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

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

5. PLANNING ACTION ITEMS:

   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

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

   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

   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
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

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

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
Public participation is solicited without regard to race, color, national origin, sex, age, religion, disability or family status. Reasonable accommodations for access will be made in accordance with the Americans with Disabilities Act and for languages other than English. Please notify Brittany Ellers of requirements at 1-800-226-8914 Extension 220 or 1-800-995-8771 for TTY-Florida at least 48 hours in advance.

Introduzca la participación del público se solicita, sin distinción de raza, color, origen nacional, sexo, edad, religión, discapacidad o estado familiar. La OPC hará arreglos razonables para el acceso a esta reunión de acuerdo con el Americans with Disabilities Act, y para los requisitos de idioma que no seanInglés. Notifique a la Ada Clark (ada.clark@ecrc.org) de los requisitos de acceso o el idioma en el 1-800-226-8914, Extension 227 o 1-800-995-8771 para TTY-Florida al menos 48 horas de antelación.
CONSENT AGENDA

ITEM #1

BAY TPO DECEMBER 2019 MEETING MINUTES
MEMBERS IN ATTENDANCE
Mayor Pamn Henderson, Chairperson   City of Callaway
Commissioner David Griggs           City of Callaway
Mayor Margo Anderson                City of Lynn Haven
Commissioner Pat Perno              City of Lynn Haven
Commissioner Kenneth Brown          City of Panama City
Mayor Greg Brudnicki                City of Panama City
Commissioner Jenna Flint Haligas    City of Panama City
Commissioner Billy Rader            City of Panama City
Councilman Hector Solis             City of Panama City Beach
Councilman Geoff McConnell          City of Panama City Beach
Commissioner Keith Baker            Bay County
Commissioner Robert Carroll         Bay County
Commissioner William Dozier         Bay County
Commissioner Philip Griffitts       Bay County
Commissioner Tommy Hamm             Bay County

MEMBERS NOT IN ATTENDANCE
Commissioner Scott Davis            City of Callaway
Commissioner Robert Schad           City of Lynn Haven
Councilman Jerry Smith              City of Mexico Beach
Councilman Ken Jones                City of Parker
Councilman Jerry Smith              City of Mexico Beach
Commissioner Mike Nichols           City of Panama City
Commissioner Carl Curti             City of Springfield
Commissioner Topeka Humphries       City of Springfield

OTHERS IN ATTENDANCE
Jessica Golema                      Atkins
Lauren Bamford                      Atkins
Angela Bradley                      Bay County
Keith Bryant                        Bay County
Brian Leebrick                      Bay County
Joel Schubert                       Bay County
Rob Anderson                        Bay Line Railroad
Gene Keen                           Bay Town Trolley
Brandi DeRuiter                     Bay County Chamber
Kathy Rudd                          CPWC Engineering
1. **CALL TO ORDER/PLEDGE/INVOCATION**
   Chairperson Henderson called the meeting to order.

2. **APPROVAL OF AGENDA**
   Chairperson Henderson advised there were two add-ons to the agenda. Handouts were provided for the add-ons.

   **Add-on #1** – Appointment of a Bay County TPO Board Member Attend the Metropolitan Planning Organization Advisory Council (MPOAC) Institute Workshop for Elected Officials in Calendar Year 2020

   **Add-on #2** – Appointment of a Bay County TPO Member and Alternate to Serve on the MPOAC for Calendar Year 2020
Chairperson Henderson requested moving Item K to the first item on the agenda (after consent agenda). (Item K – Panama City Uptown: Complete Street Network).

**Mayor Brudnicki moved to approve the amended agenda. Commissioner Rader seconded the motion and it was passed unanimously.**

3. **PUBLIC FORUM**
Chairperson Henderson asked if there were any speakers for the public forum. There were no comments from the public.

4. **PLANNING AND TRANSIT CONSENT AGENDA**

   Approval of October 2019 Meeting Minutes

   Chairperson Henderson noted a change for the October 2019 minutes. On Page 15 of the minutes, under Item C, it was indicated Councilman Jones made a motion. In fact, Councilman Jones was not at the meeting. She asked that a correction be made to the minutes to indicate who made the motion (Commissioner Hamm made the motion).

   **Commissioner Rader moved to approve the consent agenda item as amended, Commissioner Dozier seconded the motion and it was unanimously approved.**

5. **PLANNING ACTION ITEMS**

   A. **Panama City Uptown: Complete Street Network – Mr. Mark McQueen, City Manager, Panama City**

   Mr. McQueen said he was sharing the vision for the City of Panama City, which has changed since Hurricane Michael, and is heavily citizen driven. The city has embraced a contract with new urbanism consultants assisting in the long-term recovery planning process.

   Mr. McQueen said they first partnered with Hagerty Consulting/Mr. Victor Dover to redefine the historic downtown of Panama City. Involved were 17 focus groups, 5 town halls, special commission meetings, and citizen design communications. The result of the meetings was that there was a realization that what was going on in the downtown needs to be expanded to what is referred to as “uptown.” This involves expanding the downtown area north on Harrison Avenue to 15th Street. FDOT had already been moving forward on designs to solve a problem identified several years ago; “malfunction junction” where US 231, the railroad, Harrison Avenue, and 15th Street intersect.
Mr. McQueen said because of the storm, there is a desire for the city to ask the Bay County TPO to redirect FDOT to reopen the PD&E study that is driving the overpass that is being moved on by FDOT.

Mr. McQueen provided a PowerPoint presentation. He explained that US 231 comes down, 15th Street goes across the center, and Harrison Avenue goes north/south. There is a train that goes out to the port. He said the area, in the FDOT proposal is going to have a flyover that goes over 15th Street, with an elevated street that will be approximately 30 feet high. It will be six lane road going east/west and six lane road going up US 231. There will be a traffic light at the top of the 30-foot elevation.

Mr. McQueen said he is working with the team from FDOT. They have considered how plans can be modified to open it up, so it is not a barrier wall, but rather have openings with pier supports. He said the proposed structure will kill the economic values of the surrounding properties, and will bifurcate the city north to south, and create an economic demise for the downtown historical area.

Mr. McQueen said to address “malfunction Junction” the City is embracing FDOT’s policy on complete streets. The plan allows short blocks, urban development, and allows for walkability, bikeability, and alternate transportation other than vehicular traffic. There is concern that the original is already in motion, and the land acquisitions are already moving forward. Mr. McQueen said with the City’s proposed model commerce for those businesses should be saved.

Mr. McQueen said 16th Street has been proposed, which would dilute the traffic, so that traffic can flow easily.

Mr. McQueen said the creation of a Community Redevelopment Agency is also being considered.

Mr. McQueen said the new multi-way boulevard will be tree lined, have multiple lanes going east/west and to the north, and have shorter blocks.

Mr. McQueen said in the proposed plan, the railroad would not go over the streets. Mr. McQueen contracted with a railroad engineer to determine viability of possible alternatives for the rail. He said this re-design would cost $57 million, compared to the proposed flyover that is estimated at $350-400 million.

Mr. McQueen asked the Bay TPO to request FDOT to reopen the PD&E study to consider the City of Panama City proposal as a course of action in FDOT’s analysis.
He said his plan meets the level of service in the proposed flyover, at a fraction of the cost.

Mr. Rick Hall, contracted traffic engineer for the City of Panama City addressed the board. He said the plan would accommodate lower speeds for vehicles and provide safety enhancements. He further stated the plan would provide for multiple modes of travel, and greater commercial opportunities.

Chairperson Henderson had a concern with 16th Street, getting back onto 15th Street on an S-curve. She asked if that would create another street like they have presently. She said when people are on 15th Street and want to get to US 231, traffic backs up. She asked if traffic would back up both ways going from 16th Street to 15th Street, and from 15th Street to 16th Street.

Mr. McQueen said when traffic backs up it is because there is only one alternative for drivers—one or two lanes in one direction. He said the railroad track presently is a barrier to a free network development. He said the proposed grid allows a freer flow through the network, with alternatives.

Councilman Solis asked FDOT how much money has been spent on this to date. He also asked what the ramifications were for delayed time. He said this project began in 2005.

Mr. Paulk said FDOT has expended $40.5 million to date, for the PD&E study, design, and right-of-way acquisition for parcels acquired to date. Mr. Paulk said FDOT would have to fully vet the board members concerns. FDOT would have to begin again with a PD&E study to look at the alternative. The entire process would have to start over. He said it would be a two to three-year process to bring it to the public and send it through the regulatory agencies for review and comment. He said there are right-of-way funds programmed in fiscal years 2020 through 2024. Construction funds are programmed in the second five of their SIS Cost Feasible Plan. The standard FDOT Work Program is five years. The SIS Plan is ten years. Construction money is in the second five years. He said they would have to start again—they would be releasing the right-of-way dollars to be placed on projects that are ready to move forward. There are more needs than revenue. Right-of-way acquisition would start in 2030, and construction would start after that date.

Mr. Paulk said the right-of-way acquisition on the project is very extensive. He said FDOT cannot buy that much right-of-way at one time. He said it would have to be stretched out over multiple years.
Mr. McQueen asked the Bay County TPO to direct FDOT to go back and look at the PD&E study.

Commissioner Griffitts asked if plans were too far down the road now to change the plan. Mr. McQueen said the storm created an awakening for all communities. He said citizens have provided 78-95% approval of the City's conceptual plan, and want walkability and liveability.

Mayor Brudnicki said the FDOT proposal plan would bifurcate the city tremendously. He said if there is a way to accomplish the need without segregating the north and south, the TPO needed to entertain it.

Commissioner Dozier said he had not seen a full presentation by FDOT regarding FDOT's plan. He asked that FDOT make a presentation at the next Bay County TPO meeting. Mr. Paulk said FDOT could prepare a presentation for the February 2020 meeting. Commissioner Dozier said one of their responsibilities is to move traffic. He said the question is how to move traffic with thousands of cars coming down US 231 as population grows in northern Bay County. He said after hearing about the widening project and flyover project he was encouraged in that they were going to address the problem at the intersection and make improvements.

Mr. Hall said they have gone through many courses of action. One course of action developed was the idea of a two-lane flyover, instead of what would be a 12-lane flyover. He said by being guided by FDOT’s policies on complete streets the design presented at the meeting was the result. The plan was to enhance Panama City’s success.

Chairperson Henderson asked how the presented plan would help traffic from the east side of the county, or points further east, to get to the beach. She said the only apparent logical option was 15th Street with a lowered speed limit for walkability. Mr. McQueen said there were four lanes to allow rapid travel.

Commissioner Griggs had a question relating to the pass through of US 98. He said there have been six public hearings since 2015. He asked if this issue was brought up at the public hearings. He stated there were at least two public hearings in 2019.

Mr. Hall said he met with FDOT. He said he did not bring this up at those public hearings. Mr. Hall said he made a presentation to the District Secretary. He met with the engineering team in District Three several times.

Commissioner Griggs said most of the discussion at the Bay County TPO meeting that day involved from US 231 west. He said US 98 goes to Tyndall Parkway. He
asked if they would have a parkway that would extend over. He said it takes him over half an hour to go from Callaway to across the Hathaway Bridge, i.e. eight miles. He said the problem is basically the intersection at US 231/Harrison Avenue/US 98 (malfunction junction). He said the situation is very positive presently because now they don't have that stoppage. He said they waited for 20 years for the 23rd Street flyover. He said now the project is the number one priority. He said to slow the process down will affect businesses and development of housing.

Commissioner Flint Haligas said they want to be progressive, and traffic isn't the only consideration. She said possibly the proposed plan can solve the same issue that the flyover can, and enhance the quality of life, and attract business. She asked how much of the $40 million is land acquisition. Mr. Paulk said $17 million is land acquisition. Commissioner Flint Haligas said possibly they can do the entire project for $150 million, versus $400 million. She said this is FDOT's policy and how they want to handle traffic issues. She asked if people are not visiting the beach because of the intersection. She further asked if people are not traveling from out of town because of the intersection. She wanted verification that they are not hurting the beach and tourism. Councilman McConnell said it is about volume, and getting through there for the tourists and residents. Commissioner Flint Haligas said quality of life draws economic development.

Chairperson Henderson asked Mr. Paulk if FDOT would be willing to go back and fund another PD&E for another alternative.

Mr. Paulk said FDOT will do its best to work with the Bay County TPO and its wishes. He said with the substantial amount of dollars on the table, FDOT hates to give that much money up because it will be a struggle to get it back. He said they will be pushing $250 million out past 2030. He said if they want to look at the alternative, it must go through the PD&E study. He said it cannot be done quickly.

Chairperson Henderson said it could be a detriment to the cities on the east side because people might say they don't want to live in Callaway because it is too hard to get to work on the beach and other places. She said they could lose citizens to other areas as well as lose businesses.

Commissioner Dozier said with the flyover, a lot can be accomplished. He thought the flyover needs to move forward. He said Panama City can move forward with the complete streets, and still have an attractive area with the flyover. He did not think that the flyover would detract from Panama City.

Mr. McQueen said he believes in data driven decisions. He thought the data would show that the City's option is viable. He said he had run the numbers and the model.
He said the proposal enhances the economic value and satisfies the transportation requirements. He said the FDOT presentation would reveal that traffic would still stop on top of the flyover. He said if there is an accident on the flyover, it will stop all traffic for a long time, because there is no other rerouting option.

Commissioner Hamm said US 98 is a SIS facility. He said they talked about truck traffic coming down US 231. He said trying to get an 18-wheeler through the grid would be a nightmare for the driver and people that live there. He asked for an FDOT presentation.

Mr. McQueen said the intermodal distribution and the port having major activity is the reason the flyover was done in front of the port. He stated most truck traffic will use 23rd Street to SR 390 to bypass downtown traffic, which will be a six-lane road. He said it is more likely a trucker will go up SR 390, all the way to US 231, as opposed to going down 15th Street and up US 231.

No action was taken. A presentation will be made by FDOT at the next meeting.

B. Consideration of Resolution BAY 19-21 Amending the FY 2020-2024 Transportation Improvement Program (TIP) to Add the Right-of-Way Phase for SR75 (US 231) from SR 368 (23rd Street) to South of Pipeline Road Capacity Project for Financial Project Identification (FPID) Number 2179108 in FY 2019/20, 2022/23, 2023/24 for a Total Cost of $29,564,492 – Mr. Bryant Paulk, AICP, FDOT Urban Liaison

C. Consideration of Resolution Bay 19-22 Amending the FY 2020-2024 Transportation Improvement Program (TIP) to Add the Right-of-Way Phase for SR 75 (US 231) from SR 30 (US 98) 15th Street to SR 368 (23rd Street) Capacity Project for Financial Project Identification (FPID) Number 2179107 in All Five Fiscal Years for a Total Cost of $132,522,034– Mr. Bryant Paulk, AICP, FDOT Urban Liaison

D. Consideration of Resolution Bay 19-23 Amending the FY 2020-2024 TIP to Advance the Right-of-Way Phase from Fiscal Years 2020/21, 2021/22, and 2022/23 to Fiscal Year 2019/20 and Adding he PE and Railroad Construction Phases in Fiscal Year 2019/20 for SR 75 (US 231 from SR 30A (US 98) 15th Street to south of Pipeline Road capacity Project for Project ID 2179104 for a Total Cost of $5,349,268 – Mr. Bryant Paulk, AICP, FDOT Urban Liaison

E. Consideration of Resolution Bay 19-24 Amending the FY 2020-2024 TIP to Advance the Right-of-Way Phase from Fiscal Years 2022/23 and 2023/24 to Fiscal Year 2019/20 and Adding the PE and Railroad Construction Phases in
Ms. Washnock said there were four Transportation Program amendments and they could be covered in one vote.

**Commissioner Brudnicki moved to authorize the TPO chairman to sign Resolutions BAY 19-21, BAY 19-22, BAY 19-23 and BAY 19-24. Commissioner Dozier seconded the motion.**

Mr. Paulk said FDOT was requesting the Bay TPO amend their TIP for reallocation of right-of-way acquisition dollars, on the US 231 corridor, to cover the rising right-of-way costs. FDOT is segmenting some of the corridor closer to 15th Street. FDOT is utilizing existing funding on the segment from 15th Street to 23rd Street, and from 23rd Street to south of Pipeline Road. The funds are being taken off the portion from south of Pipeline Road to north of Penny Road to cover the right-of-way increases and maintain the production schedule.

**Roll Call Vote:**

- Commissioner Baker: Yes
- Commissioner Brown: Yes
- Mayor Brudnicki: Yes
- Commissioner Carroll: Yes
- Commissioner Dozier: Yes
- Commissioner Perno: Yes
- Commissioner Griffitts: Yes
- Mayor Henderson: Yes
- Commissioner Griggs: Yes
- Councilman Solis: Yes
- Commissioner Flint Haligas: Yes
- Commissioner Radar: Yes
- Councilman McConnell: Yes
- Commissioner Hamm: Yes

**The motion was unanimously approved.**

**F. Consideration of Resolution BAY 19-20 to Recommend Bay County as the Single Designated Community Transportation Coordinator (CTC) for Bay County – Mr. Howard Vanselow, ECRC Staff**
Mr. Vanselow advised Bay County was recommended to continue to serve as the CTC for Bay County. Bay County has been the CTC since 2014.

Commissioner Dozier moved to authorize the TPO chairman to sign Resolution BAY 19-20 to recommend Bay County as the single designated CTC for Bay County. Councilman McConnell seconded the motion and it was unanimously approved.

G. Add-on Item #1 – Appointment of a Bay County TPO Board Member to Attend the Metropolitan Planning Organization Advisory Council (MPOAC) Institute Workshop for Elected Officials in Calendar Year 2020

Ms. Washnock stated board members are sent to the MPOAC Institute Workshop once a year. The following volunteered to attend the workshop: Commissioner Keith Baker and Commissioner Pat Perno. Commissioner Billy Rader said he may be able to attend the workshop.

Commissioner Dozier moved to appoint Commissioner Baker, Commissioner Perno, and Commissioner Rader to attend the MPOAC Institute Workshop for elected officials in 2020. Commissioner Hamm seconded the motion and it was unanimously approved.

H. Add-on Item #2 – Appointment of a Bay County TPO Member and Alternate to Serve on the MPOAC Advisory Council for Calendar Year 2020

Ms. Washnock advised for the past year Commissioner Dozier served on the MPOAC Advisory Council, and Councilman McConnell served as the alternate.

Commissioner Rader moved to authorize the chairman to approve Commissioner Dozier and Councilman McConnell to serve on the MPOAC Advisory Council for calendar year 2020. Commissioner Hamm seconded the motion and the motion was unanimously approved.

6. FLORIDA DEPARTMENT OF TRANSPORTATION (FDOT) UPDATE

Mr. Paulk presented a follow-up on the SR 22 widening project. He said FDOT was considering splitting the project at Tunnell Parkway, as Commissioner Griggs had requested. The Bay TPO had taken action for FDOT to move forward on the project. FDOT will be constructing some cost estimates for the two segments.

PLANNING PRESENTATIONS (no action):
I. **Review of the Draft Bay County TPO 2045 Long Range Transportation Plan (LRTP) Goals and Objectives – Mr. Gary Kramer, ECRC Staff**

Mr. Kramer reviewed the six tasks in the LRTP. He said the Cost Feasible Plan needs to be adopted by June 22, 2021.

Mr. Kramer stated a steering committee was appointed at the July 2019 meeting. The steering committee met in September and November 2019. The summary of the meetings was provided in the agenda enclosure. Also, in the agenda were the comments from the Bay County Planning and Zoning Division manager, Mr. Tim Smith.

Recommended changes to the LRTP goals and objectives were in the agenda. There will be a public meeting in January 2020, and the steering committee will meet in January 2019. The LRTP goals and objectives will be an action item at the February 2020 Bay County TPO meeting.

J. **Implementation of Targets for Safety Performance Measures – Mr. Gary Kramer, ECRC Staff**

Mr. Kramer said the performance measures were an emerging issue initiated by the Federal Highway Administration during the development of the 2040 LRTP. Bridge, pavement and system performance targets were adopted by the Bay County TPO in September 2018 and will be adopted again by April 1, 2023. Targets for the five categories for the Safety Performance Measures were in the agenda enclosure. The TPO may accept those targets or establish their own targets. Mr. Kramer asked that anyone desiring different targets from the FDOT targets contact him by December 18, 2019. The item will be presented for approval in February 2020.

K. **Review of the Bay County TPO Title VI Program Major Update – Ms. Brittany Ellers, ECRC Staff**

Ms. Ellers advised that the update included administrative items such as access to meetings and website information. The deadline for comments is January 22, 2020. The item will be presented in February 2020 for approval.

Ms. Ellers stated that next year ECRC will develop a larger plan that encompasses all three TPOs.

L. **Regional Bicycle and Pedestrian Working Group – Ms. Caitlin Cerame, AICP, ECRC Staff**
Ms. Cerame said creation of a regional bicycle and pedestrian working group is included in the Unified Planning Work Program. A regional effort with the other two TPOs is being developed; i.e. Florida-Alabama TPO and Okaloosa-Walton TPO. They will be considering bicycle and pedestrian infrastructure of regional significance. Various trails will be considered. The first exploratory meeting will be held early in 2020. Ms. Cerame asked that any interested parties contact her.

**M. Bay, Gulf Holmes, and Washington Regional Transportation Partnership (BGHW RTP) – Ms. Caitlin Cerame, AICP, ECRC Staff**

Ms. Cerame said the BGHW RTP was founded in 2005 and includes representatives from the Bay TPO, and Gulf, Holmes, and Washington counties. The Partnership allows local jurisdictions to apply for the Transportation Regional Incentive Program (TRIP) funding from FDOT. The BGHW RTP develops prioritization which is sent to FDOT. A meeting of the BGHW RTP will be held February 5, 2020.

7. **PLANNING INFORMATION ITEMS**

   Included in the agenda package were the following:
   
   - TCC and CAC October Meeting Minutes
   - Bay October Actions Report
   - TIP Amendment Letter – 5305 FTA Planning Grant
   - TIP Amendment Letter – SR 77 (6th Street to 9th Street)
   - TIP Amendment Letter – SR 30 from College Entrance/Exit to Ivy Road
   - TIP Amendment Letter – Performance Measures Consensus Planning Agreement
   - Bay Transportation Alternatives Workshop Flyer
   - 20202 Legislative Priorities - MPOAC
   - 2020 Tentative TPO Schedule

8. **TRANSIT ACTION ITEMS - None**

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

   Ms. Washnock reported, that in conjunction with Mobility Week a transit ride along was coordinated with Bay Town Trolley. Mayor Henderson participated.

   Commissioner Dozier reported that on the map for the Bay Town Trolley, the routes are not up to date. He asked when the routes will be updated. Ms. Bradley said there are not up to date paper copies of the map and schedules. Users of the system use the
website for information. Clients can dial to find out when their ride will arrive. Ms. Bradley said when they do the comprehensive operations analysis and routes/stops are updated, a paper map and ride guide will be available.

9. TRANSIT INFORMATION PACKAGE - None

10. LEGAL UPDATE – Burke, Blue, Hutchinson, Walters & Smith, P.A.

Mr. Henry said he had nothing to report.

11. OTHER BUSINESS

The next Bay County TPO meeting will be Wednesday, February 5, 2020 at Panama City Hall, Room 010, located at 501 Harrison Avenue, Panama City, Florida. The BGHW RTP meeting will be held 2/5/20 at 1:30 pm at the same location.

12. ADJOURNMENT - There being no further business the meeting adjourned at 5:30 p.m.
ENCLOSURE A
ALL COMMITTEES
SUBJECT: Florida Department of Transportation Presentation on US231 and US98 Interchange Design

ORIGIN OF SUBJECT: City of Panama City

LOCAL GOVERNMENT ACTION NEEDED: None

BACKGROUND: At the December 4th, 2019 TPO board meeting, Panama City manager Mark McQueen and the city’s consultant, Rick Hall, gave an in depth presentation about an alternative the city of Panama City is proposing to the flyover currently under design by the Florida Department of Transportation. The city requested the TPO board reopen the PD&E process to consider a grid/complete streets design alternative to the flyover.

After much discussion, a motion was made for the Florida Department of Transportation to present the current status and design of the 231 interchange at the February 5th TPO meeting in response to the city of Panama City’s request to the TPO.

RECOMMENDED ACTION: TPO Board Action is Required to Provide the City of Panama City an Answer to the City’s Request for Project Changes. The TCC and the CAC May Choose to Make a Recommendation or Defer Action to the TPO Board.
ENCLOSURE B
ALL COMMITTEES
SUBJECT: Consideration of Resolution BAY 20-01 to Adopt Targets for Safety Performance Measures

ORIGIN OF SUBJECT: Federal Transportation Legislation Moving Ahead for Progress in the 21st Century (MAP-21) Act and Fixing America’s Surface Transportation (FAST) Act, Federal Highway Administration, and Florida Department of Transportation

LOCAL GOVERNMENT ACTION NEEDED: None

BACKGROUND: Annually, Transportation Planning Organizations (TPOs) are required to adopt targets for Safety Performance Measures by February 27. The TPOs can either accept the DOT targets or establish their own targets (see requirements in the next paragraph). In 2018 and 2019, the Bay County TPO accepted the FDOT targets for Safety Performance Measures by adopting Resolutions BAY 18-01 and Bay 19-01. The necessary language for Safety Performance Measures was incorporated into the FY 2020-2024 Transportation Improvement Program (TIP) and amendments to the TIP and the 2040 Long Range Transportation Plan were made. This same procedure will be followed in 2020. Please note the targets for Bridge, Pavement, and System Performance were adopted by Resolution 18-12 on September 26, 2018 do not need to be adopted again by the TPO until April 1, 2023.

If a TPO agrees to support a State Highway Improvement Program Target, the TPO would

- Work with state and safety stakeholders to address areas of concern for fatalities or serious injuries within the metropolitan planning area
- Coordinate with the State and include the safety performance measures and the State's Highway Improvement Program targets for those measures in the Metropolitan Transportation Plan.
- Integrate into the metropolitan transportation planning process, the safety goals, objectives, performance measures and targets described in other State safety transportation plans and processes such as applicable portions of the Highway Safety Improvement Program, including the Strategic Highway Safety Plan.
- Include a description in the Transportation Improvement Program of the anticipated effect of the Transportation Improvement Program toward achieving Highway Safety Improvement Program targets in the Metropolitan Transportation Plan, linking investment priorities in the Transportation Improvement Program to those safety targets.

If a TPO establishes its own Safety Performance Target, the TPO would

- Establish Highway Safety Improvement Program targets for all public roads in the metropolitan planning area in coordination with the State.
- Estimate vehicle miles traveled (VMT) for all public roads within the metropolitan planning area for rate targets.
- Coordinate with the state and include the safety performance measures and the TPO’s safety targets for those measures in the Metropolitan Transportation Plan.
- Integrate into the metropolitan transportation planning process, the safety goals, objectives, performance measures and targets described in other State safety transportation plans and processes such as applicable portions of the Highway Safety Improvement Program, including the Strategic Highway Safety Plan.
- Include a description in the Transportation Improvement Program of the anticipated effect of the Transportation Improvement Program toward achieving Highway Safety Improvement Program targets in the Metropolitan Transportation Plan, linking
investment priorities in the Transportation Improvement Program to those safety targets.

The Florida Department of Transportation has adopted a “Vision Zero” target for the five safety measures. This “Vision Zero” target is based on the Florida Strategic Highway Safety Plan. The table below illustrates the targets the TPO adopted in 2018 and 2019 as well as FDOT targets for 2020. The targets are based on a five-year rolling average. 2018 (2012-2016), 2019 (2013-2017), and 2020 (2014-2018). At the December TPO and Advisory Committees, it was mentioned that if there was a desire to set targets for Safety which are different from FDOT, to please e-mail Gary Kramer of the ECRC by December 18, 2019. No e-mails were received. FHWA and FDOT indicated their satisfaction with this agenda item and no comments were necessary.

<table>
<thead>
<tr>
<th>Entity</th>
<th>Number of Fatalities</th>
<th>Rate of Fatalities per Hundred Million Vehicle Miles Traveled</th>
<th>Number of Serious Injuries</th>
<th>Rate of Serious Injuries per Hundred Vehicle Miles Traveled</th>
<th>Number of Non-Motorized Fatalities and Non-Motorized Serious Injuries</th>
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<td>FDOT (2020)</td>
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<td>0</td>
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<td>0</td>
</tr>
</tbody>
</table>

**FDOT’s METHODOLOGY**

Florida shares the national traffic safety vision “Toward Zero Deaths,” and formally adopted their own version of the national vision, “Driving Down Fatalities.” FDOT is committed to eliminating fatalities and reducing serious injuries with the understanding that the death of any person is unacceptable and based on that, zero deaths is the FDOT safety performance target. This target is consistent throughout the FDOT Strategic Highway Safety Plan, Highway Safety Improvement Program and Highway Safety Plan.

**Number of Fatalities**

Based on statistical forecasting, the five-year rolling average for total fatalities on Florida’s roads is forecasted to be between 2.877 and 3.175 in 2020. This forecast was made by combining Fatality Analysis Reporting System data with current state data from 2009 to 2018 to predict probable outcomes for 2019 and 2020. Florida’s target for fatalities is zero in 2020. While the data forecast indicates Florida’s five-year rolling average for fatalities could continue to trend upward in 2019 and 2020, the FDOT State Safety Office expects the projects chosen for funding will mitigate the data forecast and ultimately reduce the number of traffic fatalities.

**Number of Serious Injuries**

Based on statistical forecasting, the five-year rolling average for serious injuries on Florida’s roads is forecasted to be between 17,480 and 19,123 in 2020. This forecast was made by combining Fatality Analysis Reporting System data with current state data from 2009 to 2018 to predict probable outcomes for 2019 and 2020. Florida’s target for serious injuries is zero in 2020. The data forecast indicates Florida’s five-year rolling average of serious injuries will continue to
trend downward in 2019 and 2020. The FDOT State Office expects the projects chosen for funding will enhance this downward trend in the number of serious injuries on Florida’s roads.

**Fatality Rate**
Based on statistical forecasting, the five-year rolling average for fatality rate per 100 million Vehicle Miles Traveled on Florida’s roads is forecasted to be between 1.10 and 1.60 in 2020. This forecast was made by combining Fatality Analysis Report System data with current state data from 2009 to 2018 to predict probable outcomes for 2019 and 2020. Florida’s target for fatality rate per 100 million vehicle miles traveled is zero in 2020. While data forecast indicates Florida’s fatality rate per 100 million Vehicle Miles Traveled will trend downward in 2019 and 2020, the FDOT State Safety Office expects the projects chosen for funding will enhance this downward trend and ultimately reduce the fatality rate per 100 million Vehicle Miles Traveled.

**Serious Injury Rate**
Based on statistical forecasting, the five-year rolling average for serious injury rate per 100 million Vehicle Miles Traveled on Florida’s roads is forecasted to be between 6.82 and 9.44 in 2020. This forecast was made by using current state data from 2007 to 2017 to predict probable outcomes for 2019 and 2020. Florida’s target for serious injury rate per 100 million Vehicle Miles Traveled is zero in 2020. While the data forecast indicates Florida’s serious injury rate per 100 million Vehicle Miles Traveled could continue to trend downward in 2019 and 2020, the FDOT State Safety Office expects the projects chosen for funding will enhance this downward trend in the number of serious injuries on Florida’s roads.

**Total Number of Non-Motorized Fatalities and Serious Injuries**
Based on statistical forecasting, number of non-motorized fatalities and serious injuries on Florida’s roads is forecasted to be between 2,929 and 3,283 in 2020. This forecast was made by combining Fatality Analysis Report System data with current state data from 2007 to 2018 to predict probable outcomes for 2019 and 2020. Florida’s target for number of non-motorized fatalities and serious injuries is zero in 2020. While the data forecast indicates Florida’s number of non-motorized fatalities and serious injuries could continue to trend downward in 2019 and 2020, the FDOT State Safety Office expects the projects chosen for funding will enhance this downward trend in the number of pedestrian fatalities.

Attached is the following:
- Resolution BAY 20-01

**RECOMMENDED ACTION:** Approval of a motion to authorize the TPO chairperson to sign Resolution BAY 20-01 to adopt targets for Safety Performance Measures. This action is recommended to comply with February 27, 2020 deadline to remain in compliance with the federal and state regulations for transportation planning. Please contact Gary Kramer, ECRC staff, at (800) 226-8914, Ext. 219 or gary.kramer@ecrc.org if additional information is needed.
RESOLUTION BAY 20-01

A RESOLUTION OF THE BAY COUNTY TRANSPORTATION PLANNING ORGANIZATION ADOPTING TARGETS FOR SAFETY MEASURES

WHEREAS, the Bay County 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 Bay County Metropolitan Planning Area; and

WHEREAS, the Federal Highway Administration issued a final rule based on section 1203 of the Moving Ahead for Progress in the 21st Century (MAP-21) and with considerations to provisions in the Fixing America’s Surface Transportation (FAST) Act, which established five safety performance measures; and

WHEREAS, the Florida Department of Transportation, as part of its annual development of the State Highway Safety Improvement Plan has developed safety targets for each of the five safety performance measures, and each TPO establishes safety targets by February 27, 2020 and report progress over time in reaching the adopted target;

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

The Bay County TPO adopts the following targets for Safety Performance Measures for 2020:

- **Number of Fatalities** – “0” to support FDOT’s 0 target for traffic fatalities and support FDOT’s “Vision Zero.”
- **Rate of Fatalities per Hundred Million Vehicle Miles Traveled** – “0” to support FDOT’s 0 target for traffic fatalities per Hundred Million Vehicle Miles Traveled and support FDOT’s “Vision Zero.”
- **Number of Serious Injuries** – “0” to support FDOT’s 0 target for serious injuries and support FDOT’s “Vision Zero.”
- **Rate of Serious Injuries per Hundred Million Vehicle Miles Traveled** – “0” to support FDOT’s 0 target for the rate of serious injuries per Hundred Million Vehicle Miles Traveled and support FDOT’s “Vision Zero.”
- **Number of Non-Motorized Fatalities and Non-Motorized Serious Injuries** – “0” to support FDOT’s 0 target for non-motorized fatalities and non-motorized serious injuries and support FDOT’s “Vision Zero.”

Passed and duly adopted by the Bay County Transportation Planning Organization held on this 5th day of February 2020.

BAY COUNTY TRANSPORTATION PLANNING ORGANIZATION

BY: __________________

Pamm 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: _________________________
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: 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 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 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 with 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 items 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 assign 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 to 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.
  o Multimodal Transportation Safety
    • Complete Streets Systems
  o Multimodal Choices and Connections
    • Pedestrian
      >2 miles within 2 miles
      >1/2 mile within ½ mile
    • Public Transportation
      >2 miles within 2 miles
      >1/2 mile within ½ mile
    • It was mentioned that the categories pedestrian, bicycle, and public transportation resemble complete street improvements which is a category under Safety.
  o 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.
  o System Sustainability and Livability
    • No recommended changes
  o Economic Vitality
    • 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.
  o Multimodal Transportation Security
    • It was mentioned that Security issues are very important.
  o Congestion Management
    • Facility Level of Service
      C-D Failing
      C D-F
The following were the recommendations of the four groups for the corresponding weights of the Evaluation Criteria. A consensus recommendation on the weights for each of the Evaluation Criteria categories will need to be agreed upon at the next Steering Committee.

- **Group 1**
  - **Multimodal Transportation Safety** 20 15
  - **System Sustainability and Livability** 10 15
  - **Economic Vitality** 15 20
  - **Congestion Management** 20 15

- **Group 2 (No Changes)**

- **Group 3**
  - **Multimodal Transportation Safety** 20 15
  - **System Sustainability and Livability** 10 20
  - **Congestion Management** 20 15

- **Group 4**
  - **System Efficiency and Preservation** 10 5
  - **Multimodal Transportation Security** 10 15

### 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 qualify 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.
ENCLOSURE D
ALL COMMITTEES
SUBJECT: 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

ORIGIN OF SUBJECT: Fixing America’s Surface Transportation (FAST) Act § 1109; 23 U.S.C. 133(h); FDOT; and Task C.4 of the Unified Planning Work Program (UPWP)

LOCAL GOVERNMENT ACTION NEEDED: None

BACKGROUND: The Transportation Alternatives (TA) Set-Aside provides funding for programs and projects consistent with Fixing America’s Surface Transportation (FAST) Act under 23 U.S.C. 133(h). These set-aside funds include all projects and activities defined as TA: On- and off-road pedestrian and bicycle facilities, infrastructure projects for improving non-driver access to public transportation, community improvement activities, environmental mitigation and projects for planning, designing or constructing boulevards and other roadways largely in the right-of-way of formerly divided highways.

Scoring Criteria Update: In anticipation of the FDOT District 3 TA grant application solicitation in the Fall of 2019, TPO staff provided an opportunity for the Bay County TPO Technical Coordinating Committee (TCC) members to provide input on the current scoring criteria content and procedures at a public workshop on May 23, 2019. Public input was collected until July 2, 2019. No changes were suggested during the public comment period. Revisions based on the workshop include: (1) Title change of Criterion 3 from Location Efficiency to Proximity to Population Served; (2) Title change of Criterion 6 from Design Quality to Design Amenities; and (3) Reduce Criterion 7 by 5 points and add Age of Project to the main criterion for 5 points. At the July 24, 2019 Bay County TPO meeting, Resolution BAY 19-11 was approved adopting the updated TA Scoring Criteria.

Education Workshop: The Bay County TPO sponsored a TA Education Workshop on Tuesday, October 22, 2019, from 1 – 3 p.m. at Panama City City Hall, 501 Harrison Avenue, Panama City, FL. The purpose of this workshop was to review the previously approved TPO criteria and receive FDOT guidance on the application documents.

FDOT Guidance: FDOT District 3 issued guidance on the 2020 TA Set-Aside cycle for the Fiscal Year 2022 – 2026 Tentative Work Program on October 22, 2019. The guidance specified that each TPO may submit up to two (2) priorities projects from each TPO area.

ECRC Review and Workshop: Applications were eligible for submittal to ECRC due December 13, 2019. Five (5) applications were received: two (2) from Callaway, two (2) from Bay County, and one (1) from Lynn Haven. Applications were reviewed by ECRC and the General Planning Consultant staff. An application review workshop was held on Tuesday, January 7, 2020, at Panama City City Hall, 501 Harrison, Avenue, Panama City. Applications were reviewed and workshop participants agreed on the revised score and offered a recommended ranking.

ECRC Submittal: Following action by the TPO, applications are due to FDOT on February 28, 2020. TPO staff will submit all applications from the TPO to FDOT.

Attached are the following:
- Resolution Bay 20-03
- Adopted Ranking Criteria
- Location Map and Project Summaries
Applications and scoring evaluations may be found online at:
https://www.ecrc.org/programs/transportation_planning/bay_county_tpo/plans_and_document
s/index.php#outer-56sub-81

RECOMMENDED ACTION: Approval of a motion to authorize the TPO chairman to sign Resolution Bay 20-03 adopting the Transportation Alternatives (TA) Set-aside ranked projects. This action is recommended because all requirements of the competitive process have been met. If additional information is needed, please contact Ms. Caitlin Cerame, TPO staff, at 1-850-332-7976, Extension 203 or caitlin.cerame@ecrc.org.
RESOLUTION BAY 20-03

A RESOLUTION OF THE BAY TRANSPORTATION PLANNING ORGANIZATION ADOPTING THE FY 22-26 TRANSPORTATION ALTERNATIVES SET ASIDE PROJECT RANKING

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

WHEREAS, TA Set Aside provides funding for projects in the following areas: on- and off-road pedestrian and bicycle facilities, infrastructure projects for improving non-driver access to public transportation, community improvement activities, environmental mitigation and projects for planning, designing or constructing boulevards and other roadways largely in the right-of-way of formerly divided highways; and

WHEREAS, the Transportation Alternatives (TA) Program is consistent with Fixing America’s Surface Transportation (FAST) Act under 23 U.S.C. 133(h); and

WHEREAS, according to 23 U.S.C. 213(c)(5), each TPO area is required to select TA Set Aside projects through a competitive process in consultation with the State of Florida;

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

The 2020 Transportation Alternatives Set Aside Project Ranking is hereby adopted.

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

BAY TRANSPORTATION PLANNING ORGANIZATION

BY: __________________________
   Pamn Henderson, Chairperson

ATTEST:_______________________
<table>
<thead>
<tr>
<th>Applicant</th>
<th>Project</th>
<th>Requested $</th>
<th>Applicant Score</th>
<th>ECRC Workshop Revised Score</th>
<th>Review Notes</th>
<th>ECRC Workshop</th>
<th>CAC</th>
<th>TCC</th>
<th>TPO</th>
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<tr>
<td>Callaway</td>
<td>Yellow Bluff Sidewalks</td>
<td>$413,823</td>
<td>71</td>
<td>71</td>
<td>FDOT: Project will most likely not be funded, lack of connectivity. Because of this review comment, the ECRC Workshop recommended moving this project down on priority even though score was higher.</td>
<td>4</td>
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<tr>
<td>Callaway</td>
<td>W. Cherry St Sidewalk</td>
<td>$400,000</td>
<td>76</td>
<td>74</td>
<td>FDOT: Additional funds were requested and added 21-24 to fully fund project. FDOT support.</td>
<td>1</td>
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<tr>
<td>Bay Co</td>
<td>Kings Rd</td>
<td>$779,837</td>
<td>55</td>
<td>51</td>
<td>Need local gov’t reso.</td>
<td>5</td>
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<tr>
<td>Bay Co</td>
<td>Sherman Ave</td>
<td>$451,322</td>
<td>57</td>
<td>60</td>
<td>Need local gov’t reso. This was Bay TPO #2 in 2019. Bay County may seek resolution of support (which could change score).</td>
<td>3</td>
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<tr>
<td>Lynn Haven</td>
<td>Lynn Haven Sidewalks <em>Phase I</em></td>
<td>$937,887</td>
<td>66</td>
<td>69</td>
<td>This was Bay TPO #1 in 2019. Project is requesting to advance Phase I only, however application package identifies future phases. ECRC workshop agreed to make this the second rank project. * Need FDOT clarification on LAP Certification.</td>
<td>2</td>
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</table>
Project Summary Sheets by Applicant

Callaway

- **Yellow Bluff Road Sidewalk.** Applicant is requesting $413,823 for survey, design, construction, and CE&I for a 6-ft concrete sidewalk on south side of Yellow Bluff Rd (0.5 mile), from S. Starr Avenue to Betty Louise Drive, to include drainage, landscaping. FDOT notes this project will most likely not be funded, due to lack of overall connectivity. Because of this review comment, the ECRC Workshop recommended moving this project down on priority even though score was higher.

- **West Cherry Street Sidewalk.** Applicant is requesting $400,000 for survey, design, construction, and CE&I for 6-ft concrete sidewalk on north side of West Cherry St (0.5 mile), from Highway 22A to US 98 / S. Tyndall Parkway, to include drainage, landscaping. This is the last phase of the previously funded TAP Cherry Street Sidewalk project from U.S. 98/Tyndall Parkway to Star Avenue. FDOT notes project FPID 438106-1 CR 3026 CHERRY ST FROM SR 30A (US 98) TYNDALL PKWY TO CR 2315 STAR AVE, fully funded for 5-ft sidewalk on south side of roadway, Design in FY20, Construction in FY24. Additional funds were requested and added G1 21-24 to fully fund project. **ECRC workshop review recommends this project as #1 priority.**
Bay County

- **Frankford / 27th / Kings Road Sidewalk.** Applicant is requesting $779,837 (in addition to 20% local contribution) for engineering, construction, and CE&I, for 6-ft concrete sidewalk (1.3 mi), from SR 390 to the Kingspoint subdivision.

- **CR 2337 Sherman Avenue Sidewalk.** Applicant is requesting $451,322 (in addition to 20% local contribution) for engineering, construction, and CE&I, for 6-ft concrete sidewalk (with curb and gutter) on the East side of CR 2337 Sherman Avenue from 11th Street to SR 30 (US 98) E 15th Street (0.5 mile). This project will provide connectivity between 11th Street and US 98 as well as several schools and neighborhoods. FDOT notes due to the lack of funding project was not selected this past cycle. The FDOT constructability review revealed that this is an applicable project that will provide connectivity to existing sidewalks. Applicant has addressed FDOT review notes. **This project was Bay TPO #2 TA project in 2019.** Note: Bay County may seek resolution of support which could change TA ranking and score.
Lynn Haven

- **Lynn Haven Sidewalks, Phase I.** Applicant is requesting $937,887 for phase I for engineering, construction, and CE&I for 5-ft concrete sidewalks. Phase I will include the construction of three sidewalks: (1) Tennessee Ave. between 5th St. and 14th St.; (2) Minnesota Ave. between 14th St. and 17th St.; and (3) East 17th St. between Iowa Ave. and Mississippi Ave. Subsequent phases are identified. All phases estimated at $1,622,958.51. For this project to advance, Lynn Haven may need to partner with a LAP-certified agency to serve as the implementing Agency (Per FDOT TA Guidance 2019), or obtain project-specific LAP certification. FDOT notes due to the lack of funding, this project was not selected this past TA cycle. The FDOT constructability review revealed that this is an applicable project that will provide connectivity to existing sidewalks. FDOT recommends re-applying for funding, and segmenting project (addressed in current project application). **This project was Bay TPO #1 TA project in 2019.** ECRC workshop review recommends this project as #2 priority.
ENCLOSURE E

ALL COMMITTEES
SUBJECT: Consideration of Resolution BAY 20-04 Adopting the Bay County TPO Title VI Program Major Update

ORIGIN OF SUBJECT: Unified Planning Work Program (UPWP)

LOCAL GOVERNMENT ACTION NEEDED: None

BACKGROUND: Title 49 Code of Federal Regulation Section 21.9(b) requires Federal Transit Administration (FTA) financial assistance recipients to “keep such records and submit to the Secretary timely, complete, and accurate compliance reports determined to be necessary to enable them to ascertain whether the recipient has complied or is complying with [49 CFR part 21].”

The FTA requires that all direct and primary recipients of federal funds document their compliance by submitting a Title VI Program to the FTA regional civil rights officer once every three years. The Title VI Program must be approved by the direct or primary recipient’s board of directors or appropriate governing entity or official(s) responsible for policy decisions prior to submission to FTA. Recipients shall submit a copy of the board resolution, meeting minutes, or similar documentation with the Title VI Program as evidence that the board of directors or appropriate governing entity or official(s) has approved the Title VI Program.

The Bay County TPO is subject to Title VI of the Civil Rights Act of 1964 and related statutes. This document meets the requirements set forth by the Federal Highway Administration (FHWA), Federal Transit Administration (FTA), and Florida Department of Transportation (FDOT) to ensure compliance with Title VI of the Civil Rights Act of 1964 and related statutes as it relates to processing of Title VI and related statutes discrimination complaints.

The final draft Bay County TPO Title VI Program can be viewed under the following link: https://www.ecrc.org/programs/public_involvement/bay_county_tpo_public_involvement.php

The document can be located at the bottom of the page. The Bay County TPO Title VI Program is subject to a 45-day review period. The period opened on December 4, 2019 and closed on January 22, 2020. Comments and document edits are provided in the appendix.

RECOMMENDED ACTION: Approval of Resolution BAY 20-04 to Adopt the Bay County TPO Title VI Program Major Update. For more information, please contact Ms. Brittany Ellers, ECRC staff, at (850) 332-7976, Extension 220 or brittany.ellers@ecrc.org.
RESOLUTION BAY 20-04

A RESOLUTION OF THE BAY COUNTY TRANSPORTATION PLANNING ORGANIZATION AUTHORIZING THE SIGNATURE AND APPROVAL OF THE UPDATED TITLE VI AND NONDISCRIMINATION POLICY AND PLAN INCLUDING LIMITED ENGLISH PROFICIENCY

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 TPO is the recipient of state and federal grant funds for public transportation in the Pensacola Urbanized Area; and

WHEREAS, state and federal grants impose certain obligations; and

WHEREAS, in order for the TPO to continue receiving and utilizing state and federal grant funds, it is necessary to update the Title VI and Nondiscrimination Policy and Plan Including Limited English Proficiency (LEP);

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

The TPO authorizes the TPO chairman to sign and approve the 2016 Title VI and Nondiscrimination Policy and Plan Including Limited English Proficiency (LEP).

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

BAY COUNTY TRANSPORTATION PLANNING ORGANIZATION

BY: ____________________________

Pam Henderson, Chair

ATTEST: ______________________

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

LOCAL GOVERNMENT ACTION NEEDED: None


Evaluation criteria are developed based on the adopted Goals and Objectives and are used to rank projects in the Needs Plan. Once this ranking is established, it will be used to create a draft Cost Feasible plan.

Financial Resources are developed based on the FDOT revenue forecasts, and consider other federal, state, and local funding sources. A listing of alternative revenue sources is listed for informational purposes only.

The 2045 LRTP Steering Committee met at Panama City City Hall on January 17, 2020 to develop the draft 2045 LRTP Evaluation Criteria and Financial Resources documents.

Attached are the following:
- Steering Committee Meeting #3 Summary
- Financial Resources

The 2040 to 2045 Evaluation Criteria Comparison Chart will be provided at the February 5, 2020 Bay TPO meeting.

RECOMMENDED ACTION: This item is for review this month and approval in April 2020. This alternative is recommended to maintain the adoption date of the 2045 Long Range Transportation Plan by June 22, 2021. Please contact Mr. Gary Kramer if additional information is needed at gary.kramer@ecrc.org or (850) 332-7976 Ext. 219.
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. 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

- Gary Kramer explained the Evaluation Criteria will be used to rank the Needs Plan projects and the weights need to equal 100%.
- The participants were divided into four groups to recommend any changes to the Draft 2045 Long Range Transportation Plan Evaluation Criteria and corresponding weights.
- The following were the recommend changes to the Draft 2045 Long Transportation Plan Evaluation Criteria.
  - **Multimodal Transportation Safety**
    - Complete Streets Systems
  - **Multimodal Choices and Connections**
    - Pedestrian
      - >2 miles within 2 miles
      - >1/2 mile within ½ mile
    - Public Transportation
      - >2 miles within 2 miles
      - >1/2 mile within ½ miles
    - It was mentioned that the categories pedestrian, bicycle, and public transportation resemble complete street improvements which is a category under Safety.
  - **System Efficiency and Preservation**
    - 2010 2015
    - It was mentioned that Functional Classification maybe a better category than AADT.
    - A discussion occurred on future deficiencies instead of just existing deficiencies.
  - **System Sustainability and Livability**
    - No recommended changes
  - **Economic Vitality**
    - Tourism. Would like to see what impact the project has on Tourism. The Regional Transportation Model is a Peak Season Model. Therefore, the impact of tourist is accounted for in the socio-economic projections.
  - **Multimodal Transportation Security**
    - It was mentioned that Security issues are very important.
  - **Congestion Management**
    - Facility Level of Service
      - C-D Failing
      - C D-F

- The following were the recommendations of the four groups for the corresponding weights of the Evaluation Criteria. A consensus recommendation on the weights for each of the Evaluation Criteria categories will need to be agreed upon at the next Steering Committee.
  - **Group 1**
    - **Multimodal Transportation Safety** 20 15
    - **System Sustainability and Livability** 10 15
    - **Economic Vitality** 15 20
    - **Congestion Management** 20 15
  - **Group 2** (No Changes)
  - **Group 3**
    - **Multimodal Transportation Safety** 20 15
    - **System Sustainability and Livability** 10 20
    - **Congestion Management** 20 15
  - **Group 4**
• **System Efficiency and Preservation** 10 5
• **Multimodal Transportation Security** 10 15

**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 qualify 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.
## 2040 to 2045 Evaluation Criteria Comparison Chart

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<th>Category</th>
<th>Sub Category</th>
<th>Percent</th>
<th>Max Points</th>
<th>Category</th>
<th>Sub Category</th>
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<th>Max Points</th>
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<td>Complete Streets</td>
<td>School Activity</td>
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<td>Safety Improvement Strategies (Crash Rates)</td>
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<td>Safety Improvement Strategies (Crash Rates)</td>
<td>Identified by Community Traffic Safety Team</td>
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<td>System Efficiency and Preservation</td>
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<td>Economic Vitality</td>
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Financial Resources

Florida

State and Federal Funds from 2045 Revenue Forecast (Millions of Dollars)
Florida Department of Transportation

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<th>Time Periods (Fiscal Years)</th>
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SIS projects from July 2019 SIS Adopted 5-Year Plan, Second 5-Year Plan, and 2029-2045 Long Range Cost Feasible Plan (Programmed Year-of-Expenditure Costs for projects in SIS First Five-Year Plan, and SIS Second Five-Year Plan. Present Day Costs for projects in Long Range Plan). Other costs listed in September 27, 2018 FDOT Revenue Forecast for Bay County TPO and Operations and Maintenance Costs are listed by programs, not costs in this report.
Alternative Revenue Sources (For Informational Purposes Only)

Other Funding Sources

- Statewide (Florida)
  - Aviation
  - Transit
  - Rail
  - Intermodal
  - Seaports
  - Shared Use Non-motorized (SUN) Trail
  - Transportation Regional Incentive Program (TRIP)
  - Infrastructure Bank

- Bonds
  - Grant Anticipation Revenue Vehicles (GARVEE)
  - Florida Transportation Revenue Bonds

- Tax Increment Financing
- Transportation Alternatives Program
- Public Private Partnerships (PPPs)
- Grants
- Local Option Sales Tax
- Local Option Gas Tax
- Lodging Tax
ENCLOSURE G
ALL COMMITTEES
SUBJECT: Review of the Draft Fiscal Year (FY) 2020/2021 and 2021/2022 Unified Planning Work Program (UPWP)

ORIGIN OF SUBJECT: Metropolitan Planning Organization (MPO) Handbook

LOCAL GOVERNMENT ACTION NEEDED: None

BACKGROUND: The UPWP is a statement of work identifying the planning priorities and activities to be carried out within a Metropolitan Planning Area (MPA). At a minimum, a UPWP includes a description of the planning work and resulting products, who will perform the work, timeframes for completing the work, the cost of the work and sources of funds. (23 C.F.R. 450.104).

The Bay County TPO UPWP defines the tasks, activities, responsible parties, and anticipated budget for planning activities to be undertaken in the MPA served by the TPO for FY 2021 and FY 2022.

TPO members, advisory committee members, staff, and the public are encouraged to review the new two-year UPWP for any potential updates and revisions. Comments are due by March 15, 2020 to cameron.smith@ecrc.org.

The DRAFT UPWP will be sent out via email prior to the February 5, 2020 Bay County TPO meeting.

RECOMMENDED ACTION: This item is for information. Please contact Mr. Cameron Smith, at 850-332-7976, Extension 207 or cameron.smith@ecrc.org if additional information is needed. Please provide all comments and questions by March 15, 2020.
ENCLOSURE H
ALL COMMITTEES
INFORMATION ITEMS
ALL COMMITTEES

• TCC and CAC December Meeting Minutes
• BAY TPO December Actions Report
• Bay County TPO Chamber Letter
• TIP Amendment Letter #1
• TIP Amendment Letter #2
• TIP Amendment Letter #3
• TIP Amendment Letter #4
• 2020 Bay TPO Schedule

For more information, please contact Mr. Cameron Smith, ECRC Staff, at 850-332-7976 ext. 207, or Cameron.smith@ecrc.org.
MEMBERS IN ATTENDANCE
Keith Bryant, Chairman  Bay County
Gene Keen  Bay Area Transit
Doug Lee  Bay County School District
Eddie Cook  City of Callaway
Johnny Sims  City of Panama City
Kelly Jenkins  City of Panama City Beach
Wayne Stubbs  Panama City Port Authority

MEMBERS NOT IN ATTENDANCE
Ian Crelling  Bay County
Marc Mackey  Bay County
Amanda Richard  City of Lynn Haven
Parker W. McClellan, Jr.  Northwest FL Beaches Intl
Richard McConnell  Northwest FL Beaches Intl Airport
Charlie Lewis  Panama City Port Authority
Tony Summerlin  City of Parker
Lee Penton  City of Springfield
John Skaggs  Naval Coastal Systems Station
Traycee Verdun-Chapman  Tyndall AFB

OTHERS IN ATTENDANCE
Angela Bradley  Bay County
Bryant Paulk  FDOT
Rick Hall  HPE, Inc.
Greg Brudnicki  City of Panama City
Mark McQueen  City of Panama City

EMERALD COAST REGIONAL COUNCIL STAFF
Austin Mount
Mary Beth Washnock
Caitlin Cerame
Brittany Ellers
Gary Kramer
Dorothy McKenzie
Cameron Smith
Howard Vanselow
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.

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

3. **PUBLIC FORUM**

   **Mr. Mark McQueen**  
   **City of Pensacola**

Mr. McQueen said as a result of Hurricane Michael, the citizens of Panama City have decided to chart a new course. He said the city has embarked upon a process to redesign its future. A new priority and vision have been developed. Part of the new vision encompasses what is taking place in the downtown historic area and surrounding areas. This vision also encompasses “uptown north” which is the northern part of Harrison Avenue, known as “malfuction junction.”

Mr. McQueen addressed the intersection of US 231, Harrison Avenue, and 15th Street. He said the railroad bisects that intersection and crosses at street level, at six places within 1.7 miles. He said there is a move in process based on the Bay TPO's guidance to FDOT to address the traffic issues in the area. FDOT has moved forward with a proposal and has completed the PD&E study, and is moving forward with a structure similar to a structure between the Port of Panama City and Gulf Coast Community College. It is a six-lane flyover going east-west on 15th Street, and a six-lane that protrudes north on US 231, with an intersection at the top.

Mr. McQueen said the City does not feel that the proposal by FDOT is in the best interest of the city. He said the proposal concerns the City in terms of the city's ability to develop the downtown historic area, because of the access to Harrison Avenue and Jenks Avenue would be limited. Also, the proposal negatively impacts the economic values of the surrounding communities.

Mr. McQueen said the city has embarked on a new look and embraced the complete streets concept that FDOT has endorsed in policy. Mr. McQueen said the citizens support more streets, shorter blocks, and more walkability.
Mr. McQueen the said proposal he was presenting would begin with the creation of a new CRA for the city and the surrounding areas would be enhanced. He said in his design for the major east/west corridor of US 98 and 15th Street there was more green space and it is a multi-way boulevard, proposing to solve the traffic issue by diluting the traffic. He said the city is proposing to build “16th Street” which is the street immediately to the north. He said by doing so Panama City can leverage technology that the County is embracing for trafficability within the communities. He said they can use smart transportation grids and inform the public to use alternative routes if the railroad is not addressed.

Mr. McQueen said in the design he was presenting there was not a railroad crossing over Harrison Avenue and 15th Street. He thought a better investment would be to put the railroad in a trench. A railroad engineer agreed that the application is viable, i.e. to put the entire railroad from 77th Street to Balboa Avenue in a slit trench. Mr. McQueen spoke to GNW, the railroad at that location who expressed support, and is allowing Mr. McQueen to proceed in working with GNW’s governmental liaison.

Mr. McQueen said he is aware that there is concern about the process in progress with the Bay County TPO giving direction to FDOT and the design. Mr. McQueen said his proposal has no implication on the proposed right-of-way acquisitions that have already started. He said his proposal allows tourists multiple lanes and avenues to travel down US 231 to 15th Street, to get to the beach. He said his proposal allows economic robustness for the community. His proposal also enhances the railroads capability to meet the needs of the port.

Mr. McQueen said the proposed flyover FDOT has currently designed bifurcates the city and negatively affects the economic status of the city.

Mr. Richard Hall
HPE, Inc.

Mr. Hall referred to Mr. McQueen’s presentation. He said his agency has run a level of service analysis and they get very good levels of service. He said they used all the same traffic that was in the PD&E study for the flyover. He stated that all the SIS levels of service have been met by traffic flowing in both directions. He said there will be ability by motorists to use multiple paths going from east to west, and north to south. He thought traffic would be more difficult if the flyover is constructed.

Mr. Hall said the proposed plan implements the FDOT complete streets policy. The plan allows more walkability and bikeability.

4. PLANNING AND TRANSIT CONSENT AGENDA:
A. Approval of October 2019 TCC Meeting Minutes

Mr. Keen moved to approve the October 2019 Meeting Minutes. Mr. Stubbs seconded the motion and it was approved unanimously.

5. PLANNING ACTION ITEMS

Items A. through D. were discussed in one narration and voted on together in one vote:

A. Consideration of Resolution BAY 19-21 Amending the FY 2020-2024 Transportation Improvement Program (TIP) to Add the Right-of-Way Phase for SR75 (US 231) from SR 368 (23rd Street) to South of Pipeline Road Capacity Project for Financial Project Identification (FPID) Number 2179108 in FY 2019/20, 2022/23, and 2023/24 for a Total Cost of $29,564,492 – Mr. Bryant Paulk, AICP, FDOT Urban Liaison

B. Consideration of Resolution BAY 19-22 Amending the FY 2020-24 Transportation Improvement Program (TIP) to Add the Right-of-Way Phase for SR 75 (US 231) from SR 30A (US 98) 15th Street to SR 368 (23rd Street) Capacity Project Identification (FPID) Number 2179107 in All Five Fiscal Years for a Total Cost of $132,522,034 - Mr. Bryant Paulk, AICP, FDOT Urban Liaison

C. Consideration of Resolution BAY 19-23 Amending the FY 2020-2024 Transportation Improvement (TIP) to Advance the Right-of-Way Phase from Fiscal Years 2020/21, 2021/22, an 2022/23 to Fiscal Year 2019/20 and Adding the PE and Railroad Construction Phases in Fiscal Year 2019/20 for SR 75 (US 231) from SR 30A (US 98) 15th Street to South of Pipeline Road capacity project for Project ID 2179104 for a Total Cost of $5,349,268 - Mr. Bryant Paulk, AICP, FDOT Urban Liaison

D. Consideration of Resolution BAY 19-24 Amending the FY 2020-2024 Transportation Improvement Program (TIP) to Advance the Right-of-Way Phase from Fiscal Years 2022/23 and 2023/24 to Fiscal Year 2019/20 and Adding the PE and Railroad Construction Phases in Fiscal Year 2019/20 for SR 75 (US231) from South of Pipeline Road to North of Penny Road Capacity Project for Financial Project Identification (FPID) Number 2179103 for a Total Cost of $1,972,662 - Mr. Bryant Paulk, AICP, FDOT Urban Liaison

Mr. Paulk said FDOT was requesting the Bay TPO amend the TIP to reflect adjustments to the US 231 multi-lane project. He proceeded to explain the changes to Resolutions BAY 19-21, 19-22, 19-23, and 19-24.
Mr. Paulk said there is a segment of US 231 scheduled for south of Pipeline Road to north of Penny Road. There is another segment from south of Pipeline Road to 15th Street. He said they will be leaving a portion of the right-of-way on the two segments. To ensure moving forward, there will be an adjustment to right-of-way programming on the segment that is currently between 15th Street and south of Pipeline Road. The project has been broken into two segments, and they moved right-of-way funds off the segments, to the new segments. The new segments will be 15th Street to 23rd Street, and 23rd Street to south of Pipeline Road.

Mr. Paulk said the four TIP amendments are the addition of the right-of-way funds to the smaller segments (23rd Street to Pipeline and 15th Street to 23rd Street). Those funds were taken off the segments from Pipeline Road to Penny Road, and a portion of it from US 98 to south Pipeline Road. This represents a reallocation of funds within the existing project limits.

Ms. Jenkins moved to recommend that the TPO authorize the TPO chairman to sign Resolutions BAY 19-21, 19-22, 19-23 and 19-24. Mr. Cook seconded the motion and it was unanimously approved.

6. FLORIDA DEPARTMENT OF TRANSPORTATION (FDOT) UPDATE – Mr. Bryant Paulk, AICP, FDOT Urban Liaison

Mr. Paulk stated he did not have any updates to present. He said there were discussions regarding SR 22 and he would address that subject.

Mr. Cook said that at the last Bay County TPO meeting the City of Callaway presented concerns about SR 22, which is in the Long Range Plan, to be widened. He said also drainage issues were addressed. He said the City of Callaway presented showing excessive flooding on the segment that is to the east of Tyndall Parkway. He said it is becoming unbearable with the amount of traffic and development coming to the east of Callaway. He said coming south there are massive traffic backups--up to two to three miles.

Mr. Cook said with regards to flooding issues, directly in front of City Hall during the last three rains, water has come over the road up to 12 inches. Cars were washed into the ditch. He said they would like to see FDOT split the SR 22 widening project into two phases. He thought they should move forward with the project from Tyndall Parkway to the east. It will widen to four lanes with sidewalks, and the flooding issues have been addressed. He said the Bay CountyTPO agreed that it would be a good idea to break the project up.
Mr. Cook said the City of Callaway is prepared to make a formal request by resolution to request FDOT to work with the plan to split the project into two phases. He said FDOT would like to see the Bay County TPO address the issue also. He asked that this segment become a priority. He said the city does not consider the other segment a priority.

Mr. Paulk said FDOT would like to see a resolution from the City of Callaway. He said the Bay County TPO would have two levels of input. The first level would be a resolution of general support for the move. Then later in the year, when the Bay County TPO starts their prioritization process, they would determine if they would keep the eastern portion where it is on the list, or move it up, and then determine where the western portion would be ranked.

7. PLANNING PRESENTATIONS (no action) - None

A. Review of the Draft Bay County TPO 2045 Long Range Transportation Plan (LRTP) Goals and Objectives – Mr. Gary Kramer, ECRC Staff

Mr. Kramer said there are six major tasks for the LRTP. He explained the tasks. He said the Cost Feasible Plan needs to be adopted by June 22, 2021 to maintain the five-year horizon between LRTP updates.

Mr. Kramer said in July 2019 the TPO approved the steering committee.

Mr. Kramer said for the 2040 LRTP was used as a starting point for developing the Goals and Objectives. Various planning documents were also reviewed. He said FDOT has three planning emphasis areas to consider. He said the agenda enclosure contained the 2040 LRTP goals and objectives which were used as a starting point. Based on the steering committee comments, there have been changes to the mission statement, and goals and objectives.

Mr. Kramer said there will be a public meeting in January 2020. The steering committee will meet again to review comments from the advisory committees and from the public. The item will be presented for action in February 2020.

B. Implementation of Targets for Safety Performance Measures – Mr. Gary Kramer, ECRC Staff

Mr. Kramer said performance measures were an emerging issue during the development of the 2040 Long Range Plan initiated by the Federal Highway Administration. The targets for bridge, pavement, and system performance were
adopted in September 2018. The targets will be adopted again April 1, 2023. The targets for safety performance measures are adopted annually by February 27. The TPO can accept the FDOT targets or establish their own targets. During the past two years the Bay County TPO accepted the FDOT targets. Mr. Kramer requested comments be received by December 18, 2019.

C. Review of the Bay County TPO Title VI Program Major Update - Ms. Brittany Ellers, ECRC Staff

Ms. Ellers said the item consisted of the administrative side of Title VI compliance. The item ensures meetings and information is accessible. She said if anyone has any requirements for meeting relative to ADA accessibility, they should contact her.

Ms. Ellers said in the future there will be one Title VI plan for the ECRC which will apply to all three TPOs. The deadline for comments is January 22, 2020. The item will be presented for approval in February 2020.

D. Regional Bicycle and Pedestrian Working Group – Ms. Caitlin Cerame, AICP, ECRC Staff

Ms. Cerame said the Unified Planning Work Program includes a regional bicycle and pedestrian committee. The committee is to be collaborative amongst all the TPOs in the region. Projects of regional significance will be considered.

Ms. Cerame said included the agenda enclosure was a map of the Suntrail, Florida Greenways and trail systems that have been identified. Other trails are considered that cross boundaries in different jurisdictions.

Ms. Cerame requested input for people that would be appropriate to attend an exploratory meeting early in 2020. The working group will determine what the goals, policies and objectives will be.

8. PLANNING INFORMATION ITEMS

Included in the agenda package were the following:

- TCC and CAC October 2019 Meeting Minutes
- Bay October 2019 Actions Report
- TIP Amendment Letter – 5305 FTA Planning Grant
9. **TRANSIT ACTION ITEMS**
   There were no transit action items.

10. **TRANSIT UPDATE**
    There was not a transit update.

11. **OTHER BUSINESS**

    The next Bay TPO meeting will be Wednesday, February 5, 2019 at Panama City Hall, Room 010, located at 501 Harrison Avenue, Panama City, Florida. 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.

12. **ADJOURNMENT** - There being no further business the meeting adjourned at 11:35 a.m.
MEMBERS IN ATTENDANCE
Ali Frohlich, Chairman
Walter Akins
John Lincoln III
Marty Kirkland
Leon Miller
Jo Ann Stone
Robert Waddell
Guy York

MEMBERS NOT IN ATTENDANCE
Pamela Dorwarth
Wilda Hodge
James Pretlow
Thomas Robinson
Patty J Strohmenger

OTHERS IN ATTENDANCE
Angela Bradley Bay County
David Griggs City of Callaway
Gene Keen Bay Town Trolley
Johnny Sims City of Panama City
Jimmy Stone Citizen
Bryant Paulk FDOT
Rick Hall HPE, Inc.

EMERALD COAST REGIONAL COUNCIL STAFF
Austin Mount
Mary Beth Washnock
Tiffany Bates
Caitlin Cerame
Brittany Ellers
Gary Kramer
Cameron Smith
Dorothy McKenzie
Howard Vanselow
1. **CALL TO ORDER/PLEDGE/INVOCATION**
Chairman Frohlich called the meeting to order.

2. **APPROVAL OF AGENDA**
Chairman Frohlich advised there were no changes to the agenda.

3. **PUBLIC FORUM**
Chairman Frohlich asked if there were any speakers for the public forum.

   **Mr. Rick Hall**
   **HPE, Inc.**

Mr. Hall said he is president of Hall Planning & Engineering, a small engineering company in Tallahassee FL. He said in 1984 he worked on the development of regional impact for Seaside FL. He promotes walkable cities. He said he was recently hired by the City of Panama City to work with Dover Cole & Partners on the downtown plan. It was just finished and adopted by the City unanimously. They also looked at the uptown area which is the area around US 231 and US 98, and known as “malfunction junction.”

Mr. Hall said the railroad was there first, then US 231 was constructed, followed by US 98. During all the highway work no one fixed the intersection which came in at a 45-degree angle. He said the current project by FDOT attempts to fix it.

Mr. Hall said FDOT’s flyover project would make the uptown area less walkable. He provided a report for the City called “The Uptown Transportation Report.” The report documents an alternative to the flyover. Instead of a 32 foot elevated structure with a T-intersection with two six lane bridges and a traffic signal on top of the bridges, a grid system of streets would be in place. The City has agreed to build 16th Street just north of 15th Street which would allow for a grid of streets to disperse traffic.

Mr. Hall said he recommends encouraging the Bay County TPO and FDOT to consider this grid system alternative, which is more economically viable.

Mr. Hall said he has contacted a railroad design engineer who agreed with the concept of putting the rail line in a trench, away from vehicular traffic.

Mr. Miller asked why MLK Blvd. was left out in the street improvements. Mr. Hall said MLK Blvd. would also be at grade; however, FDOT’s plan would move that 30 feet in the air to cross over US 231. Mr. Hall said his approach is to keep the grid network on the ground to enhance walkability.
Mr. Lincoln said moving the railroad 30 feet down in a trench would pose water problems in the trench. Mr. Hall said the railroad engineer assures that the water problem can be taken care with concrete liners and sizable pumps.

Mr. Lincoln asked if Mr. Hall's plan intended to five-lane 16th Street, parallel to 15th Street. Mr. Hall said it would be four lanes with turn lanes on 16th Street. Mr. Lincoln said 15th Street needs to be five lanes.

Mr. Hall said they used the same traffic model in their study as the FDOT used to design the flyover. He said the same traffic performs very well on the grid system of streets. Mr. Hall said with a grid system it is easier to maintain traffic during an emergency.

Chairman Frohlich said he would like to get FDOT’s opinion at a future meeting on the project. Mr. Hall said a copy of the report is on file with the Emerald Coast Regional Council.

Chairman Frohlich asked how the cost of Mr. Hall’s proposal would be compared to the proposed flyover. Mr. Hall said the flyover construction would be approximately $150 million. He did not know how much his alternative plan would be.

Mr. Johnny Sims introduced himself as the Public Works Director for the City of Panama City. He said he and Mr. Hall had worked to develop the plan. The senior vice president for the railroad company indicated interest in the concept. Mr. McQueen met with the railroad representative. He said there are approximately 100 cuts throughout the United States. He said the water table is not the issue it once was because cities like Jacksonville are built below the St. Johns River. All their streets have under drains and water goes to a pumping station and into the St. Johns River. He stated the water table is a workable issue. He said if people are 30 feet in the air they cannot turn left into the city. He said the flyover would not encourage walkability or bicycle usage.

Chairman Frohlich asked that the topic become an agenda item for a future meeting. He wanted comments from the Bay County TPO and the City of Panama City.

Mr. Miller said he knows there are plans for a meeting concerning development of MLK Blvd. He said the street is very busy street due to the hospital and other emergency facilities. He stated that he was disgusted that they were leaving MLK Blvd. out of the development. Mr. Sims said the City Council meets next week and will consider doing the same type of charrettes that they had for downtown and other areas of the city. He said there are a lot of opportunities to develop and now they need to make it happen. Mr. Miller said there is a plan to put an American Culture Center down MLK, as well as other projects. Mr. Sims said the City is committed to rebuilding the gym and other
structures that were in the area. Mr. Sims said MLK Blvd. is in the plan for redevelopment.

4. PLANNING AND TRANSIT CONSENT AGENDA

A. Approval of the July 2019 Meeting Minutes

Chairman Frohlich asked for a motion to approve the October 2019 Meeting Minutes.

Mr. Lincoln moved to approve the October 2019 meeting minutes. Mr. York seconded the motion. The motion was passed unanimously.

5. PLANNING ACTION ITEMS

Items A. through D. were discussed in one narration voted on together in one vote.

A. Consideration of Resolution BAY 19-21 Amending the FY 2020-2024 Transportation Improvement Program (TIP) to Add the Right-of-Way Phase for SR 75 (US 231) from SR 368 (23rd Street) to South of Pipeline Road Capacity Project for Financial Project Identification (FPID) Number 2179108 in FY 2019/20, 2022/23, and 2023/24 for a Total Cost of $29,564,492 – Mr. Bryant Paulk, AICP, FDOT Urban Liaison

B. Consideration of Resolution BAY 19-22 Amending the FY 2020-2024 TIP to Add the Right-of-Way Phase for SR 75 (US 231) from SR 30A (US 98) 15th Street to SR 368 (23rd Street) Capacity Project for FDIP Number 2179107 in All Five Fiscal Years for a Total Cost of $132,522,034 – Mr. Bryant Paulk, AICP, FDOT Urban Liaison

C. Consideration of Resolution Bay 19-23 Amending the FY 2020-2024 TIP to Advance the Right-of-Way Phase from Fiscal Years 2020/21, 2021/22, and 2022/23 to Fiscal Year 2019/20 and Adding the PE and Railroad Construction Phases in Fiscal Year 2019/20 for SR 75 (US 231) from SR 30A (US 98) 15th Street to South of Pipeline Road Capacity Project for Project ID 2179104 for a Total Cost of $5,349,268 – Mr. Bryant Paulk, AICP, FDOT Urban Liaison

D. Consideration of Resolution Bay 19-24 Amending the FY 2020-2024 TIP to Advance the Right-of-Way Phase from Fiscal Years 2022/23 and 2023/24 to Fiscal Year 2019/20 and Adding the PER and Railroad Construction Phases in Fiscal Year 2019/20 for SR 75 (US 231) From South of Pipeline Road to North of
Mr. Paulk said the four TIP amendments are interrelated along the US 231 corridor. The original segment of widening on US 231 in the TIP amendments is from US 98/15th Street to Penny Road. Right-of-way funds were being reallocated off the segments from Pipeline Road to Penny Road, and 15th Street to Pipeline Road. The 15th Street to Pipeline Road segment will be broken into two segments. One segment will be from 15th Street to 23rd Street and the other will go from 23rd Street to Pipeline Road. The right-of-way funds will be reallocated from the two longer segments to the two shorter segments. Construction is in FDOT's SIS second five-year program for 15th Street to 23rd Street. 23rd Street to Pipeline Road is not currently funded for construction.

**Mr. Lincoln moved to recommend that the TPO authorize the TPO chairman to sign Resolutions Bay 19-21, 19-22, 19-23 and 19-24. Mr. York seconded the motion and it was unanimously approved.**

6. **FLORIDA DEPARTMENT OF TRANSPORTATION (FDOT) UPDATE**

Mr. Paulk said Mr. York had addressed the Tyndall Road flyover project at a previous meeting. He related that the ground-breaking ceremony took place recently. Based on the current production schedule, completion should be in the spring of 2021.

Chairman Frohlich said he understood FDOT addressed the R Jackson turn lanes and they have been approved. Mr. Paulk said that was correct. Mr. Paulk said the safety audit of that segment of Back Beach Road agreed with what the CAC had requested. FDOT will coordinate with Panama City Beach on getting the improvements made at the shopping center entrance. There will be some right-of-way issues and potential relocation of signage. The City may have to acquire some right-of-way.

Chairman Frohlich referred to the project that was approved for the Wildwood turn signals into the major intersection at Wildwood and US 98. He asked that Mr. Paulk inquire as to the status of the project. Chairman Frohlich further stated that the project was approved by the County and the County was to complete the project by the end of the summer.

Mr. Paulk said Mr. Akins had questions concerning the 23rd Street flyover. He said as it is currently constructed, 15th Street westbound is two lanes and merges down to one lane. He said 23rd Street heading south has two lanes. He said 15th Street will ultimately have two lanes that flow over, and there will not be a merge condition once
construction is completed on the other elevated roadway. In order to accommodate workers in the area, FDOT had to merge over during the construction period. He said upon completion there will be four lanes moving across the bridge. Mr. Paulk said it is expected to shift traffic to the elevated portion of the eastbound segment. Overall completion of the project should be in the winter of 2020.

Mr. Paulk addressed Mr. Miller's concern on 17th Street and SR 77. He said either the city or the county restriped 17th Street to accommodate the left turn lane. Mr. Paulk said he would coordinate with the Traffic Operations Office in Bay County about getting a signal at the location that can accommodate a turn lane.

Chairman Frohlich referenced the light at Cauley Road and Chipseal Parkway to the new sports complex. He thought periodical checks and controls could be done. He said traffic backs up going east and west on US 98 to accommodate traffic that does not exist. He said something is tripping the light. He said there was never any traffic to go northbound off Cauley. He said there was never any traffic coming southbound to the sports complex. Mr. Paulk said it is a Bay County intersection, i.e. Bay County maintains all the signals.

Mr. Akins shared equal frustration with this intersection signal. Mr. Akins called the controller and the controller said some of the lights are connected to other lights and just one light could not be changed. Mr. Paulk said for a connected system they cannot make an individual change. He suggested working with Mr. Keith Bryant.

7. PLANNING PRESENTATIONS (no action)

A. Review of the Draft Bay County TPO 2045 Long Range Transportation Plan (LRTP) Goals and Objectives – Mr. Gary Kramer, ECRC Staff

Mr. Kramer said the Scope of Services was approved in July 2019. Mr. Kramer explained the six primary tasks in the LRTP. He said the Cost Feasible Plan should be adopted by June 22, 2021 to maintain the five-year requirement between LRTP updates.

Mr. Kramer said the goals and objectives are the first task in the development of the LRTP. The steering committee was appointed by the Bay County TPO in July 2019. The steering committee provides a detailed review of the LRTP. There were steering committee meetings September 25, 2019 and November 14, 2019.

Mr. Kramer said in the agenda there were changes to the vision and mission statements, and the goals and objectives. Proposed changes to the goals and objectives were reflected in the agenda also.
Mr. Kramer said there will be a public meeting in January 2020. The steering committee will meet in January 2020 to review comments. The item will be presented for action in February 2020.

B. Implementation of Targets for Safety Performance Measures – Mr. Gary Kramer, ECRC Staff

Mr. Kramer said performance measures were an emerging issue initiated by the Federal Highway Administration (FHWA) during the development of the 2040 Long Range Transportation Plan. The targets for safety performance measures are adopted annually by February 27. The Bay County TPO can accept the FDOT targets, or establish their own. Mr. Kramer asked that comments be received by December 18, 2019. The item will be presented in February 2020.

C. Review of the Bay County TPO Title VI Program Major Update – Mr. Gary Kramer, ECRC Staff

Ms. Ellers said the plan addresses the administrative requirements in terms of accessibility to meetings and information. Ms. Ellers recommended adoption of the plan in February 2020. She asked that comments be received by January 22, 2020.

Ms. Ellers said by next year there will be one all encompassing plan for the Emerald Coast Regional Council. The plan will cover all three TPOs in the area.

D. Regional Bicycle and Pedestrian Working Group – Ms. Caitlin Cerame, AICP, ECRC Staff

Ms. Cerame said this item was for the creation of a regional bike pedestrian committee. The Unified Planning Work Program specifies the committee be formed. The committee is in collaboration with the Florida-Alabama and Okaloosa-Walton TPOs. The committee will consider projects of regional significance. The group will look at funding for trails. There will be an exploratory meeting early in 2020 to determine goals and objectives.

Ms. Cerame asked for input on members that would be appropriate, including citizens.

Chairman Frohlich recommended the following to be committee members: Marty Kirkland and James Pretlow. Ms. Jo Ann Stone volunteered to be on the committee.

8. PLANNING INFORMATION ITEMS
Included in the agenda package were the following:

- TCC and CAC October Meeting Minutes
- Bay October Actions Report
- TIP Amendment Letter – 5305 FTA Planning Grant
- TIP Amendment Letter – SR 77 (6th Street to 9th Street)
- TIP Amendment Letter – SR 30 from College Entrance/Exit to Ivy Road
- TIP Amendment Letter – Performance Measures Consensus Planning Agreement
- Bay Transportation Alternatives Workshop Flyer
- 20202 Legislative Priorities - MPOAC
- 2020 Tentative TPO Schedule

9. **TRANSIT ACTION ITEMS:** None

10. **TRANSIT UPDATE - None**

11. **TRANSIT INFORMATION PACKAGE**
No items included in the agenda package.

12. **LEGAL UPDATE – Burke, Blue, Hutchinson, Walters & Smith, P.A.**
There was no legal update.

13. **OTHER BUSINESS**

Chairman Frohlich asked if there were transit issues to be discussed. He said Route 7 had some changes. He asked for an update on the ride along.

Ms. Washnock said she did not attend the Bay Town Trolley ride along. She did attend the Okaloosa Transit ride along. She said the along went very well. Ms. Bradley said there was only one participant in the ride along. Ms. Washnock said having elected officials on the bus system and communicating with riders is very positive.

The next Bay County TPO meeting will be Wednesday, February 5, 2020 at Panama City Hall, Room 010, located at 501 Harrison Avenue, Panama City, Florida. 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.

14. **ADJOURNMENT**
There being no further business the meeting adjourned at 2:15 p.m.
MEMORANDUM

DATE:   December 17, 2019

TO: Mr. Bryant Paulk, AICP, FDOT Urban Liaison
    Ms. Donna Green, FDOT Urban Liaison

CC: TPO, TCC, and CAC Members

FROM: Cameron Smith, Transportation Program Coordinator

RE: TPO Actions Report – December 4, 2019

The following items were discussed and acted upon by the Bay County Transportation Planning Organization (TPO) at the December 4, 2019 meeting. The Florida Department of Transportation (FDOT) has requested a copy of this report so the appropriate FDOT department directors can take action as requested by the TPO. Copies are sent to local government representatives for coordination with local plans.

TRANSPORTATION IMPROVEMENT PROGRAM

The TPO unanimously approved, by roll call vote, Resolution BAY 19-21 Amending the FY 2020-2024 Transportation Improvement Program (TIP) to Add the Right-of-Way Phase for SR75 (US 231) from SR 368 (23rd Street) to South of Pipeline Road Capacity Project for Financial Project Identification (FPID) Number 2179108 in FY 2019/20, 2022/23, and 2023/24 for a Total Cost of $29,564,492. This Action was recommended to ensure FDOT can authorize funding for this project.

The TPO unanimously approved, by roll call vote, Resolution BAY 19-22 Amending the FY 2020-2024 Transportation Improvement Program (TIP) to Add the Right-of-Way Phase for SR 75 (US 231) from SR 30A (US 98) 15th Street to SR 368 (23rd Street) Capacity Project for Financial Project Identification (FPID) Number 2179107 in All Five Fiscal Years for a Total Cost of $132,522,034. This action was recommended to ensure FDOT can authorize funding for this project.

The TPO unanimously approved, by roll call vote, Resolution BAY 19-23 Amending the FY 2020-2024 Transportation Improvement Program (TIP) to Advance the Right-of-Way Phase from Fiscal Years 2020/21, 2021/22, and 2022/23 to Fiscal Year 2019/20 and Adding the PE and Railroad construction Phases in Fiscal Year 2019/20 for SR 75 (US 231) from SR 30A (US 98) 15th Street to South of Pipeline Road capacity project for Project ID 2179104 for a Total Cost of $5,349,268. This action was recommended to ensure FDOT can authorize funding for this project.
The TPO unanimously approved, by roll call vote, Resolution BAY 19-24 Amending the FY 2020-2024 Transportation Improvement Program (TIP) to Advance the Right-of-Way Phase from Fiscal Years 2022/23 and 2023/24 to Fiscal Year 2019/20 and Adding the PE and Railroad Construction Phases in Fiscal Year 2019/20 for SR 75 (US 231) from South of Pipeline Road to North of Penny Road Capacity Project for Financial Project Identification (FPID) Number 2179103 for a Total Cost of $1,972,662. This action was recommended to ensure FDOT can authorize funding for this project.

**BAY COUNTY COMMUNITY TRANSPORTATION COORDINATOR**

The TPO unanimously approved Resolution BAY 19-20 to Recommend Bay County as the Single Designated Community Transportation Coordinator (CTC) for Bay County. This action was recommended by the Bay County Transportation Coordinating Board on November 13, 2019.

**METROPOLITAN PLANNING ORGANIZATION ADVISORY COUNCIL**

The TPO approved the appointment of Commissioner Bill Dozier as the Primary Member to serve on the Metropolitan Planning Organization Advisory Council (MPOAC) and Councilman Geoff McConnell to serve as the Alternate Member for Calendar Year 2020. This action was recommended in order for the TPO to participate with other MPOAC member to address transportation issues that are of common interest to all urbanized areas and MPOs in the state.

The TPO approved the appointment of Commissioner Pat Perno, Commissioner Billy Rader, and Commissioner Keith Baker to attend the Metropolitan Planning Organization Advisory Council (MPOAC) Institute Workshop for Elected Officials in Calendar Year 2020. This action was recommended to provide TPO members with a better understanding of the MPO planning process.
January 17, 2020

The Honorable Pamn Henderson  
Chair, Bay County Transportation Planning Organization  
4081 E. Olive Road, Suite A  
Pensacola, Florida 32514

Re: 2045 Long Range Transportation Plan

Dear Ms. Henderson,

As you may know, the Bay County Chamber holds several transportation positions and priorities. These priorities create roadway continuity for the Northwest Florida Beaches International Airport, the West Bay Sector Plan, the Port and its inland intermodal park.

These projects will allow for the transport of goods and services around congested corridors, contributing to the economic development of Bay County while increase safety for citizens and visitors during hurricane evacuation or other emergencies.

The Chamber supports the Bay County Transportation Planning Organization and the public involvement process in creating long range transportation plans. Thank you for all you do for Bay County to increase safety, security, accessibility, mobility, and connectivity for people and goods for continued benefit to citizens and visitors while promoting economic prosperity for our entire community.

Please do not hesitate to reach out if we can ever be of assistance.

Sincerely,

Andrew Rowell, Chairman of the Board  
Carol Roberts, President/CEO

Enclosures: Bay County Chamber Transportation Priorities
Infrastructure: Bay Parkway, Panama City Beach
Infrastructure: State Road 390
Promoting Economic Development through Airport Capitol Projects
Tyndall Parkway Master Plan

CC:  Bay County Transportation Planning Organization Board Members

PO BOX 1850, - PANAMA CITY, FLORIDA 32402  
PHONE: 850.785.5206 - FAX: 850.763.6229 - WWW.PANAMACITY.ORG
FY 2020 Bay County Chamber of Commerce
Local and State Legislative Agenda Item

Transportation Priorities for Bay County Chamber

**Action Requested/Needed**
The Bay County Chamber requests that the Bay County Transportation Planning Organization and the Florida Department of Transportation acknowledge the following projects as priorities for the Bay County Chamber of Commerce:

- US 231, widen to 6 lanes from US 98 to Penny Road
- SR 390, widen to 6 lanes from SR 77 to US 231
- US 98/Panama City Beach Parkway (Back Beach Road), widen to 6 lanes between Mandy Lane and Hathaway Bridge
- East Avenue and SR 389 (East Avenue) from Port (East Terminal) Entrance to Sherman Avenue

The existing and continued growth in Bay County dictates an imminent need for capacity improvements along these corridors. Prioritization and full funding for the projects listed above will provide the transportation infrastructure required for the Northwest Florida Beaches International Airport, the West Bay Sector Plan, the Port of Panama City and its inland intermodal park, improve safety for hurricane evacuation, and facilitate successful economic growth in Bay County.
FY 2020 Bay County Chamber of Commerce
Local and State Legislative Agenda Item

Infrastructure: State Road 390

Action Requested/Needed
The Bay County Chamber of Commerce urges the state legislature to continue coordination with FDOT on designation of the segment of State Road (SR) 390 from SR 77 to SR 75 (US Hwy 231) as a Strategic Intermodal System (SIS) roadway and approve full funding to widen the roadway to six lanes. The SR 390 corridor provides a vital connection between the Port of Panama City and its inland intermodal facility located on US 231. The requested SIS designation and six-lane improvement will expedite the transport of freight around congested corridors within the community, contribute to the economic development of Bay County, and increase safety by facilitating hurricane evacuation.

Issue
SR 390 and US Hwy 231 in Bay County are the SIS highway corridors that provide for continuous SIS highway connection between the seaport facilities at the Port of Panama City, the inland intermodal facility located along the US 231 which is a SIS rail connector, and to Interstate 10 and all point beyond.

Current Status:
FDOT has funded the six lane improvements for SR 390 from 23rd Street (SR 368) to SR 77 and the construction is currently ongoing. A Project Development and Environment Study for the requested segment of SR 390, from SR 77 to US Hwy 231, is also funded and ongoing. The road is currently a two-lane facility that is heavily traveled and has a failing level of service. The study is indicating that six lanes are required for current and future traffic levels. However, no funds are currently designated for the subsequent phases required for the design, right-of-way acquisition or construction for this vital missing segment of SR 390. The requested SIS highway connector designation and full funding for the SR 390 corridor will provide significant congestion relief and safety improvements while enhancing the significant contributions to the economic development of Bay County provide by the emerging SIS seaport at the Port of Panama City.
FY 2020 Bay County Chamber of Commerce
State Legislative Agenda Item

Infrastructure: Bay Parkway, Panama City Beach

Action Requested/Needed
The Bay County Chamber of Commerce supports the full funding of Bay Parkway and encourages the adoption of local, state, and federal funds to finance the projects should funding become available. New construction of segment 2 of Bay Parkway, from Pier Park Drive to Nautilus Road, and expanding the first segment of Bay Parkway, from State Road 79 to Pier Park Drive, from two lanes to four lanes, will significantly alleviate congestion and expedite the transport of goods around this congested area of the community. The improvements will contribute to the economic development of Bay County by providing enhanced connectivity to the airport and improve safety by reducing hurricane evacuation time.

Issue
U.S. 98, west of the Hathaway Bridge, is heavily traveled and portions currently have a failing level of service; a consequence of multiple corridors merging into a single corridor. This condition may worsen as development along these areas increases. The Bay Parkway (a municipal roadway) was designed to address traffic issues to help alleviate congestion and improve traffic safety.

Funding is awarded to communities based on population. Panama City Beach is unique in that while its population is approximately 13,000 permanent residents, there are approximately 17 million trips per year [FDOT 2015 Historical AADT Report] due to residents, part-time residents, visitors and tourists traveling on infrastructure that was designed to support a fraction of that amount. Consequently much of this corridor is operating at a failing roadway level of service.

With approximately 46,000 trips per day along the U.S.98/Panama City Beach Parkway corridor, the bypass at Nautilus Road may allow the intersection of U.S. 98 and S.R. 79 to operate 14% more efficiently per hour.

Current Status
The first segment of Bay Parkway was completed and opened for use on April 2017. This new two-lane typical roadway segment connects S.R. 79 to Pier Park Drive. Funding through the County Incentive Grant Program along with Bay County and Panama City Beach Infrastructure Surtax dollars are planned for the design and construction of Segment 2 (Pier Park Drive to Nautilus Road) with anticipated completion at the end of 2020. Currently, although land is available, funding is not yet available the four-laning of segment 1.
FY 2020 Bay County Chamber of Commerce
Local and State Legislative Agenda Item

Promoting Economic Development through Airport Capital Projects

Action Requested/Needed
We are requesting your support for the creation of an aerospace and aviation hub at the Northwest Florida Beaches International Airport. Once we have a major job creation project that is prepared to make a commitment to locate at the Airport, we will be seeking further legislative support for the appropriate incentives, grant funding, and financing tools in order to secure the project.

Issue
Bay County public and private sector leaders have a vision to establish an aviation and aerospace hub at the Northwest Florida Beaches International Airport for economic development purposes. In order to bring this vision to life, certain infrastructural improvements must be realized. In the competitive economic development landscape, companies require that sites have “project-ready” sites with all infrastructure at the site and a site that is shovel ready. Hangars, support facilities, ramps, additional taxiways, and an aerospace training center are required, on site, in order to accommodate the location of new and expanding companies and their resultant job creation and economic impact.

Current Status
Northwest Florida Beaches International Airport (ECP) opened in May 2010 on an undeveloped site and is without some of the infrastructural assets that older airports have established over time. However, this clean slate provides the opportunity for the development of modern, state of the art facilities requiring runway access or facilities that need to be close to an Airport. Many of the state and federal programs that fund infrastructure for economic development projects are tied to a business making a commitment to locate at the airport and create jobs at high wages.

In economic development, where businesses have a plethora of options regarding locations for their facilities, many will eliminate those communities that do not have the necessary assets and infrastructure in place to accommodate their operation.

Several announcements have had positive impacts on the Airport and the community. They include: GKN Aerospace’s recent announcement of opening a facility in Venture Crossings, including 170 new aerospace jobs, adjacent to the Airport, and ACMT, Inc an aviation parts manufacturer, including 105 new aerospace jobs. GKN located in shovel ready site in VentureCrossings, which is adjacent to the Airport and ACMT located in an existing building.
These site selection processes were made to speed up the time to market. Delta Airlines is utilizing larger aircraft to provide more seats and better serve our community, United Airlines continues to grow service to George Bush Intercontinental Airport and connections to more than 176 cities around the world. Southwest is offering seasonal non-stop service to Denver, Austin, Chicago, St. Louis, and Baltimore and daily service to Dallas, Houston - Hobby and Nashville with same plane service to destinations around the country. Additionally, in June of 2018 American Airlines began service to Dallas- Ft. Worth and Charlotte, and is already adding service to Reagan National Airport in January 2020. These destinations allow for passengers to connect domestically and to more than 32 countries worldwide.

The Airport continues to market our community while partnering with both business and tourist interests to expand and broaden air service opportunities. The Airport’s goal is to grow air service to new communities while growing existing air service. The success of the Airport can be seen by looking at the total passenger in 2009 of approximately 325,000 passengers and in 2018 the total number of passengers exceeded 1,000,000. 2019 growth is projected to exceed 2018 marks.

With the growth continuing at the Airport in commercial, corporate and general aviation and the fleet mix changing to accommodate the every changes needs of the air travel industry, there is a need for a crosswind runway. The crosswind runway is included in the Airport Master Plan is planned to be 7,500 feet, which will accommodate the fleet mix utilizing the Airport today and into the future.

Additionally, the Airport continues to be seen as an asset for the community with its 10,000 foot runway and the future focus of aerospace industries as well as industries that require immediate access to an airport or that want to locate near the Airport. We believe that there are several more of those projects would ultimately locate at the Airport, if the necessary infrastructure was in place and the Airport had certified shovel ready sites at the Airport.

In the past 18 months, over two dozen qualified aviation and aerospace companies have inquired and are considering the Airport as a location for their economic development projects.
FY 2020 Bay County Chamber of Commerce
Local/State Legislative Agenda Item

Tyndall Parkway Master Plan

Action Requested/Needed
The Bay County Chamber supports the creation a master plan for the Tyndall Parkway corridor in the cities of Parker and Callaway, and leading to Tyndall Air Force base. Additionally, the Chamber encourages participation from all parties and will serve as a facilitator in the process.

The proposed project focuses on five miles of Tyndall Parkway, from Tram Road/14th Street to the DuPont Bridge. This includes the entire length of Callaway and Parker, ending at the DuPont Bridge which connects Parker to TAFB. In addition, the plan for Long Point, at the base of the DuPont Bridge in Parker, should include the entire peninsula.

Objectives for this corridor should provide convenient shopping, dining, recreation, housing, medical and other services. Much of this corridor is located on prime waterfront property and could be an opportunity for high quality dining, relaxation and premier housing. The cities of Parker and Callaway have desire to capitalize on this opportunity to improve their image and become renewed communities; providing residential, commercial and recreational communities-of-choice for all of Bay County.

Components of a master plan include civil engineering, urban and community planning, and environmental science, at a minimum. Marketing and communication should also be incorporated to promote positive imaging and rebranding efforts.

Issue
Tyndall Parkway (U.S. Highway 98) is the main transportation and business corridor through the cities of Callaway and Parker, and Tyndall AFB. Following Hurricane Michael’s massive devastation to the cities and Tyndall AFB, Air Force officials have stated they plan to rebuild Tyndall AFB as “the Base of the Future.” The rebuild is estimated at $4.2 billion, this injection of funds to the base presents unique growth and development opportunities for the surrounding communities.

In addition, thousands of new airmen and their families are anticipated to be locating to the area in the next three years in support of the incoming MQ-9 Reaper Wing and F-35 Squadrons. Many
of these airmen will work swing shifts requiring 24-hour facilities for food, daycare, etc. to accommodate non-standard work hours.

The project would create a more unified community by adding quality venues to the area. Parker and Callaway each have individual land planning documents that are currently being updated. These land planning documents should be considered and strengthened during the master planning process to provide better communities for the long term. The plan may need to account for aging or insufficient infrastructure to accommodate desired residential and commercial growth. Parker and Callaway have also partnered with NextSite, a consulting firm that connects retail developers with communities.

Implementation of this master plan over time should result in more sales, a higher tax base, additional visitors, happier existing residents and attract additional residents to Bay County.

Current Status
State and federal disaster relief dollars are becoming available and may be utilized to support local redevelopment projects for community benefit. A Scope of Project was submitted June 2019 to the EPA’s CUPP (College/Underserved Community Partnership) Program. This program harnesses university student services to partner and deliver technical assistance to underserved communities. The project scope requests a master plan that includes civil engineering, urban and community planning, environmental science, marketing and communication components to link Callaway, Parker and Tyndall Air Force Base. Professors at multiple colleges and universities are currently reviewing the project scope and creating a framework of specific services their students may provide.
December 9, 2019

Mr. Ray Kirkland  
FDOT District 3 Planning  
P. O. Box 607  
Chipley FL 32428-0607

Dear Mr. Kirkland:

RE: Amendment to the FY 2020-2024 Transportation Improvement Program (TIP)

At the December 4th Bay County TPO meeting, the TPO passed Resolution 19-21 to add the following project to the FY 20-24 TIP. 

Adds the Right-of-Way Phase for Project ID 2179108 SR 75 (US 231) from SR 368 (23rd Street) to South Pipeline Road in Fiscal Years 2019/20, 2022/23, and 2023/24 in the total amount of $29,564,492.

The signed resolution and amended TIP page are attached. If you have any questions, please contact Mr. Gary Kramer at 1-800-226-8914, ext 219, or gary.kramer@ecrc.org.

With Sincere Appreciation,

Mary Beth Washmock  
Transportation Manager

Attachments:
1. Resolution 19-21
2. Amended FY 2020-2024 TIP Page

Copies to:  
Bryant Paulk – Milton Operations Center  
Donna Green, Casey Johns, FDOT District 3
RESOLUTION BAY 19-21

A RESOLUTION OF THE BAY COUNTY TRANSPORTATION PLANNING ORGANIZATION AMENDING THE FY2020-2024 TRANSPORTATION IMPROVEMENT PROGRAM

WHEREAS, the Bay County 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 Bay County Metropolitan Planning Area; and

WHEREAS, the Transportation Improvement Program (TIP) is adopted annually by the TPO and submitted to the governor of state of Florida, to the Federal Transit Administration, and through the state of Florida to the Federal Highway Administration; and

WHEREAS, the TIP is periodically amended to maintain consistency with the Florida Department of Transportation Work Program; and

WHEREAS, authorization for federal funding of projects within an urbanized area cannot be obtained unless the projects are included in the TPO's TIP; and

WHEREAS, the Bay County Transportation Planning Organization (TPO) believes that the amendment listed below will support the performance targets established by the state and supported by the TPO;

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

The TPO amends the FY 2020-24 Transportation Improvement Program to add the Right-of-Way Phase for SR 75 (US 231) from SR 368 (23rd Street) to south of Pipeline Road in Fiscal Years 2019/20, 2022/23, and 2023/24 capacity project for Financial Project Identification (FPID) number 2179108 for a total cost of $29,564,492.

Passed and duly adopted by the Bay County Transportation Planning Organization on this 4th day of December 2019.

BAY COUNTY TRANSPORTATION PLANNING ORGANIZATION

BY: [Signature]

Pam Henderson, Chairperson

ATTEST: [Signature]
SR 75 (US 231)

**Work Summary:** ADD LANES & RECONSTRUCT

**From:** SR 368 (23RD STREET)

**To:** SOUTH OF PIPE LINE RD

**Lead Agency:** FDOT

**Length:** 4.467 MI

**LRTP #:** #7 in Amend. Report p. E-4

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**Prior Cost < 2019/20:** 0

**Future Cost > 2023/24:** 0

**Total Project Cost:** 29,564,492

**Project Description:** TPO SIS Project Priority #1.

Widening of SR 75 (US 231) from SR 368 (23rd Street) to South of Pipeline Road to 6 lanes.
December 9, 2019

Mr. Ray Kirkland
FDOT District 3 Planning
P. O. Box 607
Chipley FL 32428-0607

Dear Mr. Kirkland:

RE: Amendment to the FY 2020-2024 Transportation Improvement Program (TIP)

At the October 23rd Bay County TPO meeting, the TPO passed Resolution 19-22 to add the following project to the FY 20-24 TIP.

Adds the Right-of-Way Phase for Project ID 2179107 for SR 75 (US 231) from SR 30A (US 98) 15th Street to SR 368 (23rd Street) in all five Fiscal Years for a total cost of $132,522,034.

The signed resolution and amended TIP page are attached. If you have any questions, please contact Mr. Gary Kramer at 1-800-226-8914, ext 219, or gary.kramer@ecrc.org.

With Sincere Appreciation,

Mary Beth Washnock
Transportation Manager

Attachments:
1. Resolution 19-22
2. Amended FY 2020-2024 TIP Page

Copies to:
Bryant Paulk – Milton Operations Center
Donna Green, Casey Johns, FDOT District 3
RESOLUTION BAY 19-22

A RESOLUTION OF THE BAY COUNTY
TRANSPORTATION PLANNING ORGANIZATION
AMENDING THE FY2020-2024 TRANSPORTATION
IMPROVEMENT PROGRAM

WHEREAS, the Bay County 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 Bay County Metropolitan Planning Area; and

WHEREAS, the Transportation Improvement Program (TIP) is adopted annually by the TPO and submitted to the governor of state of Florida, to the Federal Transit Administration, and through the State of Florida to the Federal Highway Administration; and

WHEREAS, the TIP is periodically amended to maintain consistency with the Florida Department of Transportation Work Program; and

WHEREAS, authorization for federal funding of projects within an urbanized area cannot be obtained unless the projects are included in the TPO's TIP; and

WHEREAS, the Bay County Transportation Planning Organization (TPO) believes that the amendment listed below will support the performance targets established by the state and supported by the TPO;

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

The TPO amends the FY 2020-2024 Transportation Improvement Program to add the Right-of-Way Phase in all five fiscal years for SR 75 (US 231) from SR 30A (US 98) 15th Street to SR 368 (23rd Street) capacity project for Financial Project Identification (FPID) number 2179107 for a total cost of $137,522,034.

Passed and duly adopted by the Bay County Transportation Planning Organization on this 4th day of December 2019.

BAY COUNTY TRANSPORTATION PLANNING ORGANIZATION

BY: Pamn Henderson, Chairperson

ATTEST:
SR 75 (US 231)

Work Summary: ADD LANES & RECONSTRUCT

From: SR 30A (US 98) 15TH ST
To: SR 368 (23RD ST)

Lead Agency: FDOT

Length: 4.270 MI

LRTP #: #6 in Amend. Report p. E-4

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Prior Cost < 2019/20: 0
Future Cost > 2023/24: 0
Total Project Cost: 132,522,034

Project Description: TPO SIS Project Priority #1. Widening of SR 75 (US 231) from SR 30A (US 98) 15th Street to SR 368 (23rd Street) to 6 lanes.
December 9, 2019

Mr. Ray Kirkland
FDOT District 3 Planning
P. O. Box 607
Chipley FL 32428-0607

Dear Mr. Kirkland:

RE: Amendment to the FY 2020-2024 Transportation Improvement Program (TIP)

At the December 4th Bay County TPO meeting, the TPO passed Resolution 19-23 to amend the following project to the FY 20-24 TIP.

Advances the Right-of-Way Phase from Fiscal Years 2020/21, 2021/22, and 2022/23 to Fiscal Year 2019/20 and adds the PE and Railroad Construction Phases in Fiscal Year 2019/20 for Project ID 2179104 SR 75 (US 231) from SR 30A (US 98) 15th Street to South of Pipeline Road in the total amount of $5,349,268.

The signed resolution and amended TIP page are attached. If you have any questions, please contact Mr. Gary Kramer at 1-800-226-8914, ext 219, or gary.kramer@ecrc.org.

With Sincere Appreciation,

Mary Beth Washnock
Transportation Manager

Attachments:
1. Resolution 19-23
2. Amended FY 2020-2024 TIP Page

Copies to:
Bryant Paulk – Milton Operations Center
Donna Green, Casey Johns, FDOT District 3
RESOLUTION BAY 19-23
A RESOLUTION OF THE BAY COUNTY TRANSPORTATION PLANNING ORGANIZATION AMENDING THE FY2020-2024 TRANSPORTATION IMPROVEMENT PROGRAM

WHEREAS, the Bay County 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 Bay County Metropolitan Planning Area; and

WHEREAS, the Transportation Improvement Program (TIP) is adopted annually by the TPO and submitted to the governor of state of Florida, to the Federal Transit Administration, and through the state of Florida to the Federal Highway Administration; and

WHEREAS, the TIP is periodically amended to maintain consistency with the Florida Department of Transportation Work Program; and

WHEREAS, authorization for federal funding of projects within an urbanized area cannot be obtained unless the projects are included in the TPO’s TIP; and

WHEREAS, the Bay County Transportation Planning Organization (TPO) believes that the amendment listed below will support the performance targets established by the state and supported by the TPO;

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

The TPO amends the FY 2019-2023 Transportation Improvement Program by advancing the Right-of-Way Phase from fiscal years 2020/21, 2021/22, and 2022/23 to fiscal year 2019/20 and adding the PE and Railroad Construction Phases in fiscal year 2019/20 capacity project for Financial Project Identification (FPID) number 2179104 for a total cost of $5,349,268.

Passed and duly adopted by the Bay County Transportation Planning Organization on this 4th day of December 2019.

BAY COUNTY TRANSPORTATION PLANNING ORGANIZATION

BY: Pamn Henderson, Chairperson

ATTEST:
### SR 75 (US 231)

**Work Summary:** RIGHT OF WAY - FUTURE CAPACITY  
**From:** SR 30A (US 98) 15TH ST  
**To:** SOUTH OF PIPE LINE RD  
**Lead Agency:** FDOT  
**Length:** 9.352 MI  
**LRTP #:** #6 & #7 in Amend. Report p. E-4

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**Total**  
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**Prior Cost < 2019/20:**  18,421,236  
**Future Cost > 2023/24:** 0

**Total Project Cost:**  23,770,504

**Project Description:** TPO SIS Project Priority #1. Widening of SR 75 (US 231) from SR 30A (US 98) 15th Street to south of Pipe Line Road to 6 lanes.
December 9, 2019

Mr. Ray Kirkland
FDOT District 3 Planning
P. O. Box 607
Chipley FL 32428-0607

Dear Mr. Kirkland:

RE: Amendment to the FY 2020-2024 Transportation Improvement Program (TIP)

At the December 4th Bay County TPO meeting, the TPO passed Resolution 19-24 to amend the following project to the FY 20-24 TIP.

Advances the Right-of-Way Phase from Fiscal Years 2022/23 and 2023/24 to Fiscal Year 2019/20 and adds the PE and Railroad Construction Phases in Fiscal Year 2019/20 for Project ID 2179103 SR 75 (US 231) from South of Pipeline Road to North of Penny Road in FY 2019/20 in the total amount of $1,972,662.

The signed resolution and amended TIP page are attached. If you have any questions, please contact Mr. Gary Kramer at 1-800-226-8914, ext 219, or gary.kramer@ecrc.org.

With Sincere Appreciation,

Mary Beth Washnoek
Transportation Manager

Attachments:
1. Resolution 19-24
2. Amended FY 2020-2024 TIP Page

Copies to:
Bryant Paulk – Milton Operations Center
Donna Green, Casey Johns, FDOT District 3
RESOLUTION BAY 19-24

A RESOLUTION OF THE BAY COUNTY TRANSPORTATION PLANNING ORGANIZATION AMENDING THE FY2020-2024 TRANSPORTATION IMPROVEMENT PROGRAM

WHEREAS, the Bay County 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 Bay County Metropolitan Planning Area; and

WHEREAS, the Transportation Improvement Program (TIP) is adopted annually by the TPO and submitted to the governor of state of Florida, to the Federal Transit Administration, and through the state of Florida to the Federal Highway Administration; and

WHEREAS, the TIP is periodically amended to maintain consistency with the Florida Department of Transportation Work Program; and

WHEREAS, authorization for federal funding of projects within an urbanized area cannot be obtained unless the projects are included in the TPO’s TIP; and

WHEREAS, the Bay County Transportation Planning Organization (TPO) believes that the amendment listed below will support the performance targets established by the state and supported by the TPO;

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

The TPO amends the FY 2019-2023 Transportation Improvement Program by advancing the Right-of-Way Phase from fiscal years 2022/23 and 2023/24 to fiscal year 2019/20 and adding the PE and Railroad Construction Phases in fiscal year 2019/20 capacity project for Financial Project Identification (FPID) number 2179103 for a total cost of $1,972,662.

Passed and duly adopted by the Bay County Transportation Planning Organization on this 4th day of December 2019.

BAY COUNTY TRANSPORTATION PLANNING ORGANIZATION

BY: Pam Henderson, Chairperson

ATTEST:
Bay County TPO February 2020 Agenda

2179103

SR 75 (US 231)

Work Summary: ADD LANES & RECONSTRUCT

Lead Agency: FDOT

From: SOUTH OF PIPE LINE RD
To: NORTH OF PENNY ROAD
Length: 6.120 Mi
LRTP #: #8 in Amend. Report p. E-4

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Prior Cost < 2019/20: 8,866,460
Future Cost > 2023/24: 0
Total Project Cost: 10,839,122

Project Description: TPO SIS Project Priority #2, Widening of SR 75 (US 231) from South of Pipe Line Road to North of Penny Road to 6 lanes.
The February Bay TPO meeting will be held on Wednesday, February 5 at the Callaway Arts and Conference Center located at 500 Callaway Pkwy., Callaway, FL 32404.

Meeting schedule details are subject to change. For updates and agendas, please visit ecrc.org or email Cameron Smith at cameron.smith@ecrc.org

For more information please contact Caitlin Cerame, at 850-332-7976, ext. 203 or caitlin.cerame@ecrc.org.

The Bay County TPO is staffed by the Emerald Coast Regional Council (ECRC), a regional entity providing professional planning, coordinating, and advisory services to local governments, state and federal agencies, and the public to preserve and enhance quality of life in northwest Florida. Public participation is solicited without regard to race, color, national origin, sex, age, religion, disability, or family status. Reasonable accommodation will be made for access in accordance with the Americans with Disabilities Act. Contact Brittany Ellers, 850-332-7976, ext. 220 or brittany.ellers@ecrc.org or TTY 711, at least 48 hours in advance. Para informacion en espanol, puede llamar a Ada Clark at 850-332-7976, ext. 278 o TTY 711. Si necesita acomodaciones especiales, por favor llame 48 horas de antemano.