposes of security.
Objective 7.3	Reduce the probability of service interruption during a natural disaster by identifying alternative routes before, during and after an incident.
Objective 7.4	Coordinate and cooperate with the Department of Homeland Security, the U.S. Coast Guard, and other federal and state agencies to enhance the security of the transportation system.
GOAL 8: **A multi-modal transportation system that maintains acceptable roadway level of service on all major facilities.**	
Objective 8.1	Support policies to ensure that facilities and services are provided concurrently with development, and meet local level of service (LOS) standards.
Objective 8.2	Manage congestion near ports, airports, rail facilities, military facilities, economic activity centers.
Objective 8.3	Balance the need for roadway widening and other goals and priorities of local residents.
Objective 8.4	Preserve the intended function of the Florida Strategic Intermodal System (SIS), Strategic Highway Network (STRAHNET), and other appropriate corridors for intercity travel and freight movement.



Appendix B: 2045 Steering Committee Formation

BAY COUNTY TECHNICAL COORDINATING COMMITTEE (TCC)
JULY 24, 2019 MEETING MINUTES

Emerald Coast Regional Council
(Designated staff)
Bay County Government Center
840 West 11th Street
Panama City, Florida

Members attending:

Keith Bryant, Chairman	Bay County
Gene Keen	Bay Area Transit
Marc Mackey	Bay County
Kelly Jenkins	City of Panama City Beach

Members not attending:

Ian Crelling	Bay County
Doug Lee	Bay County School District
Eddie Cook	City of Callaway
Amanda Richard	City of Lynn Haven
Dale Cronwell	City of Panama City
Richard McConnell	Northwest FL Beaches Intl Airport
Parker W McClellan, Jr.	Northwest FL Beaches Intl
Wayne Stubbs	Panama City Port Authority
Charlie Lewis	Panama City Port Authority
Mell Smigielski	City of Mexico Beach
Tony Summerlin	City of Parker
Lee Penton	City of Springfield
John Skaggs	Naval Coastal Systems Station
Traycee Verdun-Chapman	Tyndall AFB

Others attending:

Lamar Hobbs	Bay County Transit
Vanessa Phillips	Bay County Transit
Lynn Cherry	CDCS
Donna Green	FDOT
Bryant Paulk	FDOT
Jess Smith	HDR
Cory Wilkinson	HDR
Mary Beth Washnock	ECRC Staff
Tiffany Bates	ECRC Staff
Caitlin Cerame	ECRC Staff
Brittany Ellers	ECRC Staff
Gary Kramer	ECRC Staff
Jill Lavender	ECRC Staff

Rob Mahan	ECRC Staff
Dorothy McKenzie	ECRC Staff
Cameron Smith	ECRC Staff

1. CALL TO ORDER /PLEDGE/ INVOCATION
Chairman Bryant called the meeting to order.

2. APPROVAL OF AGENDA
Chairman Bryant called for approval of the agenda.

Mr. Mackey moved to approve the agenda. Ms. Jenkins seconded the motion and it was approved unanimously.

3. PUBLIC FORUM

There were no comments from the public.

4. PLANNING AND TRANSIT CONSENT AGENDA:

A. Approval of June 2019 TCC Meeting Minutes

B. Consideration of Resolution BAY 19-04 Adopting the Public Participation Process (PPP) Plan for the Bay County Transportation Planning Organization

C. Consideration of Resolution BAY 19-11 Adopting the Updated 2019 Transportation Alternatives Set-Aside Scoring Criteria

Mr. Mackey moved to approve the June 2019 TCC minutes and recommended the TPO approve the consent agenda items. Ms. Jenkins seconded the motion and it was approved unanimously.

5. PLANNING ACTION ITEMS

A. Consideration of Resolution BAY 19-10 Amending the FY 2019-2023 Transportation Improvement Program (TIP) to Show all Federal Funds Being Used by the TPO for Planning Purposes in the FY 2018/2019 and FY 2019/2020 Unified Planning Work Programs (UPWP) for Financial Project Identification (FPID) Number 4393202 in FY 2018/2019 for $742,595 and in FY 2019/2020 for $806,125

Mr. Paulk said FDOT was requested to indicate all the federal highway funds that are utilized by the TPO for planning activities. He said FDOT asked that the TIP to be amended

to reflect the $350,000 that FDOT allocated to the TPO for the completion of the Long Range Plan update.

Mr. Keen moved to recommend the TPO authorize the TPO chairman sign Resolution BAY 19-10 amending the FY 2019-2023 TIP to show all federal funds being used by the TPO for planning purposes in the FY 2018/2019 and FY 2019/2020 UPWP for FPID Number 4393202 in FY 2018/2019 for $742,595 and in FY 2019/2020 for $806,125. Mr. Mackey seconded the motion and it was passed unanimously.

B. Consideration of Resolution BAY 19-12 Adopting the Bay County TPO FY 2021-2025 Project Priorities

Mr. Kramer said the Project Priorities document is based on the Cost Feasible Plan for the Long Range Plan. The approved Project Priorities will be forwarded to FDOT to be used as a guide to build FDOT's Five-Year Work Program. The TIP will show how the projects can be implemented in the next five years.

Mr. Kramer said Transportation Systems Management and Transportation Alternative projects are ranked using the TPO approved criteria. Public Transportation projects are also ranked by TPO approved criteria. Public Transportation projects are listed by potential grants and furnished by the TPO's Public Transportation staff and Bay Town Trolley. Aviation projects are provided by Northwest Florida Beaches International Airport. The port projects are provided by the Port Panama City. Mr. Kramer reviewed the tables in the agenda packet.

Mr. Kramer said three public outreach events were held in May 2019. On July 1, 2019 there was a workshop for the TPO, TCC, and CAC at Panama City Hall. Comments were included in the agenda packet. Also, the agenda packet included a letter from Bay County Chamber of Commerce indicating support for some of the project priorities.

Mr. Kramer said on Page 34 of the agenda enclosure, the first non SIS project priority was recommended for funding to increase from $500,000 to $600,000. On Page 37 the same recommendation was made for the #1 TSM priority; i.e. increase funds from $500,000 to $600,000.

Mr. Kramer said after the Project Priorities are adopted, they will be sent to FDOT by August 1, 2019. FDOT will present the FY 2021-2025 Tentative Work Program in October 2019.

Ms. Jenkins addressed the SIS roads, specifically Panama City Beach Parkway, Priorities #5, #6, and #7. She wanted to get the leg from Nautilus Street to Richard Jackson Blvd. moved up in priority.

Mr. Jenkins wanted to recommend that the TPO move Priority #6 to Priority #1.

Chairman Bryant said he recommended swapping Priority #6 and Priority #5. Mr. Paulk said Priority #6 could be moved to Priority #4 without impacting funding. He said Priority #4 needs PD&E funds, whereas Priority #6 needs right-of-way dollars.

There was general discussion about the different segments of the project.

Ms. Jenkins agreed to move it to #4. Chairman Bryant said they would move Priority #4 to Priority #7. Mr. Kramer said Priority #7 would become Priority #6.

Chairman Bryant said there was a motion to move the Panama City Beach Parkway ahead of the 23rd Street PD&E, and swap the order of the phasing to allow the section of east Nautilus Street to east of Richard Jackson Blvd. to occur first.

Mr. Mackey moved to recommend the TPO authorize the TPO chairman to sign Resolution BAY 19-12 adopting the Bay County TPO FR 2021-2015 Project Priorities, moving Priority #6 to #4, #4 to #7, #7 to #6. Mr. Bryant seconded the motion and it was passed unanimously.

C. Consideration of Resolution BAY 19-13 Approving the Scope of Services for the Bay County TPO 2045 Long Range Transportation Plan (LRTP) Update

Mr. Kramer said the LRTP is updated every five years by the TPO. The current LRTP was adopted June 20, 2016. The new LRTP will be adopted by June 22, 2021. The draft scope of services was emailed to the Federal Highway Administration, the Federal Transit Administration, and to the FDOT on June 4, 2019 for review. It was presented to the TPO and advisory committees during the June 2019 meetings. Comments were received by July 3, 2019. A link to the draft scope of services was provided to the TPO, TCC, and CAC members on July 17, 2019.

Mr. Kramer said there are tasks listed in the scope of services, in addition to the responsibilities of the general planning consultant, the TPO staff, FDOT, local governments, Northwest Florida International Airport, Port Panama City, and the Northwest Florida Transportation Corridor Authority.

Mr. Kramer stated that funds identified for the consultant services is FY 2019-2020 amount to $324,000.

Ms. Jenkins moved to recommend the TPO authorize the TPO chairman to sign Resolution BAY 19-13 approving the scope of services for the Bay County TPO 2045 LRTP update. Mr. Mackey seconded the motion and it was passed unanimously.

D. Appointment of the Bay County TPO 2045 Long Range Transportation Plan (LRTP) Steering Committee

Mr. Kramer outlined the purpose of the steering committee. The committee consists of members from the CAC, TCC, and other interested parties identified by the TPO. The committee is most active during the development of the Needs and Cost Feasible Plan elements of the LRTP.

Mr. Kramer asked for four volunteers from the TCC to become steering committee members. The following volunteered to serve on the committee: Mr. Keith Bryant, Mr. Marc Mackey, and Ms. Kelly Jenkins. Chairman Bryant volunteered Mr. Ian Crelling to serve on the committee.

Ms. Jenkins moved to recommend the TPO authorize the TPO chairman to approve appointment of Bay County TPO 2045 LRTP Steering Committee. Mr. Mackey seconded the motion and it was passed unanimously.

6. FLORIDA DEPARTMENT OF TRANSPORTATION (FDOT) UPDATE

Mr. Paulk advised of upcoming meetings. The first meeting was for US 231, the segment from north of Pipeline Road to north of Penny Road. The public hearing will be held August 1, 2019 from 5:30 p.m. to 6:00. There will be a formal presentation at 6:00 p.m. followed by public comments. The meetings will be held at the Catholic church on Julia Drive.

Mr. Paulk said there will be a West Bay Pkwy. meeting public hearing on August 29, 2019 at the Lyndell Conference Center at Panama City Beach, from 5:30 p.m. to 7:00 p.m.

7. PLANNING PRESENTATIONS (no action)

None

8. PLANNING INFORMATION PACKAGE

Included in the agenda packet were the following:

- TCC and CAC June Meeting Minutes
- Bay June Actions Report
- Quarterly Air Quality Report

- Bay County TPO 2019 Schedule

9. TRANSIT UPDATE

There was not a transit update presentation.

10. TRANSIT INFORMATION PACKAGE

- Transit Financial Report

12. OTHER BUSINESS

Ms. Bates advised that the next Bay TPO meeting will be October 23, 2019 at the Panama City Hall, 501 Harrison Avenue, Panama City FL. The TCC will meet at 11:00 a.m., the CAC will meet at 1:30 p.m., and the TPO will meet at 3:30 p.m.

13. ADJOURNMENT

There being no further business the meeting adjourned at 11:30 a.m.



Appendix C: 2045 Steering Committee Meeting #1

September 25, 201992045 Bay County Transportation Planning Organization Long Range Transportation Plan
Steering Committee #1
September 25, 2019 Meeting Summary

Members Attending

Donna Green, FDOT Urban Liaison
Tim Smith for Ian Crelling, Technical Coordinating Committee
Marc Mackey, Technical Coordinating Committee
Kelly Jenkins, Technical Coordinating Committee
John Lincoln, Citizens' Advisory Committee
Leon Miller, Citizens' Advisory Committee
Thomas Robinson, Citizens' Advisory Committee

Members Not Attending

Rickey Fitzgerald, FDOT (Freight)
Bryant Paulk, FDOT Urban Liaison
Traycee Verdun Chapman, Tyndall Air Force Base
John Skaggs, Naval Coastal Systems Center
Richard McConnell, Northwest Florida Beaches International Airport
Wayne Stubbs, Port Panama City
Angela Bradley, Bay Town Trolley
Keith Bryant, Technical Coordinating Committee
Robert Wadell, Citizens' Advisory Committee

Others Attending

Brandi DeRuiter, Bay County Chamber of Commerce
Cory Wilkinson, HDR
Jessica Smith, HDR
Mary Beth Washnock, Emerald Coast Regional Council
Cameron Smith, Emerald Coast Regional Council
Rob Mahan, Emerald Coast Regional Council
Tiffany Bates, Emerald Coast Regional Council
Gary Kramer, Emerald Coast Regional Council

A. Introductions and Welcome

- Gary Kramer welcomed the participants to the Steering Committee Meeting for the 2045 Bay County Transportation Planning Organization (TPO) Long Range Transportation Plan. Each of the participants stated their names and the organization they represent.

B. Overview of LRTP Process and Steering Committee

- Gary Kramer iterated that 2040 Long Range Transportation Plan was adopted on June 22, 2016. The 2045 Long Range Transportation Plan needs to be adopted by June 22, 2021 to maintain the 5-year requirement between Long Range Transportation Plan Updates.
- Gary Kramer mentioned the members of the Steering Committee were approved by the TPO on December 12, 2018 and will be meeting frequently before the 2045 Long Range Transportation Plan is adopted. The reason for the frequent meetings is because many products will be discussed prior to presentations at Public Workshops and the TPO and Advisory Committee Meetings. He mentioned the purpose of the Steering Committee is to review and comment on the detailed Long Transportation Plan products. As a result, most of the questions that would be asked by the TPO and Advisory Committees will already have already been addressed.

C. <u>General Planning Consultant Update</u>

- Gary Kramer said the Evaluation Criteria is derived from the Adopted Goals and Objectives and is used to rank the Needs Plan projects.
- Gary Kramer stated the TPO selected HDR as a General Planning Consultant to assist the TPO Staff on Transportation Planning Products; among them the Long Range Transportation Plan.
- Gary Kramer introduced Cory Wilkinson from HDR.
- Cory Wilkinson mentioned he was main contact for HDR when Request for Proposals for the General Planning Consultant was issued by the TPO. He has been working as the Project Manager for the Florida-Alabama 2045 Long Range Transportation Plan. For the Bay County TPO's 2045 Long Range Transportation Plan, Cory Wilkinson indicated that Jessica Smith will be HDR's Project Manager.

D. <u>Project Schedule</u>

- In a PowerPoint slide, Jessica Smith review the draft 2045 Long Range Transportation Plan Project Schedule for the next three months. Indicating this meeting and the next meeting in November will focus on Goals and Objectives.

E. <u>Development of Draft 2045 Goals and Objectives</u>

- Jessica Smith reviewed Federal, State, and Local documents in the PowerPoint that were used to refine the 2040 Long Range Transportation Plan Goals and Objectives for 2045 Long Range Transportation Plan. The documents referenced were the Federal Planning Factors, Federal Highway Administration's Expectations and Emerging Issues, Florida Planning Emphasis Areas, Florida Transportation Plans, and local planning documents.

F. <u>Review of Draft 2045 Goals and Objectives</u>

- In a separate handout, Jessica Smith discussed the following:
  - **EMERGING TECHNOLOGY (Possible Additions for Goals 1, 2, 3, 6, or 8)**
    - *o <u>I</u>dentify both long-range and short-range strategies that provide for an integrated multimodal transportation system, with a forward-looking approach to Mobility on*

Demand [Intelligent Transportation Systems (ITS), and Automated Driving Systems (ADS)].
    - *Identify corridors, infrastructure needs, and planning / transition implementation needs to accommodate Mobility on Demand [Intelligent Transportation Systems (ITS), and Automated Driving Systems (ADS)].*
- **ALTERNATIVE FUELED VEHICLES (Possible Addition for Goal 1, 3, 4 , or 6)**
    - *Introduce and expand the use of alternative fuels and alternatively fueled vehicles (AFV) and related technologies.*
- **REGIONAL RURAL PLANNING (Possible addition for Goal 5)**
    - *Plan for and coordinate with rural governmental entities both within their planning boundaries as well as those areas outside of the current boundaries that are impacted by transportation movements between regions.*
- **OBJECTIVE 2.6**
    - *Provide accurate and updated public transportation information such as wayfinding signage programs, online map tools, and informational brochures.*
- **OBJECTIVE 3.6**
    - *Integrate Complete Streets Policies into project development and maintenance programs.*
- **OBJECTIVE 6.6**
    - *Incorporate tourism strategy and planning documents into the needs and projects of the transportation system.*

G. Comments from Committee Members and Public

- Committee members comments included the following:
    - Alternatives Fuels for this region Compressed Natural Gas is the most popular.
    - Goal 2 should be Goal 1 because of Safety.
    - Cell phone apps should be included in Objective 2.6.
    - Discussion occurred in Goal 5 and its objectives on how people, citizens, and property owners are represented.
- Tiffany Bates mentioned that Tyndall Air Force Base is forming a Joint Land Use Committee to provide input on Land Use issues surrounding the Base and asked if any of the Steering Committee Meeting Members are interested in part of the this committee to contact her.

H. Next Steps

- Gary Kramer cited that Goals and Objectives will be presented for review at the TPO and Advisory Committees in October.
- Gary Kramer iterated at the next Steering Committee Meeting, the members will be requested to recommend a draft set of Goals and Objectives for action by the TPO and Advisory Committees at their December meetings.

I. Adjournment

The meeting was adjourned at Noon.



Appendix D: 2045 Steering Committee Meeting #2

2045 Bay County Transportation Planning Organization Long Range Transportation Plan
Steering Committee #2
November 14, 2019 Meeting Summary

Members Attending

Donna Green, FDOT Urban Liaison
Wayne Stubbs, Port Panama City
Tim Smith for Ian Crelling, Technical Coordinating Committee
Kelly Jenkins, Technical Coordinating Committee
Keith Bryant, Technical Coordinating Committee
John Lincoln, Citizens' Advisory Committee
Leon Miller, Citizens' Advisory Committee
Thomas Robinson, Citizens' Advisory Committee
Robert Waddell, Citizens' Advisory Committee

Members Not Attending

Rickey Fitzgerald, FDOT (Freight). Tried Calling in. Phone System was not set-up.
Bryant Paulk, FDOT Urban Liaison
Traycee Verdun Chapman, Tyndall Air Force Base
John Skaggs, Naval Coastal Systems Center
Richard McConnell, Northwest Florida Beaches International Airport
Angela Bradley, Bay Town Trolley

Others Attending

Jennifer Shook, Citizen
Jessica Smith, HDR
Mary Beth Washnock, Emerald Coast Regional Council
Cameron Smith, Emerald Coast Regional Council
Gary Kramer, Emerald Coast Regional Council

A. Introductions and Welcome

- Gary Kramer welcomed the participants to the Steering Committee Meeting for the 2045 Bay County Transportation Planning Organization (TPO) Long Range Transportation Plan. Each of the participants stated their names and the organization they represent.

B. Overview of LRTP Process and Steering Committee

- Gary Kramer iterated that 2040 Long Range Transportation Plan was adopted on June 22, 2016. The 2045 Long Range Transportation Plan needs to be adopted by June 22, 2021 to maintain the 5-year requirement between Long Range Transportation Plan Updates.
- Gary Kramer mentioned the members of the Steering Committee will be seeing and commenting on various products for the 2045 Long Range Transportation Plan. The Steering Committee will be providing the detailed review of the draft 2045 Long Range Transportation Plan documents. Therefore, when the TPO and Advisory Committees review the draft 2045 Long Range Transportation

Plan documents most of the questions and comments will already have been addressed by the Steering Committee.

C. Project Schedule

- In a PowerPoint slide, Jessica Smith reviewed the draft 2045 Long Range Transportation Plan Project Schedule for the next three months. Indicating this meeting and the next meeting in January will focus on Goals and Objectives. The meeting in January will focus on comments received from the TPO, Advisory Committees, and Public Workshops. The Goals and Objectives will be action item for the TPO and Advisory Committees in February. Other tasks such as Evaluation Criteria, Financial Resources, Congestion Management Process, Needs Plan, and Cost Feasible Plan will be the focus of future Steering Committee Meetings. The 2045 Long Range Transportation Plan needs to be adopted by June 22, 2021 to maintain the five year mandate between Long Range Transportation Plans.

D. Comments from September 25, 2019 Steering Committee

- In a PowerPoint slide, Jessica Smith presented the comments received from the September 25, 2019 relating to the Mission Statement, Vision Statement, and Goals and Objectives as well as the comments received from Steering Committee Member Tim Smith and staff's responses.

E. Recommended Draft 2045 Goals and Objectives

- Jessica Smith reviewed Federal, State, and Local documents in the PowerPoint that were used to refine the 2040 Long Range Transportation Plan Goals and Objectives for the 2045 Long Range Transportation Plan. The documents referenced were the Federal Planning Factors, Federal Highway Administration's Expectations and Emerging Issues, Florida Planning Emphasis Areas, Florida Transportation Plans, and local planning documents.
- Jessica Smith presented the 2040 Long Range Transportation Plan, a strike-thru/underline version of the proposed changes for the 2045 Long Range Plan Goals and Objectives based on comments received from the first Steering Committee, and a clean copy of the draft 2045 Long Range Transportation Plan Goals and Objectives that were included in Steering Committee Members agenda.

F. Comments on the Draft 2045 Goals and Objectives

- John Lincoln asked how the Federal Transportation Budget relating to infrastructure improvements will factor into the 2045 Long Ranged Transportation Plan.
- Gary Kramer replied the Financial Resources Report will address the available transportation revenue to fund the 2045 Long Transportation Plan Cost Feasible Plan. Financial Resources will be one of the tasks reviewed by the Steering Committee in the first part of 2020.
- Thomas Robinson asked if Performance Measures for Congestion will be addressed in the 2045 Long Range Transportation Plan.
- Keith Bryant added the Traffic Management Center at the Bay County Administrative Building allows the County Staff to monitor congestion on specific segments.

- Gary Kramer mentioned a System Performance Report for the Federal Performance Measures will an appendix in the 2045 Long Range Transportation Plan.
- Thomas Robinson provided a handout to the Steering Committee Members for recommended changes to the draft 2045 Vision Statement, Mission Statement, and Goals and Objectives. The Steering Committee Members agreed to accept these draft changes for discussion purposes.
  - **VISION STATEMENT**
    - Our vision is to provide a safe and efficient multi-modal transportation system that supports the economic vitality of the area**, respects citizens property rights,** protects the environment, promotes efficient system management and operation, and emphasizes modernization of the Bay County TPO area transportation system.
  - **MISSION STATEMENT**
    - To guide safe and socially responsible transportation decision-making for the modernization of the Bay County TPO area's transportation system that supports **intelligent design, ~~the balance of the~~ balancing the needs** of Bay County Residents and transient populations for the economic development of the region.
  - **OBJECTIVE 2.9**
    - **Clearly define traffic capacity of roads for use in development planning.** *(This was originally proposed as an addition to Objective 2.4 by Thomas Robinson).*
  - **OBJECTIVE 5.1**
    - Coordinate transportation and future land use decisions to promote efficient development patterns and a choice of transportation modes, consistent with local government comprehensive plans **and road capacities**.
  - **OBJECTIVE 5.9**
    - Integrate public education and outreach so citizens can better educate the government on what they see as needs, **to include direct communication with property owners at the earliest phases of proposed road projects**. *(It was commented by members that FDOT and local governments already do this notification as part of the PD&E, Design, Right-of-Way, and Construction public meetings).*
  - **OBJECTIVE 6.6**
    - Incorporate tourism strategy and planning documents **(including traffic congestion plans)** into the needs and projects of the transportation system.
- Wayne Stubbs asked what is meant by the term "Highways of Commerce" in Objective 6.4?
- Gary Kramer answered "Highways of Commerce" are the major roadways in the area that were referenced in the Regional Freight Plan that was completed for the three TPO's that Emerald Coast Regional Council staffs.
- Wayne Stubbs recommended the following change to Objective 6.4.
  - **OBJECTIVE 6.4**
    - Identify existing and future Highways of Commerce **or Freight Corridors**, assigning priority to those deemed deficient.
- The Steering Committee Members agreed to accept the draft 2045 Long Range Transportation Plan Goals Objectives with the changes listed above.

G. Comments from Committee Members and Public

- Jennifer Shook stated that Access Roads should be considered on Back Beach Road.
- Discussion on Access Management occurred. It was stated that Jennifer Shook should coordinate with the local governments (Bay County and Panama City Beach) and FDOT for Access Roads on Back Beach Road.
- Gary Kramer iterated that Service Roads could be considered in development of the 2045 Long Range Transportation Plan Needs Plan task which will be reviewed by the Steering Committee in the future.

H. Next Steps

- Gary Kramer stated the 2045 Long Range Transportation Plan Goals and Objectives will be a review item at the December TPO and Advisory Committee Meetings. A public workshop for the 2045 Long Range Transportation Plan will be held in January with Goals and Objectives being one of the topics discussed. The Steering Committee Meeting will meet soon thereafter to discuss TPO, Advisory Committee, and public comments on the Goals and Objectives. The 2045 Long Range Transportation Plan Goals and Objectives will be an action item at the February TPO and Advisory Committee Meetings.

I. Adjournment

- The meeting was adjourned at 11:10 a.m.



Appendix E: 2045 Steering Committee Meeting #3

2045 Bay County Transportation Planning Organization Long Range Transportation Plan
Steering Committee #3
January 17, 2020 Meeting Summary

Members Attending

Donna Green, FDOT Urban Liaison
John Skaggs, Naval Coastal Systems Center
Richard McConnell, Northwest Florida Beaches International Airport
Angela Bradley, Bay Town Trolley
Tim Smith, Technical Coordinating Committee
Kelly Jenkins, Technical Coordinating Committee
Leon Miller, Citizens' Advisory Committee
Thomas Robinson, Citizens' Advisory Committee
Robert Waddell, Citizens' Advisory Committee

Members Not Attending

Rickey Fitzgerald, FDOT (Freight)
Bryant Paulk, FDOT Urban Liaison
Traycee Verdun Chapman, Tyndall Air Force Base
Wayne Stubbs, Port Panama City
Keith Bryant, Technical Coordinating Committee
John Lincoln, Citizens' Advisory Committee

Others Attending

Jerry Smith, Mexico Beach
Mario Gisbert, Mexico Beach
Brandi DeRuiter, Bay County Chamber of Commerce
Larry Messinger, Citizen
Jennifer Shook, Citizen
Jessica Smith, HDR
Tiffany Bates, Emerald Coast Regional Council
Gary Kramer, Emerald Coast Regional Council

A. Introductions and Welcome

- Gary Kramer welcomed the participants to the Steering Committee Meeting for the 2045 Bay County Transportation Planning Organization (TPO) Long Range Transportation Plan. Each of the participants stated their names and the organization they represent.

B. Overview of LRTP Process and Steering Committee

- Gary Kramer iterated that 2040 Long Range Transportation Plan was adopted on June 22, 2016. The 2045 Long Range Transportation Plan needs to be adopted by June 22, 2021 to maintain the 5-year requirement between Long Range Transportation Plan Updates.

- Gary Kramer mentioned the members of the Steering Committee will be seeing and commenting on various products for the 2045 Long Range Transportation Plan. The Steering Committee will be providing the detailed review of the draft 2045 Long Range Transportation Plan documents. Therefore, when the TPO and Advisory Committees review the draft 2045 Long Range Transportation Plan documents most of the questions and comments will already have been addressed by the Steering Committee.

C. <u>Project Schedule</u>

- In a PowerPoint slide, Jessica Smith reviewed the draft 2045 Long Range Transportation Plan Project Schedule for the next three months. She Indicated this meeting will focus on a recommendation for Goals and Objectives, initial comments on the Evaluation Criteria, and a brief overview of the Financial Resources. The Goals and Objectives will be action item for the TPO and Advisory Committees in February. The next Steering will focus on developing a recommendation for the Evaluation Criteria and the Financial Resources. Other tasks such as the Congestion Management Process, Needs Plan, and Cost Feasible Plan will be the focus of future Steering Committee Meetings. The 2045 Long Range Transportation Plan needs to be adopted by June 22, 2021 to maintain the five year mandate between Long Range Transportation Plans.

D. <u>Comments from the January 16, 2020 Public Meeting</u>

- Tiffany Bates stated that a public meeting was held at the Gulf Coast State College on January 16, 2020. The eight Goals were condensed to seven and were presented for the individuals to assigned six $100 dollars in play money. The following lists results from the public meeting
- Goal 1 "A multi-modal transportation system that is safe" and Goal 7 "A multi-modal transportation system that provides for the security of residents, visitors and commerce"
  - "Safety" **7.49%**
- Goal 2 "A multi-modal network of integrated transportation systems for the movement of people and goods"
  - "Move People and Goods" **8.07%**
- Goal 3 "A multi-modal transportation system that is operated and maintained efficiently"
  - "Maintain What we Have" **19.60%**
- Goal 4 "A multi-modal transportation system that protects, preserves and enhances a high quality of life"
  - "Quality of Life" **29.39%**
- Goal 5 "A multi-modal transportation system that includes consistent, continuing, cooperative, and comprehensive planning processes"
  - "Plan for Everyone" **17.29%**
- Goal 6 "A multi-modal transportation system that supports economic vitality"
  - "Support Local Economy" **6.92%**
- Goal 8 "A Multimodal transportation system that maintains acceptable roadway level of service on all major facilities"
  - "Level of Service" **11.24%**

E. Recommended Draft 2045 Goals and Objectives

- Jessica Smith stated that the recommended Draft Goals and Objectives are included in the agenda package as the clean copy version. Also included in the agenda package are Goals and Objectives from the 2040 Long Range Transportation Plan and a strike-thru underline version to show the changes from the 2040 Long Range Transportation Plan to the 2045 Long Range Transportation Plan.

F. Comments on the Draft 2045 Goals and Objectives

- Jessica Smith mentioned that the TPO and Advisory Committees did not have any comments on the Draft Goals and Objectives at their December 4, 2019 meetings. After reviewing the results from the December 4, 2019 TPO and Advisory Committee meetings, and the January 16, 2020 Public Meeting, the Steering Committee did not recommend any additional changes to the Goals and Objectives.

G. Evaluation Criteria and Financial Resources

Evaluation Criteria

- 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~~ >1/2 mile ~~within 2 miles~~ within ½ mile
    - Public Transportation ~~>2 miles~~ >1/2 mile ~~within 2 miles~~ 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~~ C ~~Failing~~ 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

Financial Resources

- Jessica Smith presented an overview of the Draft Financial Resources based upon Florida Department of Transportation (FDOT) Revenue Forecasts through 2045 for the following categories: (1) Strategic Intermodal System (SIS); (2) Non-SIS; (3) Transit; and (4) Transportation Management Area (TMA)/Statewide Urban (SU).
- Gary Kramer stated the Bay County TPO has the most control over the Non-SIS funds. The SIS funds are identified from existing projects in the FDOT SIS 2045 Cost Feasible Plan. Transit funds are existing funds from the Federal Transit Administration and the FDOT. The Bay County TPO is not a TMA (population of more than 200,000). Therefore, the Bay County TPO does not quality for SU funds.
- Gary Kramer added these revenues estimates will be used against the cost of the Needs Plans projects to develop a Cost Feasible Plan.

H. Comments from Committee Members and Public

- Thomas Robinson requested that Right-of-Way and Eminent Domain be added to the Evaluation Criteria. Gary Kramer added that the Evaluation Criteria needs to be measurable and requested that Thomas Robinson word the Evaluation Criteria and Eminent Domain so it can be measurable and bring

such wording to the next Steering Committee Meeting. Further discussion on this topic occurred after the meeting with Gary Kramer, Tim Smith, and Thomas Robinson.

- Mario Gisbert mentioned a bypass of US 98 is needed in Northwest Florida and provided an example of growth in south Florida between different cities on US 1 before I-95 was constructed.

I. Next Steps

- Gary Kramer iterated that the Goals and Objectives will be an action item for the TPO and Advisory Committee in February. The Evaluation Criteria and Financial Resources will be review items at the February TPO and Advisory Committee Meetings with requested action at their April Meetings. The next Steering Committee Meeting will focus on developing a recommendation for the Evaluation Criteria and the Financial Resources.

J. Adjournment

- The meeting was adjourned at 12:20 p.m.



Appendix F: 2045 Final Goals and Objectives for Approval

2045 BAY LRTP Goals and Objectives

Vision Statement
Our vision is to provide a safe and efficient multi-modal transportation system that supports the economic vitality of the area, respects citizens property rights, protects the environment, promotes efficient system management and operation, and emphasizes modernization of the Bay County TPO area transportation system.

Mission Statement
To guide safe and socially responsible transportation decision-making for the modernization of the Bay County TPO area's transportation system that supports the balance of the needs of Bay County Residents and transient populations for the economic development of the region.

Goal 1: A multi-modal transportation system that is safe.

Objective 1.1 Develop projects that increase safety for all motorized and non-motorized users (such as improved access management to reduce crashes, variable message signs to warn motorists of unsafe conditions, provision of sidewalks, transit, and bicycle facilities).

Objective 1.2 Consider clearance times on roads that function as evacuation routes when establishing roadway improvement priorities.

Objective 1.3 Implement techniques and road design to reduce fatalities and serious injuries from common intersection crashes and lane departures.

Objective 1.4 All future planning will incorporate appropriate measures for the safe transportation of hazardous materials.

Objective 1.5 Insure roadway maintenance activities consider the human, vehicular, and roadway factors to provide safe facilities for the community.

Objective 1.6 Provide accurate and updated public transportation information such as wayfinding signage programs, online map tools, and informational brochures.

Goal 2: A multi-modal network of integrated transportation systems for the movement of people and goods.

Objective 2.1 Develop multi-modal linkages to increase the range of travel choices.

Objective 2.2 Expand bicycle, pedestrian and public transportation services to improve accessibility, availability and desirability of transit travel options.

Objective 2.3 Develop and maintain facilities that facilitate the transfer of cargo between all modes of travel.

Objective 2.4 Reduce delays for people and goods through increased multi-modal system capacity.

Objective 2.5 Integrate mobility management with Intelligent Transportation Systems to enhance multi-modal integration of people and goods.

Objective 2.6 Identify both long-range and short-range strategies that provide for an integrated multimodal transportation system, with a forward-looking approach to Mobility on Demand [Intelligent Transportation Systems (ITS), and Automated Driving Systems (ADS)].

Objective 2.7 Identify corridors, infrastructure needs, and planning / transition implementation needs to accommodate Mobility on Demand [Intelligent Transportation Systems (ITS), and Automated Driving Systems (ADS)].

Objective 2.8 Pursue opportunities to support the mobile economy by establishing priority Freight Corridors.

Objective 2.9 Clearly define traffic capacity of roads for use in development planning.

Goal 3: A multi-modal transportation system that is operated and maintained efficiently.

Objective 3.1 Direct sufficient resources to preserve the existing transportation infrastructures including roadway, bicycle, pedestrian, and transit infrastructure.

Objective 3.2 Employ corridor management techniques that do not require additional travel lanes (such as the addition of turn lanes, roundabouts, Transportation System Management (TSM), and Intelligent Transportation Systems (ITS)).

Objective 3.3 Continue to implement a coordinated traffic signal system plan to improve road efficiency and to maintain traffic flow.

Objective 3.4 Replace structurally deficient facilities (such as, roads, bridges, buses, and shelters) that emphasize preservation of the existing system.

Objective 3.5 Give priority and allocate funding to low-cost capital improvements designed to preserve and maintain existing thoroughfare capacity.

Objective 3.6 Integrate Complete Streets Policies into project development and maintenance programs.

Goal 4: A multi-modal transportation system that protects, preserves, and enhances a high quality of life.

Objective 4.1 Reduce adverse impacts of transportation on the environment (such as habitat and ecosystem fragmentation, wildlife collisions and non-point source pollution).

Objective 4.2 Preserve and enhance access to historical areas.

Objective 4.3 Implement design standards for transportation facilities that will protect the environment (e.g., sensitive habitats, air quality, water quality, water quantity, recharge areas, trees).

Objective 4.4 Provide transportation equity for all persons including but not limited to young, persons with disabilities, the economically challenged, and the elderly.

Objective 4.5 Ensure no one segment of the population bears a disproportionate share of adverse impacts.

Objective 4.6 Maintain air quality attainment status for ground level ozone.

Objective 4.7 Introduce and expand the use of alternative fuels and alternatively fueled vehicles (AFV) and related technologies.

Goal 5: A multi-modal transportation system that includes consistent, continuing, cooperative and comprehensive planning processes.

Objective 5.1 Coordinate transportation and future land use decisions to promote efficient development patterns and a choice of transportation modes, consistent with local government comprehensive plans and road capacities.

Objective 5.2 Local governments should coordinate access management between permitting agencies.

Objective 5.3 Work with local governments to pass Corridor Preservation Ordinances to preserve land for future projects.

Objective 5.4 Encourage local government site plan review process to include provisions for compliance with Federal Americans with Disabilities Act guidelines and alternate forms of transportation.

Objective 5.5 Encourage green spaces in transportation related development through local government ordinances.

Objective 5.6 Involve environmental regulatory agencies and interested public groups in environmental issues early in the planning process.

Objective 5.7 Maintain close coordination with Florida Department of Transportation (FDOT), Department of Economic Opportunity (DEO), and chambers of commerce and neighboring counties on issues related to land use decisions, economic growth policies and transportation needs.

Objective 5.8 Plan for and coordinate with rural governmental entities both within their planning boundaries as well as those areas outside of the current boundaries that are impacted by transportation movements between regions.

Objective 5.9 Integrate public education and outreach so citizens can better educate the government on what they see as needs, to include direct communication with property owners at the earliest phases of proposed road projects.

Goal 6: A multi-modal transportation system that supports economic vitality.

Objective 6.1 Supports projects that improve connectivity to existing or planned economic centers.

Objective 6.2 Support integration of regionally significant intermodal facilities into the region's transportation system resulting in a seamless, efficient network.

Objective 6.3 Educate TPO members, staff, and advisory committee members regarding the applications of sustainable community principles.

Objective 6.4 Identify existing and future Highways of Commerce or Freight Corridors, assigning priority to those deemed deficient.

Objective 6.5 Maintain an acceptable roadway level of service on all major facilities including the Strategic Intermodal System facilities (highway, airport, seaport, and STRAHNET) to ensure efficient movement of people and goods.

Objective 6.6 Incorporate tourism strategy and planning documents (including traffic congestion plans) into the needs and projects of the transportation system.

Goal 7: A multi-modal transportation system that provides for the security of residents, visitors and commerce.

Objective 7.1 Develop projects that increase safety for all motorized and non-motorized users.

Objective 7.2 Enhance the integration and connectivity of the transportation system for purposes of security.

Objective 7.3 Reduce the probability of service interruption during a natural disaster by identifying alternative routes before, during and after an incident.

Objective 7.4 Coordinate and cooperate with the Department of Homeland Security, the U.S. Coast Guard, and other federal and state agencies to enhance the security of the transportation system.

Objective 7.5 Enhance the safety of the transportation system to support Emergency Medical Services, Fire and Hazardous Materials response.

Objective 7.6 Coordinate with military land use through the joint land use planning processes.

Goal 8: A multi-modal transportation system that maintains acceptable roadway level of service on all major facilities.

Objective 8.1 Support policies to ensure that facilities and services are provided concurrently with development, and meet local level of service (LOS) standards.

Objective 8.2 Manage congestion near ports, airports, rail facilities, military facilities, economic activity centers, and tourist attractions.

Objective 8.3 Balance the needs of local residents, including tourist industry labor commuters, and visitor traffic stress on transportation system.

Objective 8.4 Preserve the intended function of the Florida Strategic Intermodal System (SIS), Strategic Highway Network (STRAHNET), and other appropriate corridors for intercity travel and freight movement.

Appendix G: Public Agency Review Comments

From:	Gary Kramer
To:	Smith, Jessica
Cc:	Wilkinson, Cory; Hannah, Cheryl
Subject:	RE: Bay Co 2045 Goals and Objectives and Florida-Alabama Congestion Management Process Major Update
Date:	Monday, May 11, 2020 9:15:58 AM
Attachments:	RESOLUTION BAY 20-02.pdf

CAUTION: [EXTERNAL] This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Jessica,

Please e-mail the Final Goals and Objectives Report for the Bay 2045 LRTP. Attached is the signed Resolution that needs to be included in the Report. The only comment we received from the Review Agencies was from Bryant Paulk and is listed below. Please update the date of the report to May and remove the words "Draft" in the document if there are any. Please e-mail the final version back to me and I will send a request to our web site team to post the document on our web site.

Gary, I do not have any comments on the subject document.

Bryant T. Paulk, AICP
Urban Planning Manager | Milton Operations Center
6025 Old Bagdad Hwy | Milton, FL 32583
Bryant.Paulk@dot.state.fl.us
Office 850-981-2754
Cell 850-703-7254

Thank You.

Sincerely,

Gary Kramer
Planner IV, Long Range Transportation Planning

EMERALD COAST REGIONAL COUNCIL

Working to preserve and enhance the quality of life in northwest Florida.

PO Box 11399, Pensacola, FL 32524
850-332-7976, ext. 219 | Fax: 850-637-1923
ecrc.org

From: Gary Kramer
Sent: Thursday, April 16, 2020 11:40 AM
To: Smith, Jessica <Jessica.Smith1@hdrinc.com>



Appendix H: 2045 Goals and Objectives Approval Resolution

Pamn Henderson
Chairperson

Robert Carroll
Vice Chairman

P.O. Box 11399 • 32524-1399 Pensacola, FL | 4081 E. Olive Road-Suite A • 32514
P: 850.332.7976 • 1.800.226.8914 • F: 850.637.1923 | www.ecrc.org

MEETING OF THE TRANSPORTATION PLANNING ORGANIZATION

Wednesday, February 5, 2019
3:30 p.m.
Callaway Arts & Conference Center, 500 Callaway Parkway, Callaway, FL 32404

Technical Coordinating Committee (TCC) - 11:00 a.m. | Citizens' Advisory Committee (CAC) - 1:30 p.m.

1. **CALL TO ORDER / PLEDGE / INVOCATION** – Chairperson Pamn Henderson

2. **PUBLIC FORUM**
   Please obtain a speaker request form from ECRC staff. Speakers are asked to limit their remarks to three minutes.

3. **APPROVAL OF AGENDA**
   Any new action items to be added to the agenda must be approved by a vote of two thirds (2/3) of the TPO members present.

PLANNING

pp 5-19

4. **PLANNING AND TRANSIT CONSENT AGENDA:**
   1) **ALL COMMITTEES**- Approval of the December 2019 Meeting Minutes

5. **PLANNING ACTION ITEMS:**

pp 20-21

A. **ENCLOSURE A- TPO ONLY –** Florida Department of Transportation Presentation on U.S. 231 and U.S. 98 Interchange – *Mr. Rodney Chamberlain, Design Engineer, FDOT*

pp 23-27

B. **ENCLOSURE B- ALL COMMITTEES:** Consideration of Resolution BAY 20-01 to Adopt Targets for Safety Performance Measures – *Mr. Gary Kramer, ECRC Staff*

pp 28-68

C. **ENCLOSURE C - ALL COMMITTEES:** Consideration of Resolution BAY 20-02 to Adopt the Bay County TPO 2045 Long Range Transportation Plan (LRTP) Goals and Objectives – *Mr. Gary Kramer, ECRC Staff*

pp 69-77

D. **ENCLOSURE D- ALL COMMITTEES:** Consideration of Resolution BAY 20-03 Adopting the 2020 Transportation Alternatives (TA) Set-Aside Ranked Projects for FDOT District 3 Fiscal Year 2022-2026 Tentative Work Program – *Ms. Caitlin Cerame, AICP, ECRC Staff*

pp 78-80

E. ENCLOSURE E – ALL COMMITTEES: Consideration of Resolution BAY 20-04 Adopting the Bay County TPO Title VI Program Major Update – *Ms. Brittany Ellers, ECRC Staff*

6. FDOT UPDATE- *Mr. Bryant Paulk, AICP, FDOT Urban Liaison or Ms. Donna Green, FDOT Urban Liaison*

pp 40-88

7. PLANNING PRESENTATION ITEMS (NO ACTION REQUIRED):

F. ENCLOSURE F- ALL COMMITTEES: Review of the Draft Bay County TPO 2045 Long Range Transportation Evaluation Criteria and Financial Resources – *Mr. Gary Kramer, ECRC Staff*

G. ENCLOSURE G – ALL COMMITTEES: Review of the Draft Bay County TPO UPWP for FY 2020/2021 and 2021/2022 – *Mr. Cameron Smith, ECRC Staff*

pp 81-91

8. PLANNING INFORMATION PACKAGE (no presentation necessary)

H. ENCLOSURE H - ALL COMMITTEES

- TCC and CAC December 2019 Meeting Minutes
- Bay December 2019 Actions Report
- Bay County Chamber Letter January 2020
- TIP Amendment Letter – ROW for US 231 from 23rd Street to South Pipeline Road
- TIP Amendment Letter – ROW for US 231 from US98 15th Street to 23rd Street
- TIP Amendment Letter – ROW and PE Railroad Construction Phase – Project #2179104
- TIP Amendment Letter – Advancing ROW Phase from FY 2022/2023 and 2023/2024 to FY 2019/2020 and adding PE and Railroad Construction Phases for Project #2179103
- 2020 Tentative TPO Schedule

TRANSIT

9. TRANSIT ACTION ITEMS: NONE

10. TRANSIT UPDATE – *Ms. Angela Bradley, Bay County Staff*

11. TRANSIT INFORMATION PACKAGE (no presentations necessary)**: NONE**

12. LEGAL UPDATE – *Burke, Blue, Hutchison, Walters & Smith, P.A.*

OTHER BUSINESS- The next Bay TPO meeting will be Wednesday, April 22, 2020, Location TBD**.** The TCC will meet at 11:00 a.m., the CAC will meet at 1:30 p.m., and the TPO will meet at 3:30 p.m.

13. ADJOURNMENT

Stay up to date with the TPO events and activities on Facebook: www.Facebook.com/EmeraldCoastRegionalCouncil or by subscribing to the Bay County TPO Interested Parties list by clicking here: Bay County TPO Interested Parties

Questions? Email Cameron Smith, TPO Coordinator, at Cameron.Smith@ecrc.org

RESOLUTION BAY 20-02

A RESOLUTION OF THE BAY COUNTY TRANSPORTATION PLANNING ORGANIZATION APPROVING THE 2045 BAY LONG RANGE TRANSPORTATION PLAN GOALS AND OBJECTIVES

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, 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, a task in the Long Range Transportation Plan 2045 Update Scope of Services is Goals and Objectives; and

WHEREAS, the Goals and Objectives were adopted 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 the ten FAST Act planning factors, performance measures, and other federal, state, and local transportation related documents into development of the Goals and Objectives;

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

The Bay County TPO approves the Goals and Objectives for its 2045 Long Range Transportation Plan Update.

Passed and duly adopted by the Bay County TPO on this 5th day of February 2020.

BAY COUNTY TRANSPORTATION PLANNING ORGANIZATION

BY: Pamn Henderson
Pamn Henderson, Chairperson

ATTEST: _____

ENCLOSURE C

ALL COMMITTEES

ENCLOSURE C
ALL COMMITTEES

SUBJECT: Consideration of Resolution BAY 20-02 to adopt the Bay County TPO 2045 Long Range Transportation Plan (LRTP) Goals and Objectives

ORIGIN OF SUBJECT: 23 Code of Federal Regulations Section 134(i), Chapter 339.175 (7) Florida Statutes, Bay County TPO Unified Planning Work Program (UPWP) Task C.2

LOCAL GOVERNMENT ACTION NEEDED: None

BACKGROUND: The TPO updates the Long Range Transportation Plan every 5 years. The current Long Range Transportation Plan was adopted on June 22, 2016. The 2045 Bay County TPO Long Range Transportation Plan, Scope of Services was approved by the TPO on July 24, 2019. Some of the tasks identified in the Scope of Services are: Public Participation, Congestion Management Process Update, Evaluation Criteria, Financial Resources, 2040 Needs Plan, 2040 Cost Feasible Plan, and Goals and Objectives.

The Goals and Objectives document identifies the guiding principles for the development of the Long Range Transportation Plan. These principles will help determine the projects that are ultimately adopted into the 2045 Needs Plan. A consultant task in the Long Range Transportation Plan Scope of Services is to update the Goals and Objectives from the previous plan as well as to review federal, state, local, and regional plans to determine if any updates/changes are needed. The Steering Committee met at Panama City Hall on September 25, 2019, November 14, 2019, and January 17, 2020 to review, comment, and provide a recommended action on the draft 2045 Long Range Transportation Plan Goals and Objectives. The Goals and Objectives will be used to establish the Evaluation Criteria to rank the adopted 2045 Needs Plan Projects.

A public workshop relating to the draft 2045 Long Range Transportation Goals and Objectives was held at Gulf Coast State College on January 16, 2020 and is included in the Steering Committee meeting #3 summary.

Attached are the following:

- Resolution Bay 20-02
- Adopted 2040 Long Range Transportation Plan Goals and Objectives
- Strike-Thru Under Line Draft 2045 Long Range Transportation Plan Goals and Objectives
- Clean Copy Draft 2045 Long Range Transportation Plan Goals and Objectives
- Steering Committee Meeting #1 Summary
- Comments from Tim Smith, Planning Manager, Bay County Planning and Zoning Division
- Steering Committee Meeting #2 Summary
- Steering Committee Meeting #3 Summary

RECOMMENDED ACTION: Approval of a motion to authorize the TPO chairperson to sign Resolution BAY 20-02 to adopt the Bay County TPO 2045 Long Range Transportation Plan (LRTP) Goals and Objectives with any changes that may have been presented. This alternative is recommended to maintain the 2045 Long Range Transportation Plan adoption date of June 22, 2021. Please contact Mr. Gary Kramer if additional information is needed at gary.kramer@ecrc.org or (850) 332-7976 Ext. 219.

RESOLUTION BAY 20-02

A RESOLUTION OF THE BAY COUNTY TRANSPORTATION PLANNING ORGANIZATION APPROVING THE 2045 BAY LONG RANGE TRANSPORTATION PLAN GOALS AND OBJECTIVES

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, 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, a task in the Long Range Transportation Plan 2045 Update Scope of Services is Goals and Objectives; and

WHEREAS, the Goals and Objectives were adopted 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 the ten FAST Act planning factors, performance measures, and other federal, state, and local transportation related documents into development of the Goals and Objectives;

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

The Bay County TPO approves the Goals and Objectives for its 2045 Long Range Transportation Plan Update.

Passed and duly adopted by the Bay County TPO on this 5th day of February 2020.

BAY COUNTY TRANSPORTATION PLANNING ORGANIZATION

BY: _____
Pamn Henderson, Chairperson

ATTEST: _____

Adopted 2040 Long Range Transportation Plan Goals and Objectives

Vision Statement

Our vision is to provide a safe and efficient multi-modal transportation system that supports the economic vitality of the area, protects the environment, promotes efficient system management and operation, and emphasizes the preservation of the existing transportation system.

Mission Statement

To enhance the existing transportation system in manner that is safe, integrated, and socially responsible, while supporting economic development of the region.

Goals and Objectives

Goal 1: ***A multi-modal network of integrated transportation systems for the movement of people and goods.***

Objective 1.1 Develop multi-modal linkages to increase the range of travel choices.

Objective 1.2 Expand bicycle, pedestrian and public transportation services to improve accessibility, availability and desirability of transit travel options.

Objective 1.3 Develop and maintain facilities that facilitate the transfer of cargo between all modes of travel.

Objective 1.4 Reduce delays for people and goods through increased multi-modal system capacity.

Objective 1.5 Integrate mobility management with Intelligent Transportation Systems to enhance multi-modal integration of people and goods.

Goal 2: ***A multi-modal transportation system that is safe***.

Objective 2.1 Develop projects that increase safety for all motorized and non-motorized users (such as improved access management to reduce crashes, variable message signs to warn motorists of unsafe conditions, provision of sidewalks, transit, and bicycle facilities).

Objective 2.2 Consider clearance times on roads that function as evacuation routes when establishing roadway improvement priorities.

Objective 2.3 Implement techniques and road design to reduce fatalities and serious injuries from common intersection crashes and lane departures.

Objective 2.4 All future planning will incorporate appropriate measures for the safe transportation of hazardous materials.

Objective 2.5 Insure roadway maintenance activities consider the human, vehicular, and roadway factors to provide safe facilities for the community.

Goal 3: ***A multi-modal transportation system that is operated and maintained efficiently.***

Objective 3.1 Direct sufficient resources to preserve the existing transportation infrastructures including roadway, bicycle, pedestrian, and transit infrastructure.

Objective 3.2 Employ corridor management techniques that do not require additional travel lanes (such as the addition of turn lanes, roundabouts, Transportation System Management (TSM), and Intelligent Transportation Systems (ITS)).

Objective 3.3 Continue to implement a coordinated traffic signal system plan to improve road efficiency and to maintain traffic flow.

Objective 3.4 Replace structurally deficient facilities (such as, roads, bridges, buses, and shelters) that emphasize preservation of the existing system.

Objective 3.5 Give priority and allocate funding to low-cost capital improvements designed to preserve and maintain existing thoroughfare capacity.

Goal 4: ***A multi-modal transportation system that protects, preserves and enhances a high quality of life.***

Objective 4.1 Reduce adverse impacts of transportation on the environment (such as habitat and ecosystem fragmentation, wildlife collisions and non-point source pollution).

Objective 4.2 Preserve and enhance access to historical areas.

Objective 4.3 Implement design standards for transportation facilities that will protect the environment (e.g., sensitive habitats, air quality, water quality, water quantity, recharge areas, trees).

Objective 4.4 Provide transportation equity for all persons including but not limited to young, persons with disabilities, the economically challenged, and the elderly.

Objective 4.5 Ensure no one segment of the population bears a disproportionate share of adverse impacts.

Objective 4.6 Maintain air quality attainment status for ground level ozone.

Goal 5: ***A multi-modal transportation system that includes consistent, continuing, cooperative and comprehensive planning processes.***

Objective 5.1 Coordinate transportation and future land use decisions to promote efficient development patterns and a choice of transportation modes, consistent with local government comprehensive plans.

Objective 5.2 Local governments should coordinate access management between permitting agencies.

Objective 5.3 Work with local governments to pass Corridor Preservation Ordinances to preserve land for future projects.

Objective 5.4 Encourage local government site plan review process to include provisions for compliance with Federal Americans with Disabilities Act guidelines and alternate forms of transportation.

Objective 5.5 Encourage green spaces in transportation related development through local government ordinances.

Objective 5.6 Involve environmental regulatory agencies and interested public groups in environmental issues early in the planning process.

Objective 5.7 Maintain close coordination with Florida Department of Transportation (FDOT), Department of Economic Opportunity (DEO), and chambers of commerce and neighboring counties on issues related to land use decisions, economic growth policies and transportation needs.

Goal 6: ***A multi-modal transportation system that supports economic vitality***

Objective 6.1 Support projects that improve connectivity to existing or planned economic centers.

Objective 6.2 Ensure that intermodal facilities which are important to the regional economy are fully integrated into the region's transportation system resulting in a seamless, efficient network.

Objective 6.3 Educate TPO members, staff, and advisory committee members regarding the applications of sustainable community principles.

Objective 6.4 Identify existing and future Highways of Commerce, assigning priority to those deemed deficient.

Objective 6.5 Maintain an acceptable roadway level of service on all major facilities including the Strategic Intermodal System facilities (highway, airport, seaport, and STRAHNET) to ensure efficient movement of people and goods.

Goal 7: ***A multi-modal transportation system that provides for the security of residents, visitors and commerce.***

Objective 7.1 Develop projects that increase safety for all motorized and non-motorized users.

Objective 7.2 Enhance the integration and connectivity of the transportation system for purposes of security.

Objective 7.3 Reduce the probability of service interruption during a natural disaster by identifying alternative routes before, during and after an incident.

Objective 7.4 Coordinate and cooperate with the Department of Homeland Security, the U.S. Coast Guard, and other federal and state agencies to enhance the security of the transportation system.

Goal 8: ***A multi-modal transportation system that maintains acceptable roadway level of service on all major facilities***

Objective 8.1: Support policies to ensure that facilities and services are provided concurrently with development, and meet local level of service (LOS) standards.

Objective 8.2: Manage congestion near ports, airports, rail facilities, military facilities, economic activity centers.

Objective 8.3: Balance the need for roadway widening and other goals and priorities of local residents.

Objective 8.4: Preserve the intended function of the Florida Strategic Intermodal System (SIS), Strategic Highway Network (STRAHNET), and other appropriate corridors for intercity travel and freight movement

Strike-Thru Under Line Draft 2045 Long Range Transportation Plan Goals and Objectives

Underline: New language added.
~~Strikethrough~~: Language removed.

Vision Statement
Our vision is to provide a safe and efficient multi-modal transportation system that supports the economic vitality of the area, **respects citizens property rights,** protects the environment, promotes efficient system management and operation, and emphasizes **modernization of the Bay County TPO area transportation system.** ~~the preservation of the existing transportation system.~~

Mission Statement
To ~~enhance the existing transportation system~~ **guide safe and socially responsible transportation decision-making for the modernization of the Bay County TPO area's transportation system that supports intelligent design,** ~~in manner that is through safe, integrated, and socially responsible, while supporting~~ **while balancing the needs of Bay County Residents and transient populations for the** economic development of the region.

Goal 1 ~~Goal 2~~: A multi-modal transportation system that is safe.

Objective 1.1 ~~**Objective 2.1**~~
Develop projects that increase safety for all motorized and non-motorized users (such as improved access management to reduce crashes, variable message signs to warn motorists of unsafe conditions, provision of sidewalks, transit, and bicycle facilities).

Objective 1.2 ~~**Objective 2.2**~~
Consider clearance times on roads that function as evacuation routes when establishing roadway improvement priorities.

Objective 1.3 ~~**Objective 2.3**~~
Implement techniques and road design to reduce fatalities and serious injuries from common intersection crashes and lane departures.

Objective 1.4 ~~**Objective 2.4**~~
All future planning will incorporate appropriate measures for the safe transportation of hazardous materials.

Objective 1.5 ~~**Objective 2.5**~~
Insure roadway maintenance activities consider the human, vehicular, and roadway factors to provide safe facilities for the community.

Objective 1.6
Provide accurate and updated public transportation information such as wayfinding signage programs, online map tools, and informational brochures.

Goal 2 ~~Goal 1:~~ A multi-modal network of integrated transportation systems for the movement of people and goods.

Objective 2.1 ~~Objective 1.1~~
Develop multi-modal linkages to increase the range of travel choices.

Objective 2.2 ~~Objective 1.2~~
Expand bicycle, pedestrian and public transportation services to improve accessibility, availability and desirability of transit travel options.

Objective 2.3 ~~Objective 1.3~~
Develop and maintain facilities that facilitate the transfer of cargo between all modes of travel.

Objective 2.4 ~~Objective 1.4~~
Reduce delays for people and goods through increased multi-modal system capacity.

Objective 2.5 ~~Objective 1.5~~
Integrate mobility management with Intelligent Transportation Systems to enhance multi-modal integration of people and goods.

Objective 2.6

Identify both long-range and short-range strategies that provide for an integrated multimodal transportation system, with a forward-looking approach to Mobility on Demand [Intelligent Transportation Systems (ITS), and Automated Driving Systems (ADS)].

Objective 2.7

Identify corridors, infrastructure needs, and planning / transition implementation needs to accommodate Mobility on Demand [Intelligent Transportation Systems (ITS), and Automated Driving Systems (ADS)].

Objective 2.8

Pursue opportunities to support the mobile economy by establishing priority Freight Corridors.

Objective 2.9

Clearly define traffic capacity of roads for use in development planning.

Goal 3: A multi-modal transportation system that is operated and maintained efficiently.

Objective 3.1
Direct sufficient resources to preserve the existing transportation infrastructures including roadway, bicycle, pedestrian, and transit infrastructure.

Objective 3.2
Employ corridor management techniques that do not require additional travel lanes (such as the addition of turn lanes, roundabouts, Transportation System Management (TSM), and Intelligent Transportation Systems (ITS)).

Objective 3.3
Continue to implement a coordinated traffic signal system plan to improve road efficiency and to maintain traffic flow.

Objective 3.4
Replace structurally deficient facilities (such as, roads, bridges, buses, and shelters) that emphasize preservation of the existing system.

Objective 3.5
Give priority and allocate funding to low-cost capital improvements designed to preserve and maintain existing thoroughfare capacity.

Objective 3.6
Integrate Complete Streets Policies into project development and maintenance programs.

Goal 4: A multi-modal transportation system that protects, preserves and enhances a high quality of life.

Objective 4.1
Reduce adverse impacts of transportation on the environment (such as habitat and ecosystem fragmentation, wildlife collisions and non-point source pollution).

Objective 4.2
Preserve and enhance access to historical areas.

Objective 4.3
Implement design standards for transportation facilities that will protect the environment (e.g., sensitive habitats, air quality, water quality, water quantity, recharge areas, trees).

Objective 4.4
Provide transportation equity for all persons including but not limited to young, persons with disabilities, the economically challenged, and the elderly.

Objective 4.5
Ensure no one segment of the population bears a disproportionate share of adverse impacts.

Objective 4.6
Maintain air quality attainment status for ground level ozone.

Objective 4.7
Introduce and expand the use of alternative fuels and alternatively fueled vehicles (AFV) and related technologies.

Goal 5: A multi-modal transportation system that includes consistent, continuing, cooperative and comprehensive planning processes.

Objective 5.1
Coordinate transportation and future land use decisions to promote efficient development patterns and a choice of transportation modes, consistent with local government comprehensive plans **and road capacities.**

Objective 5.2
Local governments should coordinate access management between permitting agencies.

Objective 5.3
Work with local governments to pass Corridor Preservation Ordinances to preserve land for future projects.

Objective 5.4
Encourage local government site plan review process to include provisions for compliance with Federal Americans with Disabilities Act guidelines and alternate forms of transportation.

Objective 5.5
Encourage green spaces in transportation related development through local government ordinances.

Objective 5.6
Involve environmental regulatory agencies and interested public groups in environmental issues early in the planning process.

Objective 5.7
Maintain close coordination with Florida Department of Transportation (FDOT), Department of Economic Opportunity (DEO), and chambers of commerce and neighboring counties on issues related to land use decisions, economic growth policies and transportation needs.

Objective 5.8
Plan for and coordinate with rural governmental entities both within their planning boundaries as well as those areas outside of the current boundaries that are impacted by transportation movements between regions.

Objective 5.9
Integrate public education and outreach so citizens can better educate the government on what they see as needs, to include direct communication with property owners at the earliest phases of proposed road projects.

Goal 6: A multi-modal transportation system that supports economic vitality.

Objective 6.1
Support projects that improve connectivity to existing or planned economic centers.

Objective 6.2
~~Ensure that~~ **Support integration of regionally significant** intermodal facilities w~~hich are important to~~

~~the regional economy are fully integrated~~ into the region's transportation system resulting in a seamless, efficient network.

Objective 6.3
Educate TPO members, staff, and advisory committee members regarding the applications of sustainable community principles.

Objective 6.4
Identify existing and future Highways of Commerce **or Freight Corridors**, assigning priority to those deemed deficient.

Objective 6.5
Maintain an acceptable roadway level of service on all major facilities including the Strategic Intermodal System facilities (highway, airport, seaport, and STRAHNET) to ensure efficient movement of people and goods.

Objective 6.6
Incorporate tourism strategy and planning documents (including traffic congestion plans) into the needs and projects of the transportation system.

Goal 7: A multi-modal transportation system that provides for the security of residents, visitors and commerce.

Objective 7.1
Develop projects that increase safety for all motorized and non-motorized users.

Objective 7.2
Enhance the integration and connectivity of the transportation system for purposes of security.

Objective 7.3
Reduce the probability of service interruption during a natural disaster by identifying alternative routes before, during and after an incident.

Objective 7.4
Coordinate and cooperate with the Department of Homeland Security, the U.S. Coast Guard, and other federal and state agencies to enhance the security of the transportation system.

Objective 7.5
Enhance the safety of the transportation system to support Emergency Medical Services, Fire and Hazardous Materials response.

Objective 7.6
Coordinate with military land use through the joint land use planning processes.

Goal 8: A multi-modal transportation system that maintains acceptable roadway level of service on all major facilities.

Objective 8.1
Support policies to ensure that facilities and services are provided concurrently with development, and meet local level of service (LOS) standards.

Objective 8.2
Manage congestion near ports, airports, rail facilities, military facilities, economic activity centers**, and tourist attractions.**

Objective 8.3
Balance ~~the need for roadway widening and other goals~~ **the needs of local residents, including tourist industry labor commuters, and visitor traffic stress on transportation system.** ~~and priorities of local residents~~.

Objective 8.4
preserve the intended function of the Florida Strategic Intermodal System (SIS), Strategic Highway Network (STRAHNET), and other appropriate corridors for intercity travel and freight movement.

Clean Copy Draft 2045 Long Range Transportation Plan Goals and Objectives

Vision Statement

Our vision is to provide a safe and efficient multi-modal transportation system that supports the economic vitality of the area, respects citizens property rights, protects the environment, promotes efficient system management and operation, and emphasizes modernization of the Bay County TPO area transportation system.

Mission Statement

To guide safe and socially responsible transportation decision-making for the modernization of the Bay County TPO area's transportation system that supports intelligent design, while balancing the needs of Bay County Residents and transient populations for the economic development of the region.

Goal 1: A multi-modal transportation system that is safe.

Objective 1.1
Develop projects that increase safety for all motorized and non-motorized users (such as improved access management to reduce crashes, variable message signs to warn motorists of unsafe conditions, provision of sidewalks, transit, and bicycle facilities).

Objective 1.2
Consider clearance times on roads that function as evacuation routes when establishing roadway improvement priorities.

Objective 1.3
Implement techniques and road design to reduce fatalities and serious injuries from common intersection crashes and lane departures.

Objective 1.4
All future planning will incorporate appropriate measures for the safe transportation of hazardous materials.

Objective 1.5
Insure roadway maintenance activities consider the human, vehicular, and roadway factors to provide safe facilities for the community.

Objective 1.6
Provide accurate and updated public transportation information such as wayfinding signage programs, online map tools, and informational brochures.

Goal 2: A multi-modal network of integrated transportation systems for the movement of people and goods.

Objective 2.1
Develop multi-modal linkages to increase the range of travel choices.

Objective 2.2
Expand bicycle, pedestrian and public transportation services to improve accessibility, availability and desirability of transit travel options.

Objective 2.3
Develop and maintain facilities that facilitate the transfer of cargo between all modes of travel.

Objective 2.4
Reduce delays for people and goods through increased multi-modal system capacity.

Objective 2.5
Integrate mobility management with Intelligent Transportation Systems to enhance multi-modal integration of people and goods.

Objective 2.6
Identify both long-range and short-range strategies that provide for an integrated multimodal transportation system, with a forward-looking approach to Mobility on Demand [Intelligent Transportation Systems (ITS), and Automated Driving Systems (ADS)].

Objective 2.7
Identify corridors, infrastructure needs, and planning / transition implementation needs to accommodate Mobility on Demand [Intelligent Transportation Systems (ITS), and Automated Driving Systems (ADS)].

Objective 2.8
Pursue opportunities to support the mobile economy by establishing priority Freight Corridors.

Objective 2.9
Clearly define traffic capacity of roads for use in development planning.

Goal 3: A multi-modal transportation system that is operated and maintained efficiently.

Objective 3.1
Direct sufficient resources to preserve the existing transportation infrastructures including roadway, bicycle, pedestrian, and transit infrastructure.

Objective 3.2
Employ corridor management techniques that do not require additional travel lanes (such as the addition of turn lanes, roundabouts, Transportation System Management (TSM), and Intelligent Transportation Systems (ITS)).

Objective 3.3
Continue to implement a coordinated traffic signal system plan to improve road efficiency and to maintain traffic flow.

Objective 3.4
Replace structurally deficient facilities (such as, roads, bridges, buses, and shelters) that emphasize preservation of the existing system.

Objective 3.5
Give priority and allocate funding to low-cost capital improvements designed to preserve and maintain existing thoroughfare capacity.

Objective 3.6
Integrate Complete Streets Policies into project development and maintenance programs.

Goal 4: A multi-modal transportation system that protects, preserves and enhances a high quality of life.

Objective 4.1
Reduce adverse impacts of transportation on the environment (such as habitat and ecosystem fragmentation, wildlife collisions and non-point source pollution).

Objective 4.2
Preserve and enhance access to historical areas.

Objective 4.3
Implement design standards for transportation facilities that will protect the environment (e.g., sensitive habitats, air quality, water quality, water quantity, recharge areas, trees).

Objective 4.4
Provide transportation equity for all persons including but not limited to young, persons with disabilities, the economically challenged, and the elderly.

Objective 4.5
Ensure no one segment of the population bears a disproportionate share of adverse impacts.

Objective 4.6
Maintain air quality attainment status for ground level ozone.

Objective 4.7
Introduce and expand the use of alternative fuels and alternatively fueled vehicles (AFV) and related technologies.

Goal 5: A multi-modal transportation system that includes consistent, continuing, cooperative and comprehensive planning processes.

Objective 5.1
Coordinate transportation and future land use decisions to promote efficient development patterns and a choice of transportation modes, consistent with local government comprehensive plans and road capacities.

Objective 5.2
Local governments should coordinate access management between permitting agencies.

Objective 5.3
Work with local governments to pass Corridor Preservation Ordinances to preserve land for future projects.

Objective 5.4
Encourage local government site plan review process to include provisions for compliance with Federal Americans with Disabilities Act guidelines and alternate forms of transportation.

Objective 5.5
Encourage green spaces in transportation related development through local government ordinances.

Objective 5.6
Involve environmental regulatory agencies and interested public groups in environmental issues early in the planning process.

Objective 5.7
Maintain close coordination with Florida Department of Transportation (FDOT), Department of Economic Opportunity (DEO), and chambers of commerce and neighboring counties on issues related to land use decisions, economic growth policies and transportation needs.

Objective 5.8
Plan for and coordinate with rural governmental entities both within their planning boundaries as well as those areas outside of the current boundaries that are impacted by transportation movements between regions.

Objective 5.9
Integrate public education and outreach so citizens can better educate the government on what they see as needs, to include direct communication with property owners at the earliest phases of proposed road projects.

Goal 6: A multi-modal transportation system that supports economic vitality.

Objective 6.1
Support projects that improve connectivity to existing or planned economic centers.

Objective 6.2
Support integration of regionally significant intermodal facilities into the region's transportation system resulting in a seamless, efficient network.

Objective 6.3
Educate TPO members, staff, and advisory committee members regarding the applications of sustainable community principles.

Objective 6.4
Identify existing and future Highways of Commerce or Freight Corridors, assigning priority to those deemed deficient.

Objective 6.5
Maintain an acceptable roadway level of service on all major facilities including the Strategic Intermodal System facilities (highway, airport, seaport, and STRAHNET) to ensure efficient movement of people and goods.

Objective 6.6
Incorporate tourism strategy and planning documents (including traffic congestion plans) into the needs and projects of the transportation system.

Goal 7: A multi-modal transportation system that provides for the security of residents, visitors and commerce.

Objective 7.1
Develop projects that increase safety for all motorized and non-motorized users.

Objective 7.2
Enhance the integration and connectivity of the transportation system for purposes of security.

Objective 7.3
Reduce the probability of service interruption during a natural disaster by identifying alternative routes before, during and after an incident.

Objective 7.4
Coordinate and cooperate with the Department of Homeland Security, the U.S. Coast Guard, and other federal and state agencies to enhance the security of the transportation system.

Objective 7.5
Enhance the safety of the transportation system to support Emergency Medical Services, Fire and Hazardous Materials response.

Objective 7.6
Coordinate with military land use through the joint land use planning processes.

Goal 8: A multi-modal transportation system that maintains acceptable roadway level of service on all major facilities.

Objective 8.1
Support policies to ensure that facilities and services are provided concurrently with development, and meet local level of service (LOS) standards.

Objective 8.2
Manage congestion near ports, airports, rail facilities, military facilities, economic activity centers, and tourist attractions.

Objective 8.3
Balance the needs of local residents, including tourist industry labor commuters, and visitor traffic stress on transportation system.

Objective 8.4
Preserve the intended function of the Florida Strategic Intermodal System (SIS), Strategic Highway Network (STRAHNET), and other appropriate corridors for intercity travel and freight movement.

Steering Committee Meeting #1 Summary

Members Attending

Donna Green, FDOT Urban Liaison
Tim Smith for Ian Crelling, Technical Coordinating Committee
Marc Mackey, Technical Coordinating Committee
Kelly Jenkins, Technical Coordinating Committee
John Lincoln, Citizens' Advisory Committee
Leon Miller, Citizens' Advisory Committee
Thomas Robinson, Citizens' Advisory Committee

Members Not Attending

Rickey Fitzgerald, FDOT (Freight)
Bryant Paulk, FDOT Urban Liaison
Traycee Verdun Chapman, Tyndall Air Force Base
John Skaggs, Naval Coastal Systems Center
Richard McConnell, Northwest Florida Beaches International Airport
Wayne Stubbs, Port Panama City
Angela Bradley, Bay Town Trolley
Keith Bryant, Technical Coordinating Committee
Robert Wadell, Citizens' Advisory Committee

Others Attending

Brandi DeRuiter, Bay County Chamber of Commerce
Cory Wilkinson, HDR
Jessica Smith, HDR
Mary Beth Washnock, Emerald Coast Regional Council
Cameron Smith, Emerald Coast Regional Council
Rob Mahan, Emerald Coast Regional Council
Tiffany Bates, Emerald Coast Regional Council
Gary Kramer, Emerald Coast Regional Council

A. Introductions and Welcome

- Gary Kramer welcomed the participants to the Steering Committee Meeting for the 2045 Bay County Transportation Planning Organization (TPO) Long Range Transportation Plan. Each of the participants stated their names and the organizations they represent.

B. Overview of LRTP Process and Steering Committee

- Gary Kramer iterated that 2040 Long Range Transportation Plan was adopted on June 22, 2016. The 2045 Long Range Transportation Plan needs to be adopted by June 22, 2021 to maintain the 5-year requirement between Long Range Transportation Plan Updates.
- Gary Kramer mentioned the members of the Steering Committee were approved by the TPO on December 12, 2018 and will be meeting frequently before the 2045 Long Range Transportation Plan

is adopted. The reason for the frequent meetings is because many products will be discussed prior to presentations at Public Workshops and the TPO and Advisory Committee Meetings. He mentioned the purpose of the Steering Committee is to review and comment on the detailed Long Transportation Plan products. As a result, most of the questions that would be asked by the TPO and Advisory Committees will already have been addressed.

C. General Planning Consultant Update

- Gary Kramer said the Evaluation Criteria is derived from the Adopted Goals and Objectives and is used to rank the Needs Plan projects.
- Gary Kramer stated the TPO selected HDR as a General Planning Consultant to assist the TPO Staff on Transportation Planning Products; among them the Long Range Transportation Plan.
- Gary Kramer introduced Cory Wilkinson from HDR.
- Cory Wilkinson mentioned he was main contact for HDR when Request for Proposals for the General Planning Consultant was issued by the TPO. He has been working as the Project Manager for the Florida-Alabama 2045 Long Range Transportation Plan. For the Bay County TPO's 2045 Long Range Transportation Plan, Cory Wilkinson indicated that Jessica Smith will be HDR's Project Manager.

D. Project Schedule

- In a PowerPoint slide, Jessica Smith reviewed the draft 2045 Long Range Transportation Plan Project Schedule for the next three months. Indicating this meeting and the next meeting in November will focus on Goals and Objectives.

E. Development of Draft 2045 Goals and Objectives

- Jessica Smith reviewed Federal, State, and Local documents in the PowerPoint that were used to refine the 2040 Long Range Transportation Plan Goals and Objectives for 2045 Long Range Transportation Plan. The documents referenced were the Federal Planning Factors, Federal Highway Administration's Expectations and Emerging Issues, Florida Planning Emphasis Areas, Florida Transportation Plans, and local planning documents.

F. Review of Draft 2045 Goals and Objectives

- In a separate handout, Jessica Smith discussed the following:
  - **EMERGING TECHNOLOGY (Possible Additions for Goals 1, 2, 3, 6, or 8)**
    - *Identify both long-range and short-range strategies that provide for an integrated multimodal transportation system, with a forward-looking approach to Mobility on Demand [Intelligent Transportation Systems (ITS), and Automated Driving Systems (ADS)].*
    - *Identify corridors, infrastructure needs, and planning / transition implementation needs to accommodate Mobility on Demand [Intelligent Transportation Systems (ITS), and Automated Driving Systems (ADS)].*
  - **ALTERNATIVE FUELED VEHICLES (Possible Addition for Goal 1, 3, 4 , or 6)**

- *Introduce and expand the use of alternative fuels and alternatively fueled vehicles (AFV) and related technologies.*

- **REGIONAL RURAL PLANNING (Possible addition for Goal 5)**
  - *Plan for and coordinate with rural governmental entities both within their planning boundaries as well as those areas outside of the current boundaries that are impacted by transportation movements between regions.*
- **OBJECTIVE 2.6**
  - *Provide accurate and updated public transportation information such as wayfinding signage programs, online map tools, and informational brochures.*
- **OBJECTIVE 3.6**
  - *Integrate Complete Streets Policies into project development and maintenance programs.*
- **OBJECTIVE 6.6**
  - *Incorporate tourism strategy and planning documents into the needs and projects of the transportation system.*

G. Comments from Committee Members and Public

- Committee members comments included the following:
  - Preservation of the Existing System was the focal point in the Vision Statement. "Modernization of the Transportation System" or "Preservation of an Effective and Efficient Transportation System" were mentioned as possible suggestions.
  - Need to better address incoming transient (seasonal) populations and better balance those needs with Bay County residents' needs were comments for the Mission Statement.
  - Goal 2 should be Goal 1 because of Safety.
  - Cell phone apps should be included in Objective 2.6.
  - Complete Streets should be included under Goal 3.
  - Alternative Fuels should be included under Goal 4
  - Discussion occurred in Goal 5 and its objectives on how people, citizens, and private property owners are represented.
  - Include public education and outreach so that citizens can better educate the government on what they see as needs.
  - Add emphasis to support military land use under Goal 7.
  - Add emphasis for safety of the transportation system to support Emergency Medical Services, Fire and Hazardous Materials response, and Freight Connections to the Port under Goal 7.
  - Consider transportation needs for the workers who support the tourist economic under Goal 8.

- Tiffany Bates mentioned that Tyndall Air Force Base is forming a Joint Land Use Committee to provide input on Land Use issues surrounding the Base and asked if any of the Steering Committee Meeting Members are interested in part of this committee to contact her.
- Gary Kramer added that the following plans need to be reviewed for consideration of the Goals and Objectives: Sector Plan, Airport Master Plan, Transit Development Plan, and Port Master Plan.

H. Next Steps

- Gary Kramer iterated at the next Steering Committee Meeting, the members will be requested to recommend a draft set of Goals and Objectives for review by the TPO and Advisory Committees at their December meetings.

I. Adjournment

- The meeting was adjourned at Noon.

Comments from Tim Smith, Planning Manager Bay County Planning and Zoning Division

1. **With regards to the vision statement, I think we could add some language to the end to the effect of; " ….while planning for future needs and technologies."**

   The draft vision statement will be revised to incorporate this language.

2. **As I mentioned in the meeting, I would consider moving the safety goal to number 1. We seem to have a high number of pedestrian and cyclist related accidents here and it's a nice reminder that it is indeed a priority of the local, regional and state agencies.**

   Safety will be the first goal listed. However, please note the weights in the Evaluation Criteria are when certain goals receive more priority than other goals. The Goals as currently listed do not imply one goal is more important than another goal.

3. **I understand follow up tasks in the project will be to develop performance measures and measures of effectiveness. One idea that I've seen before, is if the current LRTP does not include performance measures it may be worthwhile to have their establishment as an objective under the appropriate goals. Using Goal 3 (maintenance) as an example, you could have an objective to: "*Identify and develop a performance measure to track the progress of goal 3 to efficiently maintain the system*." You could then identify the data to be used in the following tasks such as pavement condition, bridge load ratings or whatever is identified. This could be done for the other goals as well. As always, an important consideration in developing performance measures is data availability and the ability or staff time for agencies to track them.**

   Performance Measures are listed separately from the Goals and Objectives for the TPO. A System Performance Report for Performance Measures will be included in an Appendix in the Long Range Transportation Plan Final Report. The example that is cited for bridges and pavement is referenced for Performance Management (PM) 2 Category that became effective on May 20, 2017. The TPO adopted resolution 18-12 on September 26, 2018 reflecting targets for 6 categories regarding pavement and bridges. The TPO needs to update these six targets again by April 1, 2023.

4. **I think Jessica made some important points related to the new LRTP Planning requirements. I agree that new objectives and policies related to stormwater, resiliency, and tourism are needed. I've seen some good objectives related to stormwater to the effect of; "*Identify roadway locations subject to frequent inundation and develop measures for the mitigation of impacts*." These measures could include strategies such as the identification and use of alternate routes, stormwater improvements and roadway modifications etc.**

   Please provide these examples for stormwater, resiliency, and tourism for the Steering Committee's consideration.

5. **At a very high level, I think Bay County has the priorities of continuing to rebuild after Matthew and managing the traffic growth from additional development and increasing tourism. I think there are some opportunities for looking at where park and ride lots or set asides for future transit stops may be appropriate and also like the idea of encouraging corridor studies or corridor master plans. I think both of these issues could warrant their own objective under the appropriate goal(s).**

Additional objectives can be explored for these types of transportation improvements. However, please note that additional corridor studies were not very popular by the TPO and its Advisory Committees in previous Long Range Transportation Plan updates.

6. **Do you know if there is a FSUTMS model for this area? I'm not sure if District III has one of if you guys have a modeler on staff. Having a regional model would certainly provide good data for performance measures and allow us to estimate future needs while updating the Traffic Analysis Zone (socioeconomic) data to be consistent with comprehensive plans.**

   The Transportation Model that exists for our region is the Northwest Florida Regional Transportation Model and is maintained by the Florida Department of Transportation District III. The Florida Department of Transportation District III's consultant is currently updating the socio-economic data for 2045 by Traffic Analysis Zone. A land use committee, which consisted of local planners, port, and airport, and building/real estate professionals, was appointed by the TPO Staff to review the 2045 socio-economic data. This meeting took place on June 24, 2019 at Panama City Hall. This model will be used to start developing the Needs Plan for the 2045 Long Range Transportation Plan. The Evaluation Criteria, which will be reviewed by the Steering Committee and approved by the TPO, will be used to rank projects in the Needs Plan. The Evaluation Criteria is developed based on the Long Range Transportation Plan Goals and Objectives.

Steering Committee Meeting #2 Summary

Members Attending
Donna Green, FDOT Urban Liaison
Wayne Stubbs, Port Panama City
Tim Smith for Ian Crelling, Technical Coordinating Committee
Kelly Jenkins, Technical Coordinating Committee
Keith Bryant, Technical Coordinating Committee
John Lincoln, Citizens' Advisory Committee
Leon Miller, Citizens' Advisory Committee
Thomas Robinson, Citizens' Advisory Committee
Robert Waddell, Citizens' Advisory Committee

Members Not Attending
Rickey Fitzgerald, FDOT (Freight). Tried Calling in. Phone System was not set-up.
Bryant Paulk, FDOT Urban Liaison
Traycee Verdun Chapman, Tyndall Air Force Base
John Skaggs, Naval Coastal Systems Center
Richard McConnell, Northwest Florida Beaches International Airport
Angela Bradley, Bay Town Trolley

Others Attending
Jennifer Shook, Citizen
Jessica Smith, HDR
Mary Beth Washnock, Emerald Coast Regional Council
Cameron Smith, Emerald Coast Regional Council
Gary Kramer, Emerald Coast Regional Council

A. Introductions and Welcome

- Gary Kramer welcomed the participants to the Steering Committee Meeting for the 2045 Bay County Transportation Planning Organization (TPO) Long Range Transportation Plan. Each of the participants stated their names and the organization they represent.

B. Overview of LRTP Process and Steering Committee

- Gary Kramer iterated that 2040 Long Range Transportation Plan was adopted on June 22, 2016. The 2045 Long Range Transportation Plan needs to be adopted by June 22, 2021 to maintain the 5-year requirement between Long Range Transportation Plan Updates.
- Gary Kramer mentioned the members of the Steering Committee will be seeing and commenting on various products for the 2045 Long Range Transportation Plan. The Steering Committee will be providing the detailed review of the draft 2045 Long Range Transportation Plan documents. Therefore, when the TPO and Advisory Committees review the draft 2045 Long Range Transportation Plan documents most of the questions and comments will already have been addressed by the Steering Committee.

C. Project Schedule

- In a PowerPoint slide, Jessica Smith reviewed the draft 2045 Long Range Transportation Plan Project Schedule for the next three months. Indicating this meeting and the next meeting in January will focus on Goals and Objectives. The meeting in January will focus on comments received from the TPO, Advisory Committees, and Public Workshops. The Goals and Objectives will be action item for the TPO and Advisory Committees in February. Other tasks such as Evaluation Criteria, Financial Resources, Congestion Management Process, Needs Plan, and Cost Feasible Plan will be the focus of future Steering Committee Meetings. The 2045 Long Range Transportation Plan needs to be adopted by June 22, 2021 to maintain the five year mandate between Long Range Transportation Plans.

D. Comments from September 25, 2019 Steering Committee

- In a PowerPoint slide, Jessica Smith presented the comments received from the September 25, 2019 relating to the Mission Statement, Vision Statement, and Goals and Objectives as well as the comments received from Steering Committee Member Tim Smith and staff's responses.

E. Recommended Draft 2045 Goals and Objectives

- Jessica Smith reviewed Federal, State, and Local documents in the PowerPoint that were used to refine the 2040 Long Range Transportation Plan Goals and Objectives for the 2045 Long Range Transportation Plan. The documents referenced were the Federal Planning Factors, Federal Highway Administration's Expectations and Emerging Issues, Florida Planning Emphasis Areas, Florida Transportation Plans, and local planning documents.
- Jessica Smith presented the 2040 Long Range Transportation Plan, a strike-thru/underline version of the proposed changes for the 2045 Long Range Plan Goals and Objectives based on comments received from the first Steering Committee, and a clean copy of the draft 2045 Long Range Transportation Plan Goals and Objectives that were included in Steering Committee Members agenda.

F. Comments on the Draft 2045 Goals and Objectives

- John Lincoln asked how the Federal Transportation Budget relating to infrastructure improvements will factor into the 2045 Long Ranged Transportation Plan.
- Gary Kramer replied the Financial Resources Report will address the available transportation revenue to fund the 2045 Long Transportation Plan Cost Feasible Plan. Financial Resources will be one of the tasks reviewed by the Steering Committee in the first part of 2020.
- Thomas Robinson asked if Performance Measures for Congestion will be addressed in the 2045 Long Range Transportation Plan.
- Keith Bryant added the Traffic Management Center at the Bay County Administrative Building allows the County Staff to monitor congestion on specific segments.
- Gary Kramer mentioned a System Performance Report for the Federal Performance Measures will an appendix in the 2045 Long Range Transportation Plan.

- Thomas Robinson provided a handout to the Steering Committee Members for recommended changes to the draft 2045 Vision Statement, Mission Statement, and Goals and Objectives. The Steering Committee Members agreed to accept these draft changes for discussion purposes.
  - **VISION STATEMENT**
    - Our vision is to provide a safe and efficient multi-modal transportation system that supports the economic vitality of the area**, respects citizens property rights,** protects the environment, promotes efficient system management and operation, and emphasizes modernization of the Bay County TPO area transportation system.
  - **MISSION STATEMENT**
    - To guide safe and socially responsible transportation decision-making for the modernization of the Bay County TPO area's transportation system that supports **intelligent design, ~~the balance of the~~ balancing the needs** of Bay County Residents and transient populations for the economic development of the region.
  - **OBJECTIVE 2.9**
    - **Clearly define traffic capacity of roads for use in development planning.** *(This was originally proposed as an addition to Objective 2.4 by Thomas Robinson).*
  - **OBJECTIVE 5.1**
    - Coordinate transportation and future land use decisions to promote efficient development patterns and a choice of transportation modes, consistent with local government comprehensive plans **and road capacities**.
  - **OBJECTIVE 5.9**
    - Integrate public education and outreach so citizens can better educate the government on what they see as needs, **to include direct communication with property owners at the earliest phases of proposed road projects**. *(It was commented by members that FDOT and local governments already do this notification as part of the PD&E, Design, Right-of-Way, and Construction public meetings).*
  - **OBJECTIVE 6.6**
    - Incorporate tourism strategy and planning documents **(including traffic congestion plans)** into the needs and projects of the transportation system.
- Wayne Stubbs asked what is meant by the term "Highways of Commerce" in Objective 6.4?
- Gary Kramer answered "Highways of Commerce" are the major roadways in the area that were referenced in the Regional Freight Plan that was completed for the three TPO's that Emerald Coast Regional Council staffs.
- Wayne Stubbs recommended the following change to Objective 6.4.
  - **OBJECTIVE 6.4**
    - Identify existing and future Highways of Commerce **or Freight Corridors**, assigning priority to those deemed deficient.
- The Steering Committee Members agreed to accept the draft 2045 Long Range Transportation Plan Goals Objectives with the changes listed above.

G. Comments from Committee Members and Public

- Jennifer Shook stated that Access Roads should be considered on Back Beach Road.

- Discussion on Access Management occurred. It was stated that Jennifer Shook should coordinate with the local governments (Bay County and Panama City Beach) and FDOT for Access Roads on Back Beach Road.
- Gary Kramer iterated that Service Roads could be considered in development of the 2045 Long Range Transportation Plan Needs Plan task which will be reviewed by the Steering Committee in the future.

H. Next Steps

- Gary Kramer stated the 2045 Long Range Transportation Plan Goals and Objectives will be a review item at the December TPO and Advisory Committee Meetings. A public workshop for the 2045 Long Range Transportation Plan will be held in January with Goals and Objectives being one of the topics discussed. The Steering Committee Meeting will meet soon thereafter to discuss TPO, Advisory Committee, and public comments on the Goals and Objectives. The 2045 Long Range Transportation Plan Goals and Objectives will be an action item at the February TPO and Advisory Committee Meetings.

I. Adjournment

- The meeting was adjourned at 11:10 a.m.

Steering Committee Meeting #3 Summary

Members Attending
Donna Green, FDOT Urban Liaison
John Skaggs, Naval Coastal Systems Center
Richard McConnell, Northwest Florida Beaches International Airport
Angela Bradley, Bay Town Trolley
Tim Smith, Technical Coordinating Committee
Kelly Jenkins, Technical Coordinating Committee
Leon Miller, Citizens' Advisory Committee
Thomas Robinson, Citizens' Advisory Committee
Robert Waddell, Citizens' Advisory Committee

Members Not Attending
Rickey Fitzgerald, FDOT (Freight)
Bryant Paulk, FDOT Urban Liaison
Traycee Verdun Chapman, Tyndall Air Force Base
Wayne Stubbs, Port Panama City
Keith Bryant, Technical Coordinating Committee
John Lincoln, Citizens' Advisory Committee

Others Attending
Jerry Smith, Mexico Beach
Mario Gisbert, Mexico Beach
Brandi DeRuiter, Bay County Chamber of Commerce
Larry Messinger, Citizen
Jennifer Shook, Citizen
Jessica Smith, HDR
Tiffany Bates, Emerald Coast Regional Council
Gary Kramer, Emerald Coast Regional Council

A. Introductions and Welcome

- Gary Kramer welcomed the participants to the Steering Committee Meeting for the 2045 Bay County Transportation Planning Organization (TPO) Long Range Transportation Plan. Each of the participants stated their names and the organization they represent.

B. Overview of LRTP Process and Steering Committee

- Gary Kramer iterated that 2040 Long Range Transportation Plan was adopted on June 22, 2016. The 2045 Long Range Transportation Plan needs to be adopted by June 22, 2021 to maintain the 5-year requirement between Long Range Transportation Plan Updates.
- Gary Kramer mentioned the members of the Steering Committee will be seeing and commenting on various products for the 2045 Long Range Transportation Plan. The Steering Committee will be providing the detailed review of the draft 2045 Long Range Transportation Plan documents. Therefore, when the TPO and Advisory Committees review the draft 2045 Long Range Transportation Plan documents most of the questions and comments will already have been addressed by the Steering Committee.

C. Project Schedule

- In a PowerPoint slide, Jessica Smith reviewed the draft 2045 Long Range Transportation Plan Project Schedule for the next three months. She Indicated this meeting will focus on a recommendation for Goals and Objectives, initial comments on the Evaluation Criteria, and a brief overview of the Financial Resources. The Goals and Objectives will be action item for the TPO and Advisory Committees in February. The next Steering will focus on developing a recommendation for the Evaluation Criteria and the Financial Resources. Other tasks such as the Congestion Management Process, Needs Plan, and Cost Feasible Plan will be the focus of future Steering Committee Meetings. The 2045 Long Range Transportation Plan needs to be adopted by June 22, 2021 to maintain the five year mandate between Long Range Transportation Plans.

D. Comments from the January 16, 2020 Public Meeting

- Tiffany Bates stated that a public meeting was held at the Gulf Coast State College on January 16, 2020. The eight Goals were condensed to seven and were presented for the individuals to assigned six $100 dollars in play money. The following lists results from the public meeting
- Goal 1 "A multi-modal transportation system that is safe" and Goal 7 "A multi-modal transportation system that provides for the security of residents, visitors and commerce"
  - "Safety" **7.49%**
- Goal 2 "A multi-modal network of integrated transportation systems for the movement of people and goods"
  - "Move People and Goods" **8.07%**
- Goal 3 "A multi-modal transportation system that is operated and maintained efficiently"
  - "Maintain What we Have" **19.60%**
- Goal 4 "A multi-modal transportation system that protects, preserves and enhances a high quality of life"
  - "Quality of Life" **29.39%**
- Goal 5 "A multi-modal transportation system that includes consistent, continuing, cooperative, and comprehensive planning processes"
  - "Plan for Everyone" **17.29%**
- Goal 6 "A multi-modal transportation system that supports economic vitality"
  - "Support Local Economy" **6.92%**
- Goal 8 "A Multimodal transportation system that maintains acceptable roadway level of service on all major facilities"
  - "Level of Service" **11.24%**

E. Recommended Draft 2045 Goals and Objectives

- Jessica Smith stated that the recommended Draft Goals and Objectives are included in the agenda package as the clean copy version. Also included in the agenda package are Goals and Objectives from the 2040 Long Range Transportation Plan and a strike-thru underline version to show the changes from the 2040 Long Range Transportation Plan to the 2045 Long Range Transportation Plan.

F. Comments on the Draft 2045 Goals and Objectives

- Jessica Smith mentioned that the TPO and Advisory Committees did not have any comments on the Draft Goals and Objectives at their December 4, 2019 meetings. After reviewing the results from the December 4, 2019 TPO and Advisory Committee meetings, and the January 16, 2020 Public Meeting, the Steering Committee did not recommend any additional changes to the Goals and Objectives.

G. <u>Evaluation Criteria and Financial Resources</u>

<u>Evaluation Criteria</u>

- 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~~ <u>Systems</u>
  - **Multimodal Choices and Connections**
    - Pedestrian ~~>2 miles~~ <u>>1/2 mile</u> ~~within 2 miles~~ <u>within ½ mile</u>
    - Public Transportation ~~>2 miles~~ <u>>1/2 mile</u> ~~within 2 miles~~ <u>within ½ miles</u>
    - 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~~ <u>2015</u>
    - 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~~ <u>C</u> ~~Failing~~ <u>D-F</u>

- 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

Financial Resources

- Jessica Smith presented an overview of the Draft Financial Resources based upon Florida Department of Transportation (FDOT) Revenue Forecasts through 2045 for the following categories: (1) Strategic Intermodal System (SIS); (2) Non-SIS; (3) Transit; and (4) Transportation Management Area (TMA)/Statewide Urban (SU).
- Gary Kramer stated the Bay County TPO has the most control over the Non-SIS funds. The SIS funds are identified from existing projects in the FDOT SIS 2045 Cost Feasible Plan. Transit funds are existing funds from the Federal Transit Administration and the FDOT. The Bay County TPO is not a TMA (population of more than 200,000). Therefore, the Bay County TPO does not quality for SU funds.
- Gary Kramer added these revenues estimates will be used against the cost of the Needs Plans projects to develop a Cost Feasible Plan.

H. Comments from Committee Members and Public

- Thomas Robinson requested that Right-of-Way and Eminent Domain be added to the Evaluation Criteria. Gary Kramer added that the Evaluation Criteria needs to be measurable and requested that Thomas Robinson word the Evaluation Criteria and Eminent Domain so it can be measurable and bring such wording to the next Steering Committee Meeting. Further discussion on this topic occurred after the meeting with Gary Kramer, Tim Smith, and Thomas Robinson.
- Mario Gisbert mentioned a bypass of US 98 is needed in Northwest Florida and provided an example of growth in south Florida between different cities on US 1 before I-95 was constructed.

I. Next Steps

- Gary Kramer iterated that the Goals and Objectives will be an action item for the TPO and Advisory Committee in February. The Evaluation Criteria and Financial Resources will be review items at the February TPO and Advisory Committee Meetings with requested action at their April Meetings. The next Steering Committee Meeting will focus on developing a recommendation for the Evaluation Criteria and the Financial Resources.

J. Adjournment

- The meeting was adjourned at 12:20 p.m.

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Bay County 2045 Long Range Transportation Plan (LRTP) Update

Gary Kramer, Transportation Planner IV

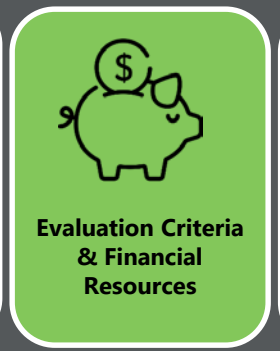
Goals and Objectives Recommended Action

Jessica Smith, AICP, HDR Project Manager

Bay County 2045 LRTP Process Overview

We Are Here!











1 2 3 4 5

KEY MILESTONES

2045 LRTP UPDATE

[Needs to be Adopted by April 2021 TPO Meetings]

Steering Committee Efforts To Date

- **Meeting #1 – September 25, 2019**
  - Overview of LRTP Process & Steering Committee Role
  - Review of 2040 LRTP Goals & Objectives
  - Discussion regarding drafted Goals & Objectives
- **Meeting #2 – November 14, 2019**
  - Reviewed and Recommended Goals & Objectives Draft for TPO Board & Advisory Committees
- **Meeting #3 - January 17, 2020**
  - Finalized Recommended Goals & Objectives after reviewing Station 3 results from Public Meeting
  - Discussed Evaluation Criteria Recommendations for TPO Review
  - Overview of Financial Resources Information
  - Meeting summary included in the agenda enclosure for today's meeting

TIM SMITH, PLANNING MANAGER BAY COUNTY PLANNING AND ZONING DIVISION (INCLUDED IN THE AGENDA)

Review Documents

Federal

- Planning Factors (10)
- Expectations and Emerging Issues (18)

State

- 2018 Planning Emphasis Areas (3)
- 2020 Planning Emphasis Areas (4)

State

- Planning Documents (6)

Local

- Planning Documents (25)

Proposed Changes

- ***No changes to the Vision Statement and Mission Statement and 16 Changes Identified for Objectives (see agenda enclosure)***
  - Objective 1.6
  - Objectives 2.6, 2.7, 2.8, and 2.9
  - Objective 3.6
  - Objective 4.7
  - Objectives 5.1, 5.8, and 5.9
  - Objectives 6.4 and 6.6
  - Objectives 7.5 and 7.6
  - Objectives 8.2 and 8.3
- ***2040 Adopted LRTP, Draft 2045 LRTP Strike-Thru Underline, Draft 2045 LRTP Clean Copy (see agenda enclosure)***

Recommended Action

- Approval of a motion to authorize the TPO Chairman to sign Resolution 20-02 to approve the Bay County TPO 2045 Long Range Transportation Plan (LRTP) Goals and Objectives with any changes that may have been presented.



Comments

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Bay County 2045 Long Range Transportation Plan (LRTP) Update

Gary Kramer, Transportation Planner IV

Evaluation Criteria and Financial Overview

Jessica Smith, AICP, HDR Project Manager

Bay County 2045 LRTP Process Overview

We Are Here!





Goals & Objectives

1



Evaluation Criteria & Financial Resources

2



Congestion Management Process Plan

3



Needs Plan

4



Cost Feasible Plan

5

KEY MILESTONES

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Evaluation Criteria

- **Purpose**: Provide a framework to rank Needs Plan projects based on Goals and Objectives.

- **Categories & Weights** (Presented 2040)
  - Multimodal Transportation and Safety (20%)
  - Multimodal Choices and Connections (15%)
  - System Efficiency and Preservation (10%)
  - System Sustainability and Livability (10%)
  - Economic Vitality (15%)
  - Multimodal Transportation Security (10%)
  - Congestion Management (20%)

Evaluation Criteria

- **Agenda Enclosure page comparison from 2040 to 2045**

- **New / Modified Criteria based on updated Federal and State Guidance**
  - Complete Streets
  - Safety
  - Tourism
  - Congestion Management

- **Scoring**
  - Total Points changed from 300 to 335

Financial Resources Overview

- **What funding will be available and what new sources could be available?**
- **Projects can use Local, State, or Federal transportation dollars.**
- **There will not be enough revenue to fund the Needs Plan.**
- **Use the projections from the Financial Resources to narrow down the Needs Plan to a Cost Feasible Plan.**

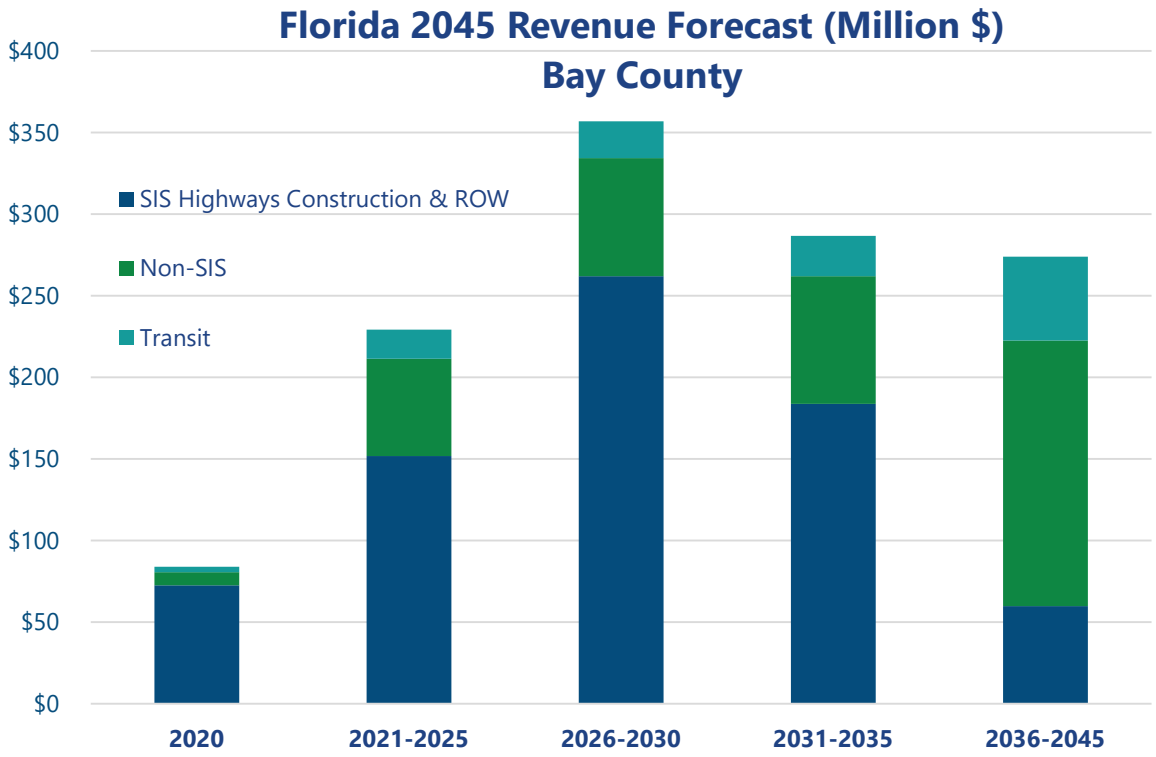
2045 Bay County Capacity Programs Revenue Forecast (Millions of Dollars)

FDOT Revenue Forecast
Office of Policy Planning
November 19, 2018

Capacity Programs	2020	2021-2025	2026-2030	2031-2035	2036-2045	26-Year Total
Strategic Intermodal System (SIS)	$72.53	$151.77	$261.94	$183.84	$59.86	$729.93
Non-SIS	$8.13	$59.65	$72.46	$78.17	$162.66	$381.07
Transit	$3.21	$17.86	$22.52	$24.67	$51.39	$119.65
TMA/SU Funds	N/A	N/A	N/A	N/A	N/A	N/A
Total Capacity Programs	**$83.87**	**$229.28**	**$356.92**	**$286.68**	**$273.91**	**$1230.66**

Financial Resources

FDOT Revenue Forecast
Office of Policy Planning
September 27, 2018



Local Funding

- Work with the following to determine if any capacity projects will be funded locally:
  - Bay County
  - Cities
  - Panama Beach CRA

Financial Resources

Alternative Revenue Sources (for information only)

- Statewide Funds (FL)
  - Aviation
  - Transit
  - Rail
  - Intermodal
  - Seaports
  - Shared Use Non-motorized (SUN) Trail
  - Transportation Regional Incentive Program (TRIP)
  - Infrastructure Bank
- Bonds
  - Grant Anticipation Revenue Vehicle (GARVEE)
  - FL Transportation Revenue Bonds
- Tax Increment Financing
- Public Private Partnerships (PPPs)
- Grants
- Local Option Sales Tax
- Local Option Gas Tax
- Lodging Tax

Next Steps

- March Steering Committee Meeting to develop a Recommended Action for the Evaluation Criteria and Financial Resources

- Action item at the April TPO and Advisory Committee Meetings



Comments



EMERALD COAST REGIONAL COUNCIL

GOALS & OBJECTIVES

