

Okaloosa-Walton Transportation Planning Organization  
2045 Long Range Transportation Plan

# EVALUATION CRITERIA

February 2021





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## Acronyms & Abbreviations

### **A**

AADT Average Annual Daily Traffic

### **E**

ECRC Emerald Coast Regional Council

ETDM Efficient Transportation Decision Making

### **F**

FDEM Florida Department of Emergency Management

FDOT Florida Department of Transportation

FWC Fish and Wildlife Commission

### **I**

ITS Intelligent Transportation System

### **L**

LOS Level of Service

L RTP Long Range Transportation Plan

### **M**

MMTD Multimodal Transportation District

MPO Metropolitan Planning Organization

MTP Metropolitan Transportation Plan

### **O**

O-W Okaloosa-Walton

### **P**

PD&E Project Development & Environment

### **S**

SIS Strategic Intermodal System

STRAHNET Strategic Highway Network

### **T**

TPO Transportation Planning Organization



## 1.0 Introduction

Federal and state metropolitan planning regulations require the Okaloosa-Walton Transportation Planning Organization (O-W TPO) to develop a metropolitan transportation plan (MTP) every five years. The Long Range Transportation Plan (LRTP) fulfills this requirement and defines the transportation vision, established goals and objectives that will lead to achieving that vision, and allocates projected revenues to transportation programs and projects that implement those goals and objectives for the O-W transportation planning area. The transportation planning area consists of the southern portions of Okaloosa and Walton Counties in the state of Florida. A map of the TPO boundary can be seen in **Figure 1**.

*Figure 1. Okaloosa-Walton Transportation Planning Area*





## 2.0 Development of 2045 Evaluation Criteria

The development of the 2045 Evaluation Criteria followed the update and finalization of the 2045 Goals & Objectives. The development process updated the 2040 Evaluation Criteria (seen in **Appendix A**) and followed the same Federal, state, and local and regional planning guidance that the 2045 Goals & Objectives did. These evaluation criteria are used to rank projects listed in the adopted Needs Plans, as well as the implementation of the Cost Feasible Plan.

The Steering Committee met to discuss the 2045 Evaluation Criteria and make recommendations for changes.

- November 17, 2020, 1:00pm CST, Virtual Meeting

During the Steering Committee meeting the committee had a variety of questions about the evaluation criteria. Some of these questions involved language in the previous 2040 evaluation criteria, which was addressed through the 2045 updates, while other questions were primarily about clarification of information. There were no suggestions made for changes or additions to the proposed 2045 evaluation criteria.

## 3.0 2045 Evaluation Criteria

The 2045 Evaluation Criteria were developed following the update to the 2045 Goals & Objectives. The 2045 Goals & Objectives can be seen in full detail in the Goals & Objectives Technical Memo. Each table in this section (**Table 1** through **Table 6**) represents one of the goals in the 2045 LRTP update with each evaluation criteria listed with its corresponding objective. The evaluation criteria project score represents the score that a transportation project will receive if it matches the requirement described. The total weight of the goal's criteria is listed on the right side of the table. Explanations for specific evaluation criteria, Equity Analysis, can be found in **Appendix B**.



**EVALUATION CRITERIA****Table 1. 2045 Evaluation Criteria – Goal A**

<b>Goal A: A transportation system that is safe and secure.</b>						
<b>Objectives</b>	<b>Evaluation Criteria</b>	<b>Project Score</b>			<b>Type</b>	<b>Weight</b>
		<b>1</b>	<b>0.5</b>	<b>0</b>		
<b>Objective A.1, A.2</b>	<b>Roadway Safety Improvement Strategies (Crash rates based on Signal Four Analytics)</b>	Project implements roadway safety improvements	-	Project does not implement roadway safety improvements	Updated 2040	20%
<b>Objective A.1, A.2</b>	<b>Bicycle and Pedestrian Safety Improvement Strategies (Crash rates based on Signal Four Analytics)</b>	Project implements bicycle and pedestrian safety improvements	-	Project does not implement bicycle and pedestrian safety improvements	New	
<b>Objective A.1, A.4</b>	<b>Community Traffic Safety Team (Project on the Okaloosa or Walton County Community Traffic Safety Team List of Projects)</b>	Project is on the Community Traffic Safety Team List	-	Project is not on the Community Traffic Safety Team List	Updated 2040	
<b>Objective A.3, A.5</b>	<b>Emergency Response (Project located on or near a hurricane evacuation route designated by Florida Department of Emergency Management (FDEM))</b>	Project is located on hurricane evacuation route	Project is located within 2 miles of evacuation route	Project is not located on or near hurricane evacuation route	Updated 2040	
<b>Objective A.8</b>	<b>Security Issues (Project is within 2 miles of military installation, airport, port, or local government center)</b>	Project is within 2 miles of high security location	-	Project is not within 2 miles of high security location	Updated 2040	

**EVALUATION CRITERIA****Table 2. 2045 Evaluation Criteria – Goal B**

<b>Goal B: A transportation system that is user-friendly, multimodal, integrated, connected, and maximizes mobility.</b>					
<b>Objectives</b>	<b>Evaluation Criteria</b>	<b>Project Score</b>		<b>Type</b>	<b>Weight</b>
		<b>1</b>	<b>0</b>		
<b>Objective B.1, B.2, B.6</b>	<b>Bicycle/Pedestrian (Project included in TPO's Bicycle/Pedestrian Plan)</b>	Project is included in the TPO's Bicycle/Pedestrian plan	Project is not included in the TPO's Bicycle/Pedestrian plan	Updated 2040	20%
<b>Objective B.1, B.6, B.7</b>	<b>Public Transportation (Project is located on an EC Rider Route, an FDOT Park-and-Ride Lot, or a Jumper Route)</b>	Project is located on an EC Rider Route, FDOT Park-and-Ride Lot, or Jumper Route	Project is not located on an EC Rider Route, FDOT Park-and-Ride Lot, or Jumper Route	Updated 2040	
<b>Objective B.2</b>	<b>Activity Center (Project within two miles of an identified activity center: school, tourist destination, plaza)</b>	Project is within 2 miles of activity center	Project is not within 2 miles of activity center	Updated 2040	
<b>Objective B.9</b>	<b>Complete Streets (Project is described as a Complete Streets/MMTD project)</b>	Complete Streets/MMTD project	Not a Complete Streets/MMTD project	New	



**EVALUATION CRITERIA***Table 3. 2045 Evaluation Criteria – Goal C*

<b>Goal C: A transportation system that provides for the effective movement of goods and people.</b>					
<b>Objectives</b>	<b>Evaluation Criteria</b>	<b>Project Score</b>		<b>Type</b>	<b>Weight</b>
		<b>1</b>	<b>0</b>		
<b>Objectives C.1, C.2</b>	<b>Base Access (Project on the SIS for Military Access of the Strategic Highway Network (STRAHNET))</b>	Project is located on SIS for military access	Project is not located on SIS for military access	Updated 2040	15%
<b>Objectives C.3, C.4</b>	<b>Economic Reach (Positive Employment Growth from 2015 to 2045 Traffic Analysis Zones along Corridor)</b>	Project is expected to bring positive employment growth	Project is not expected to bring positive employment growth	Updated 2040	
<b>Objective C.3, C.4</b>	<b>Recreational and Tourism Opportunity (Project is linked to water, campgrounds, parks, and trails, or other key destinations)</b>	Project is linked to key destination	Project is not linked to key destination	Updated 2040	
<b>Objectives C.5</b>	<b>Intermodal Goods Movement (Project on the SIS, or TPO's Regional Freight Plan Network, or enhances area around freight centers)</b>	Project is located on Regional Freight Plan Network and/or enhances freight center	Project is not located on Regional Freight Plan Network and/or does not enhance freight center	Updated 2040	

**EVALUATION CRITERIA****Table 4. 2045 Evaluation Criteria – Goal D**

<b>Goal D: A transportation system that supports a high quality of life, respectful of the social and nature environment, public health, and vulnerable users.</b>					
<b>Objectives</b>	<b>Evaluation Criteria</b>	<b>Project Score</b>		<b>Type</b>	<b>Weight</b>
		<b>1</b>	<b>0</b>		
<b>Objective D.1, D.8, D.9</b>	<b>Natural Resources (Project reduces transportation impacts to natural resources)</b>	Project is not located in an identified natural resource area	Project is located in an identified natural resource area	New	15%
<b>Objective D.2</b>	<b>Social Environment (Project is weighted based on location in equity score area)</b>	Project has equity score between 4 - 7	Project has equity score between 0 - 3	New	
<b>Objective D.5, D.6, D.7</b>	<b>Mixed-Use (Project located adjacent to mixed-used land zoning and development)</b>	Project is located on mixed-use land zoning	Project is not located on mixed-use land zoning	New	
<b>Objective D.8, D.9</b>	<b>Environmental Impacts (PD&amp;E Study and/or FDOT Consultant ETDM Review)</b>	No impacts identified in PD&E or ETDM Review	Impacts identified in PD&E or ETDM Review	Updated 2040	

**EVALUATION CRITERIA****Table 5. 2045 Evaluation Criteria – Goal E**

<b>Goal E: A transportation system that is maintained and operated efficiently.</b>						
<b>Objectives</b>	<b>Evaluation Criteria</b>	<b>Project Score</b>			<b>Type</b>	<b>Weight</b>
		<b>1</b>	<b>0.5</b>	<b>0</b>		
<b>Objective E.4, E.8</b>	<b>Facility Current Level of Service (LOS) (Regional Transportation Model and TPO's LOS Tables for 2015)</b>	Project corridor has current Failing (LOS E-F)	Project corridor has current LOS C - D	Project corridor has current LOS A – B	Updated 2040	20%
<b>Objective E.4, E.8</b>	<b>AADT (2015 FDOT or 2015 Local Government Traffic Counts)</b>	> 40,000 AADT	20,000 – 40,000 AADT	< 20,000 AADT	Updated 2040	
<b>Objective E.4, E.8</b>	<b>Roadway Service Deficiency (Project is currently deficient in the Existing Plus Committed Network)</b>	Project corridor has current > 1.3 V/C	Project corridor has current 1.0 to 1.3 V/C	Project corridor has current < 1.0 V/C	Updated 2040	
<b>Objective E.6</b>	<b>Project Funding (Project has already received partial or full funding for one or more project phases)</b>	Project has received full funding for one or more phases	Project has received partial funding for one or more phases	Project has received no funding for any project phase	New	

**EVALUATION CRITERIA****Table 6. 2045 Evaluation Criteria – Goal F**

<b>Goal F: A transportation system that includes consistent, continuing, cooperative, and comprehensive planning processes.</b>					
<b>Objectives</b>	<b>Evaluation Criteria</b>	<b>Project Score</b>		<b>Type</b>	<b>Weight</b>
		<b>1</b>	<b>0</b>		
<b>Objective F.1, F.2, F.3, F.4, F.5</b>	<b>Public Involvement (Project was identified as a need through public involvement methods in the 2045 LRTP Process)</b>	Project was identified as a need through public involvement methods	Project was not identified as a need through public involvement methods	New	10%
<b>Objective F.6, F.7</b>	<b>Local Planning (Project is identified in a Local Government Comprehensive Plan, or Master Plan)</b>	Project was identified in Local Government Plan	Project was not identified in Local Government Plan	Updated 2040	
<b>Objective F.6</b>	<b>Federal and State Guidance on Technology (Project identified utilizes technological improvements from federal and statewide guidance such as ITS)</b>	Project includes technological improvements identified in federal and statewide guidance	Project does not include technological improvements identified in federal and statewide guidance	New	

## EVALUATION CRITERIA

2040				2045			
Category	Sub Category	Percent	Max Points	Category	Sub Category	Percent	Max Points
<b>Economic Vitality</b>	Economic Reach	15%	1	<b>Goal A</b>	Roadway Safety Improvement Strategies	20%	1
	Base Access		1		Bicycle and Pedestrian Safety Improvement Strategies		1
	Intermodal Goods Movement		1		Community Traffic Safety Team		1
					Emergency Response		1
					Security Issues		1
<b>Multimodal Transportation Safety</b>	School Activity	20%	1	<b>Goal B</b>	Bicycle/Pedestrian	20%	1
	Safety Improvement Strategies		1		Public Transportation		1
	Identified by Community Traffic Safety Team		1		Activity Center		1
					Complete Streets		1
<b>Multimodal Transportation Security</b>	Emergency Response	10%	1	<b>Goal C</b>	Base Access	15%	1
	Identified in Security Issues		1		Economic Reach		1
	Service Disruption		1		Recreation and Tourism Opportunity		1
<b>Congestion Management</b>	Correct Deficiency	20%	1		Intermodal Goods Movement		1
	Congestion Management Strategies		1				
	Facility Level of Service (LOS)		1	<b>Goal D</b>	Natural Resources	15%	1
					Social Environment		1
					Mixed-Use		1
					Environmental Impacts		1

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Table 7. O-W 2045 LRTP Evaluation Criteria Update – Comparison from 2040 to 2045										
2040				2045						
Category	Sub Category	Percent	Max Points	Category	Sub Category	Percent	Max Points			
Multimodal Choices and Connections	Pedestrian	15%	1	Goal E	Facility <u>Current</u> LOS	20%	1			
	Bicycle		1		AADT		20%	1		
	Public Transportation		1						Roadway Service Deficiency	1
									<u>Project Funding</u>	1
System Efficiency and Preservation	AADT	10%	1	Goal F	<u>Public Involvement</u>	10%	1			
	Route Significance		1		Local Planning		10%	1		
	Existing Deficiency		1						<u>Guidance on Technology</u>	1
System Sustainability and Livability	Environmental	10%	1	N/A						
	Recreational Opportunity		1							
	Local Planning		1							
Total		100%	21	Total		100%	23			





## Appendix A: 2040 Evaluation Criteria

The 2040 Evaluation Criteria was utilized as a base for the development of the 2045 Evaluation Criteria.

Category and Criteria (Description)	Criteria Rating Scale (Lesser Benefit ← → Higher Benefit)		
Economic Vitality – 15% (Goal C) (Objectives C.1, C.2, C.3, C.4, and C.5)			
<b>Economic Reach (Positive Employment Growth from 2010 to 2040 Traffic Analysis Zones along Corridor)</b> <i>To what extent will the project support planned development or provide economic benefits (e.g. job growth/retention)?</i>	0 No	0.5 > 0 to 2%	1 > 2%
<b>Base Access (Project on the SIS for Military Access of the Strategic Highway Network (STRAHNET))</b> <i>Does the project improve military base access directly or indirectly (e.g. along a connecting route)?</i>	0 No		1 Yes
<b>Intermodal Goods Movement (Project on the SIS or TPO’s Regional Freight Plan Network)</b> <i>To what extent will the project enhance, expand, or benefit intermodal facilities or opportunities for goods movement?</i>	0 No		1 Yes
Multimodal Transportation Safety – 20% (Goals A and B) (Objectives A.1, A.2, and B.2)			
<b>School Activity (Project within two miles of a public school, private school, or College)</b> <i>Will the project help to improve a school zone or school-related activities (e.g. school crossing, school routes, buses, etc.)</i>	0 No		1 Yes
<b>Safety Improvement Strategies (Accident rates based on Signal Four Analytics)</b> <i>Projects ranked from highest to lowest and awarded a graduated point value based on ranking past five years.</i>	0 Lowest	0.5 Mid-Range	1 Highest
<b>Identified by Community Traffic Safety Team (Project on the Okaloosa or Walton County Community Traffic Safety Team List of Projects)</b> <i>Has the project been identified as a Community Traffic Safety Team Project?</i>	0 Lowest	0.5 Mid-Range	1 Highest



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Category and Criteria (Description)	Criteria Rating Scale (Lesser Benefit ← → Higher Benefit)		
Multimodal Transportation Security – 10% (Goal A) (Objectives A.3, A.5, A.6, and A.9)			
Emergency Response (Project on a hurricane evacuation route in the Northwest Florida Hurricane Evacuation Restudy) <i>Will the project directly enhance emergency response or improve emergency access for police, fire, ambulance, major utility center, etc.?</i>	0 No	1 Yes	
Identified in Security Issues (Project is within 2 miles of military installation, airport, port, and local government center) <i>Will the project help to address a previously-identified security issue or concern?</i>	0 None	1 Yes	
Service Disruption (Project is within 5 miles of a hurricane evacuation route from the Hurricane Restudy above) <i>Does the proposed project provide alternative routes for natural disaster evacuation?</i>	0 No	1 Yes	
Congestion Management – 20% (Goals B, C, and F) (Objectives B.1, B.3, C.1, F.3, F.4, and F.8)			
Correct Deficiency (Project is deficient in the Existing Plus Committed Network) <i>Will the project appropriately address congestion as identified by studies or other observations?</i>	0 < 1.0	0.5 1.0 to 1.3	1 > 1.3
Congestion Management Strategies (Volume to Capacity Ratio from the 2040 Needs Plan Network) <i>To what extent will the project incorporate congestion management strategies?</i>	0 > 1.3	0.5 1.0 to 1.3	1 < 1.0
Facility Level of Service (LOS) (Regional Transportation Model and TPO’s LOS Tables for 2010) <i>What is the LOS of the proposed project area?</i>	0 A - B	0.5 C - D	1 Failing
Multimodal Choices and Connections – 15% (Goals A, B, D, and E) (Objectives A.4, B.1, B.2, D.5, E.2, and E.3)			
Pedestrian (Project included as a Pedestrian project in the TPO’s Bicycle/Pedestrian Plan)	0 > 2 miles	0.5 Within 2 miles	1 Same facility



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Category and Criteria (Description)	Criteria Rating Scale (Lesser Benefit ← → Higher Benefit)		
<i>To what extent will the project enhance pedestrian and related connections or opportunities?</i>			
<b>Bicycle (Project included as a bicycle project in the TPO's Bicycle/Pedestrian Plan)</b> <i>To what extent will the project enhance bicycle and related connections or opportunities?</i>	0 > 2 miles	0.5 Within 2 miles	1 Same facility
<b>Public Transportation (Project is located on a Bay Town Trolley Route or a FDOT Park-and-Ride Lot)</b> <i>To what extent will the project enhance public transportation and related connections or opportunities (e.g., park &amp; ride, bus shelters)?</i>	0 > 2 miles	0.5 Within 2 miles	1 Same facility
<b>System Efficiency and Preservation – 10% (Goal F) (Objectives F.1 and F.2)</b>			
<b>AADT (2010 FDOT or 2010 Local Government Traffic Counts)</b> <i>What is the estimated daily traffic volume at the project location?</i>	0 0 to < 20,000	0.5 20,000 to 40,000	1 > 40,000
<b>Route Significance (Project is on the Strategic Intermodal System or National Highway System)</b> <i>Is the project located on the National Highway System or FHHS?</i>	0 No	1 Yes	
<b>Existing Deficiency (Regional Transportation Modal and TPO's LOS Tables for 2010 or other LOS Analysis)</b> <i>Will the project address one or more deficiencies? (e.g. failing LOS, ADA, signal delay, resurfacing, etc.)?</i>	0 < 1.0	0.5 1.0 to 1.3	1 > 1.3
<b>System Sustainability and Livability – 10% (Goals D and G) (Objectives D.1, D.2, D.4, D.6, G.2, and G.6)</b>			
<b>Environmental (PD&amp;E Study and/or FDOT Consultant ETDM Review)</b> <i>Does the project have impacts or no impacts?</i>	0 No Impacts	0.5 Moderate	1 Low
<b>Recreational Opportunity (Project is linked to water, campgrounds, parks, and trails)</b> <i>To what extent might the project add, enhance, or otherwise benefit recreational opportunities for residents or visitors?</i>	0 > 2 miles	1 0 to 2 miles	
<b>Local Planning (Project is located in a Local Government Comprehensive Plan or Master Plan)</b>	0 No	1 Yes	



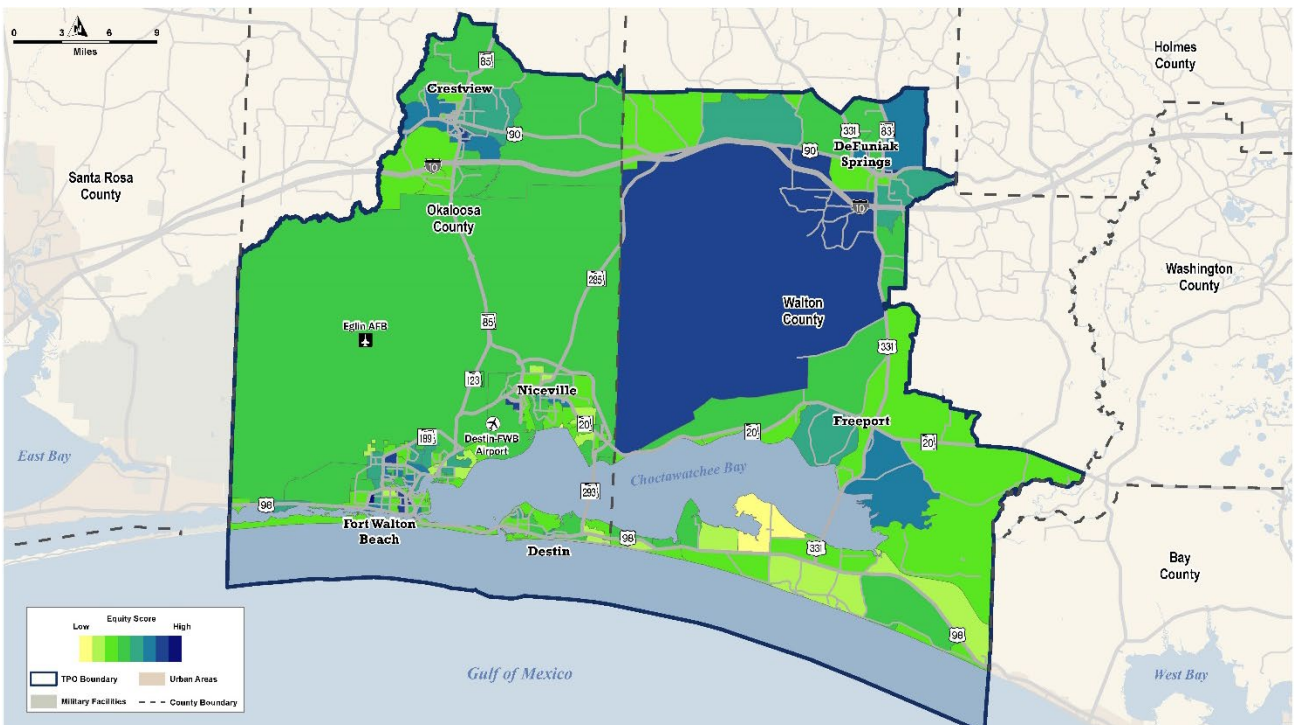
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Category and Criteria (Description)	Criteria Rating Scale (Lesser Benefit ← → Higher Benefit)	
<i>Is the project identified or supported by an existing municipal comprehensive plan or other locally-adopted plan or study?</i>		

## Appendix B: Equity Analysis

An equity analysis was conducted to consider social demographics in conjunction with activity centers (destinations). It is based on categories of demand centers, or activity destinations. It provided the ability to do a “hot spot” analysis to help examine how communities link to activities and destinations. While not an “origin-destination” analysis, equity analysis scoring provides a tool to help consider broader travel and community needs. These activity center locations are generally shown in the image below where darker tones indicate higher demand areas for these activity centers and classifications: airports, seaports, hospital and healthcare, state parks, national parks, military facilities, state forests, industrial land use, commercial land use, employment density, and population density. **Figure 2** shows the equity analysis scoring for the Okaloosa-Walton region.

**Figure 2. Okaloosa-Walton Equity Analysis Map**





The next step was to consider traditionally underserved communities in the equity analysis. The goal of the equity analysis is to highlight areas with higher densities of historically underserved population. In order to measure the distribution and correlation of underserved populations, the General Planning Consultant to ECRC applied an equity analysis methodology used in other planning projects. For purposes of the analysis, the following socio-economic indicators from the American Community Survey (ACS) define underserved populations:

- Percentage of population below poverty level.
- Percentage of minority population.
- Percentage of zero-vehicle households.
- Percentage of population age 65 or above.
- Percentage of population 18 or below.
- Percentage of means of transportation to work other than personal motor vehicle.
- Percentage of households with limited English proficiency.
- Percentage of population with disabilities.

The analysis used a threshold for each of the above indicators so that the census block groups that have a greater value than the mean (average) value for any given indicator will be given a score of one (1). The scores for the individual categories were then added up into a composite equity score. For example, if a census block group had an above average number of people below poverty level and an above average number of people 65 years of age or older, the census block group was given a score of two (2). The composite equity score has a maximum possible score of eight (8), shown in dark blue on the GIS map, and a minimum possible score of zero (0), shown in light yellow-green on the GIS map. The analysis was conducted within GIS to combine input datasets with geoprocessing to generate spatial overlays and computing summary statistics and scores. This resulted in a heat map style visual representation of a location's composite equity score. The equity analysis was combined with the Activity Centers, so that the two data sets could be mapped and linked. These results were used to assess linkage and potential needs. The higher equity score indicates communities or areas of greater need for traditionally underserved communities.





## **Appendix C: 2045 Evaluation Criteria Adoption Resolution**

## RESOLUTION O-W 21-06

### A RESOLUTION OF THE OKALOOSA-WALTON TRANSPORTATION PLANNING ORGANIZATION APPROVING THE 2045 LONG RANGE TRANSPORTATION PLAN EVALUATION CRITERIA

**WHEREAS**, the Okaloosa-Walton Transportation Planning Organization (TPO) is the metropolitan planning organization designated by the Governor of Florida as being responsible for carrying out a continuing, cooperative, and comprehensive transportation planning process for the Okaloosa-Walton Metropolitan Planning Area;

**WHEREAS**, the Okaloosa-Walton TPO Long Range Transportation Plan (LRTP) 2045 Update, which is developed pursuant Part 23 §450.322, Code of Federal Regulations (CFR) and Chapter 339.175 (7) Florida Statutes;

**WHEREAS**, the Okaloosa-Walton Transportation Planning Organization (TPO) approved the LRTP 2045 updated Scope of Services on May 21, 2020;

**WHEREAS**, a task in the LRTP 2045 updated Scope of Service is to develop Evaluation Criteria for ranking projects in the 2045 Long Range Transportation Plan Needs Assessment;

**WHEREAS**, the Evaluation Criteria serves as a technical ranking of projects for the 2045 Long Range Transportation Plan Needs Assessment and is a tool in determining Project Priorities, but it is understood that the TPO has the final authority on what projects to include in the 2045 Long Range Transportation Plan Needs Assessment and Project Priorities;

**WHEREAS**, the Evaluation Criteria are based on the 2045 Long Range Transportation Plan Goals and Objectives; and

**WHEREAS**, the Evaluation Criteria are the result of a Steering Committee consisting of members of the TPO's Technical Coordinating and Citizens' Advisory Committees;

**NOW, THEREFORE, BE IT RESOLVED BY THE OKALOOSA-WALTON TRANSPORTATION PLANNING ORGANIZATION THAT:**

The Okaloosa-Walton TPO approves the Evaluation Criteria Technical Report for the 2045 Okaloosa-Walton TPO Long Range Transportation Plan.

Passed and duly adopted by the Okaloosa-Walton Transportation Planning Organization held on this 18<sup>th</sup> day of February 2021.

**OKALOOSA-WALTON TRANSPORTATION  
PLANNING ORGANIZATION**

BY: \_\_\_\_\_

Nathan Boyles, Chair

ATTEST: \_\_\_\_\_

