Formulation of the 2040 Goals and Objectives

Bay County 2040 Long Range Transportation Plan Update

Prepared for the:

Bay County TPO

Prepared by:

ATKINS

December 2014
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Introduction

The vision & mission statements and subsequent goals and objectives serve as the guiding principles of the Bay County Transportation Planning Organization’s (TPO’s) 2040 Long Range Transportation Plan (LRTP) update. It is through these statements of policy that the criteria for plan development and project evaluation are based and they will help to guide the development of the plan update.

In crafting the vision statement, principles and strategies, federal transportation legislation, local government comprehensive plans, the Florida Transportation Plan, MPO LRTP guidance published by FDOT, and the 2035 LRTP goals and objectives were utilized as sources to help shape the BAY2040 LRTP vision statement, principles and strategies. Three of these sources, the MAP-21 Planning Factors, the identified Emerging Issues, and the Florida Transportation Plan, are discussed in more detail below.

This document will detail the process by which LRTP goals and objectives were created, including the public participation efforts that provided input for the LRTP Goals and Objectives.
Influential Elements to the 2040 Goals and Objectives

MAP-21 Planning Factors

Planning requirements of the Moving Ahead for Progress in the 21st Century Act (MAP-21) were used as a guide when drafting the vision statement, principles and strategies. MAP-21 creates a streamlined, performance-based, and multimodal program to address the many challenges facing the U.S. transportation system. These challenges include improving safety, maintaining infrastructure condition, reducing traffic congestion, improving efficiency of the system and freight movement, protecting the environment, and reducing delays in project delivery. MAP-21 builds on and refines many of the highway, transit, bike, and pedestrian programs and policies established in 1991.

The eight planning factors specifically listed in MAP-21 for consideration in the metropolitan planning process are shown below in Table 1.

Table 1 Eight MAP-21 Planning Factors

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<table>
<thead>
<tr>
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<tbody>
<tr>
<td>1</td>
<td>Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.</td>
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<td>2</td>
<td>Increase the safety of the transportation system for motorized and non-motorized users.</td>
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<td>3</td>
<td>Increase the security of the transportation system for motorized and non-motorized users.</td>
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<td>4</td>
<td>Increase the accessibility and mobility of people and for freight.</td>
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<td>5</td>
<td>Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns.</td>
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<td>6</td>
<td>Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.</td>
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<td>7</td>
<td>Promote efficient system management and operation.</td>
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<td>8</td>
<td>Emphasize the preservation of the existing transportation system.</td>
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The following table shows how the eight MAP-21 Planning Factors were included in the strategies of BAY2040 LRTP.

Table 2 Inclusion of Planning Factors

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<th>Objective</th>
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### Emerging Issues

The following issues were outlined by the Federal Highway Administration (FHWA) as a part of their Metropolitan and Regional Planning Support coordination efforts in the support document entitled, “FHWA Strategies for LRTP Updates.” These topics are not currently required by federal laws and rules to be addressed in LRTPs. As such, MPOs...
and TPOs are not required to include these considerations in their current planning processes and plans. However, given the nature of the issues, FHWA and FDOT encourage each MPO and TPO to begin addressing these emerging issues. Each MPO or TPO has the discretion to determine whether or not to address these topics in their LRTP, and the appropriate level of detail. Depending upon when new federal surface transportation legislation is enacted, new requirements may have to be addressed just prior to this round of LRTP adoptions, or LRTP amendments may be needed soon after this round of LRTPs is adopted to comply with the new legislation. Addressing these issues early on may minimize the level of future effort needed to achieve compliance.

**Safety and Transit Asset Management:** MAP-21 also includes significant additions to safety planning and transit asset management on the part of transit grantees and the states. Federal Register guidance is expected on transit safety and transit asset management within the near future.

**Performance Measurement:** FHWA and FTA encourage the MPOs and TPOs to consider ways to incorporate performance measures/metrics for system-wide operation, as well as more localized measures/metrics into their LRTPs. As funding for transportation capacity projects becomes more limited, increasing emphasis will be placed on maximizing the efficiency and effectiveness of our current transportation system. Consequently, measures to assess the LRTP’s effectiveness in increasing system performance will be needed. Per the passage of MAP-21, USDOT will establish performance measures in consultation with State DOTs, MPOs and other stakeholders within 18 months of MAP-21’s enactment. Once performance measures are identified, the States will have up to one year to set state level targets. Once state level targets have been set, MPOs and TPOs will have up to six-month to set local level targets that support the state targets. The process and schedule for performance measure implementation and LRTP documentation is expected to evolve over the next two years.
Freight: The planning process is required to address the eight planning factors as described in 23 CFR 450.306(a). The degree to which each factor is addressed will vary depending upon the unique conditions of the MPO areas, but efforts should be made to think through and carefully consider how to address each factor. The importance of freight to the nation’s economic wellbeing and global competitiveness, as well as its support and promotion of job creation and retention has heightened its status at the national and regional level. MPOs and TPOs should be aware that discussions in MAP-21 have largely included a reference to the increasing importance of freight, including the development of Statewide Freight Plans. While this is part of one of the eight planning factors, special emphasis should be given to the freight factor, as it is anticipated to play a more prominent role in future planning requirements.

Sustainable Transportation and Context Sensitive Solutions: The MPOs and TPOs are encouraged to identify and suggest contextual solutions for appropriate transportation corridors. For example, Context Sensitive Solutions (CSS) may be appropriate for historic parkways, historic districts, town centers, dense “walkable” neighborhood areas, arterial “gateways”, greenway trails and pedestrian ways, environmentally sensitive areas or simply where right of way is not readily available. Under MAP-21, Transportation Alternatives like bicycle and pedestrian improvements and trails remain eligible under the formula programs while transportation enhancement set-asides have been removed and some uses like historic building renovation and scenic easements may be more restrictive. The value of the resources present may suggest the need for alternative or special treatments (or even accepting a level of congestion and lower speeds that respects the resources). In these instances, specific livability principles adopted by the MPO/TPO might be employed for improved pedestrian and transit access – especially to schools and even traffic calming.

Also, spatial relationships that support public transit like transit oriented development and the “trip not taken” while reducing greenhouse gases might be recognized as
characteristics of a town center or mixed use area with public transit access. Other livability planning goals might also need to be recognized like preserving affordable housing, improving/preserving special resources like parks, monuments and tourism areas, increasing floor area ratios and reducing parking minimums in select corridors to encourage walking trips and public transit, transportation demand management, etc.

### Table 3 Emerging Issues Incorporation in the BAY2040 Update

<table>
<thead>
<tr>
<th>Emerging Issue</th>
<th>Corresponding LRTP Goal(s)</th>
</tr>
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<tbody>
<tr>
<td>Safety &amp; Transit Asset Management</td>
<td>1, 2, 3</td>
</tr>
<tr>
<td>Performance Measurement</td>
<td>3, 8</td>
</tr>
<tr>
<td>Freight</td>
<td>6, 7, 8</td>
</tr>
<tr>
<td>Sustainable Transportation and Context Sensitive Solutions</td>
<td>1, 2, 4</td>
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</tbody>
</table>

The 2060 Florida Transportation Plan (FTP) identifies goals, objectives, and strategies to guide transportation decisions in Florida over the next 50 years. The FTP addresses how Florida’s transportation system can meet the mobility needs of our growing population, help make our economy more competitive, help build great communities, and help preserve our natural environment. The FTP also addresses how to ensure that our transportation system is safe and secure in a time of unprecedented public concern. Finally, the FTP provides guidance on how transportation investments should be focused during a time of constrained funding, as well as how public and private transportation partners can most effectively work together to make these decisions.

The FTP includes six adopted Goals:

A. **Goal:** Invest in transportation systems to support a prosperous, globally competitive economy.

B. **Goal:** Make transportation decisions to support and enhance livable communities.
C. Goal: Make transportation decisions to promote responsible environmental stewardship.

D. Goal: Provide a safe and secure transportation system for all users.

E. Goal: Maintain and operate Florida’s transportation system proactively.

F. Goal: Improve mobility and connectivity for people and freight.

The table below shows how the 2040 Goals incorporate the six identified Goals of the 2060 FTP. Please note that the 2060 Florida Transportation Plan is scheduled to be updated by the end of 2015.

**Table 4 Incorporation of FTP Goals in the BAY2040 Update**

<table>
<thead>
<tr>
<th>FTP Goal</th>
<th>Corresponding LRTP Goal(s)</th>
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<td>D</td>
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<td>F</td>
<td>1, 6, 8</td>
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Crafting of 2040 Principles and Strategies

In crafting the principles and strategies, federal transportation legislation, local government comprehensive plans, the FTP, MPO LRTP guidance published by FDOT, and the 2035 LRTP Update Goals and Objectives (Appendix A) were utilized as sources to help shape the BAY2040 LRTP goals and objectives.

The LRTP Steering Committee, made up of members of the Citizens Advisory Committee (CAC) and the Technical Coordinating Committee (TCC) met to review and refine the goals and objectives. The committee determined that the goals and objectives were reflective of what they would like to see the LRTP support. However, they did support some minor modification and combining of goals to make a more succinct set of goals and objectives. This resulted in a streamlining of the goals and the elimination of any redundant goals.

In November the draft goals and objectives were presented to the public for review and comment. A series of public workshops were held over a period of two days and the goals and objectives were posted on-line using MindMixer. This resulted in a recommendation of an additional goal and supporting objectives being recommended. This goal speaks to maintaining acceptable roadway level of service on all major facilities. It is shown as Goal 8.

In addition to comments received at the public workshops and e-mail comment on the Mission Statement was received and reviewed by the advisory committees. The e-mail (included in Appendix B) recommended several edits to the mission statement. After considering the edits the CAC and TCC recommended the following revised Mission Statement be adopted by the TPO:

*To enhance the existing transportation system in manner that is safe, integrated, and socially responsible, while supporting economic development of the region.*
The final draft of the goals and objectives was presented to the advisory committees at the December meetings. Both the TCC and the CAC unanimously recommended the TPO Board adopt the goals and objectives as presented and the Mission Statement as modified. The TPO adopted the BAY2040 LRTP Goals and Objectives at the December 3, 2014, meeting as amended to include Goal 8 and the revised Mission Statement. The adopted Goals and Objectives are presented below. The resolution adopting the Goals and Objectives is presented in Appendix C. It should be noted that the adopted goals and objectives are not in order of importance.

Adopted Vision Statement, Mission Statement and Goals and Objectives

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

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

Goals and Objectives

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

Objective 1.1 Develop multi-modal linkages to increase the range of travel choices.
Objective 1.2 Expand bicycle, pedestrian and public transportation services to improve accessibility, availability and desirability of transit travel options.

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

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

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

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

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

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

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

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

Objective 2.5 Insure roadway maintenance activities consider the human, vehicular, and roadway factors to provide safe facilities for the community.
Goal 3:  A multi-modal transportation system that is operated and maintained efficiently.

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

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

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

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

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

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

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

Objective 4.2 Preserve and enhance access to historical areas.

Objective 4.3 Implement design standards for transportation facilities that will protect the environment (e.g., sensitive habitats, air quality, water quality, water quantity, recharge areas, trees).
<table>
<thead>
<tr>
<th>Objective 4.4</th>
<th>Provide transportation equity for all persons including but not limited to young, persons with disabilities, the economically challenged, and the elderly.</th>
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<tbody>
<tr>
<td>Objective 4.5</td>
<td>Ensure no one segment of the population bears a disproportionate share of adverse impacts.</td>
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<td>Objective 4.6</td>
<td>Maintain air quality attainment status for ground level ozone.</td>
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</table>

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

<table>
<thead>
<tr>
<th>Objective 5.1</th>
<th>Coordinate transportation and future land use decisions to promote efficient development patterns and a choice of transportation modes, consistent with local government comprehensive plans.</th>
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<tbody>
<tr>
<td>Objective 5.2</td>
<td>Local governments should coordinate access management between permitting agencies.</td>
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<td>Objective 5.3</td>
<td>Work with local governments to pass Corridor Preservation Ordinances to preserve land for future projects.</td>
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<td>Objective 5.4</td>
<td>Encourage local government site plan review process to include provisions for compliance with Federal Americans with Disabilities Act guidelines and alternate forms of transportation.</td>
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<td>Objective 5.5</td>
<td>Encourage green spaces in transportation related development through local government ordinances.</td>
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<td>Involve environmental regulatory agencies and interested public groups in environmental issues early in the planning process.</td>
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<td>Objective 5.7</td>
<td>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.</td>
</tr>
</tbody>
</table>
Goal 6:  *A multi-modal transportation system that supports economic vitality*

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

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

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

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

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

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

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

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

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

Objective 7.4  Coordinate and cooperate with the Department of Homeland Security, the U.S. Coast Guard, and other federal and state agencies to enhance the security of the transportation system.
Goal 8: A multi-modal transportation system that maintains acceptable roadway level of service on all major facilities

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

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

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

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

2035 LRTP Goals and Objectives
2035 Goals and Objectives

Vision Statement

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

Mission Statement

To enhance, for all people, the existing transportation system in manner that is safe, integrated, connected, socially responsible, coordinated with appropriate land use patterns, and supports economic development of the region.

Goals, Objectives, and Implementations Steps

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**Goal 1:** Plan and provide a multi-modal network of integrated, user-friendly transportation systems for the movement of people and goods.

**Objective 1.1** Create integrated connected routes for bicyclists and pedestrians in the TPO’s Long Range Transportation Plan and the local government comprehensive plans, especially for schools and tourist areas.

**Implementation Step 1.1.1:** TPO assurance that the Long Range Transportation Plan is coordinated with the comprehensive plans of local governments. Other interested parties should include chambers of commerce.

**Implementation Step 1.1.2:** TPO and local school boards should meet to discuss the needs and concerns of interest parties. For example, school accessibility via bicycle paths, sidewalks, and crosswalks such as the Safe Ways to School Program. Access the school zone lights and traffic monitors. Study the feasibility of using public transportation to schools reducing the need and cost of school transportation.
**Objective 1.2**  
Provide multi-modal linkages to increase the range of choice to provide motorized and non-motorized means to connect with other modes of travel.

Implementation Step 1.2.1: These multi-modal transit centers should include: covered shelter for sitting or standing; securable bicycle rack/holders; bus pull-ins; parking spaces for park and ride, carpooling, and/or vanpooling; shipping receptacles—postal, UPS, Fed Ex, etc.; emergency telephone; lighting and landscaping; and pick up point for a taxi or Greyhound Bus.

Implementation Step 1.2.2: Promote commuter benefits (carpooling, vanpooling, and public transportation) to new and existing employers and employees.

Implementation Step 1.2.3: Encourage new and existing employers and employees to take advantage of tax benefits of commuter benefits (carpooling, vanpooling, and public transportation).

Implementation Step 1.2.4: Print and distribute area map that depicts bicycle paths, bicycle “parking”, walking trails, bus routes, park and ride lots, and rail lines.

**Objective 1.3**  
Encourage bicycle and pedestrian and public transportation travel as viable modes of transportation.

Implementation Step 1.3.1: Maintain ridership growth on Bay Town Trolley.

Implementation Step 1.3.2: Create awareness through promotion—bicycling, walking, and riding the bus are safe and alternative modes of transportation.

Implementation Step 1.3.3: Maintain existing facilities on local and state roadways.

Implementation Step 1.3.4: Identify existing laws—State and local.

Implementation Step 1.3.5: Assess, increase, and encourage upgrade of existing bicycle rack facilities. Current facilities are not maintained.
Implementation Step 1.3.6: In conjunction with Florida State University and Gulf Coast Community College, implement a parking incentive program (faculty and students). This could include: parking zones by color; discounts for specific zones; stay parked in one lot—do not move to different lot for different class; incentives to carpool, vanpool, bicycling, and riding the bus.

Objective 1.4 Enhance integration and connectivity of the transportation system across and between modes for people and freight.

Implementation Step 1.4.1: All modes need to included and represented and all need to communicate.

Objective 1.5 Provide and maintain facilities that are necessary to facilitate the transfer of cargo between all modes of travel.

Implementation Step 1.5.1: Review Airport and Port Master Plans.

Objective 1.6 Provide Ride-sharing programs to facilitate passenger transfer for all modes of travel.

Implementation Step 1.6.1: Promote existing park and ride lots, commuter benefits of carpooling, vanpooling, public transportation, and bicycles on the bus.

Implementation Step 1.6.2: Study the use of existing park and ride lots. Survey users, promote, and survey again.

Objective 1.7 Reduce delays for people and goods through increased multi-modal system capacity.

Implementation Step 1.7.1: Increase Level of Service for all modes of transportation, including freight.

Implementation Step 1.7.2: Road projects should include freight/bus/carpool/vanpool only lanes if needed. All projects should include sidewalks, crosswalks, and bicycle lanes.

Objective 1.8 Integrate mobility management with Intelligent Transportation Systems to enhance multi-modal integration of people and goods.
Implementation Step 1.8.1: Improve and enhance the traffic flow: synchronize traffic signals, carefully plan signals at hubs of activity.

Implementation Step 1.8.2: Continue to fund operations, maintenance, and staffing of the Intelligent Transportation System as a major project priority.

---

**Goal 2:** Provide connections between new developments to reduce short trips on the major road network.

**Objective 2.1**

Provide design guidelines for developers to ensure multimodal connectivity between new developments. Local government comprehensive plans shall incorporate incentives to developers to promote connections between adjacent developments.

Implementation Step 2.1.1: TPO will develop a design manual to illustrate how to incorporate these variations in typical developments.

Implementation Step 2.1.2: TPO will develop model Land Development Codes for providing incentives to developers to include these design variations in new developments.

Implementation Step 2.1.3: Local governments will participate monthly in a countywide committee to review large-scale developments.

---

**Goal 3:** Develop and maintain a transportation system that provides for the safety of residents, visitors and commerce.

**Objective 3.1**

Ensure that safety is a priority in the implementation of every goal for motorized and non-motorized users according to the TPO.

Implementation Step 3.1.1: Have TPO Staff work with the Community Traffic Safety Team (CTST) to develop a community outreach campaign about personal safety on the transportation system.

Implementation Step 3.1.2: Conduct a safety analysis at all major intersections with crash rate above a certain point to determine
what safety features can be added (i.e. lighting, signing).

**Objective 3.2**  
Enhance integration and connectivity of transportation system for purposes of safety, and emergency evacuation.

Implementation Step 3.2.1: Minimize response times of emergency vehicles by funding a countywide ITS Master Plan.

Implementation Step 3.2.2: Add paved shoulders to roadways for vehicular safety, emergency use, and bicycle/pedestrian uses.

Implementation Step 3.2.3: Have local governments maintain acceptable evacuation clearance times on all designated hurricane evacuation routes.

**Objective 3.3**  
Provide safe access onto roadways for all vehicles.

Implementation Step 3.3.1: Add turn lanes where necessary.

**Objective 3.4**  
All future planning will incorporate appropriate measures for the safe transportation of hazardous materials.

Implementation Step 3.4.1: Coordinate with the Local Emergency Planning Committee (LEPC) to determine what routes are used or are most appropriate for transporting hazardous materials.

Implementation Step 3.4.2: Determine what types of improvements should be made to these routes including railroad crossings, to reduce the possibility of accidents.

---

**Goal 4: Provide a coordinated transportation system that is efficient for everyone in both time and cost.**

**Objective 4.1**  
Ensure maintenance of existing system.

Implementation Step 4.1.1: Work with FDOT to determine alternatives for short-term repairs (i.e. resealing) to pavement.
Implementation Step 4.1.2: Continue to support the FDOT policy of appropriating monies to resurfacing and rehabilitation of the existing system first.

**Objective 4.2**  Ensure funding of the Intelligent Transportation System.

Implementation Step 4.2.1: Continue to fund operations, maintenance, and staffing of the Intelligent Transportation System as a major project priority.

**Objective 4.3**  Review and coordinate local government comprehensive plans and Congestion Management System Plan.

Implementation Step 4.3.1: Coordinate the Congestion Management System Plan with local government staffs and land development codes and comprehensive plans.

**Objective 4.4**  Broaden alternatives for intersections and roads (e.g. roundabout, flyovers, reversible lanes).

Implementation Step 4.4.1: Identify intersections within corridors that are listed for improvement in the Cost Feasible Plan that need special design attention.

Implementation Step 4.4.2: In conjunction with FDOT, review these intersections for various design alternatives.

**Objective 4.5**  Coordinate with and review utility companies’ long range plans so that public utilities and transportation projects are implemented in the most cost effective manner.

Implementation Step 4.5.1: Include utility companies in the dissemination of design plans for review.

Implementation Step 4.5.2: Coordinate with the University of Florida Technology Transfer Center to conduct a utility training course in the area.

Implementation Step 4.5.3: Establish a communication process so that the staff (TPO and local governments) is informed of utility company plans.
Goal 5:  Develop and maintain a responsible transportation system that protects preserves and enhances a high quality of life for all citizens, including but not limited to environmental, historical and recreation.

Objective 5.1  Address environmental issues in the planning process, which shall include aesthetics, air quality, signage, landscaping and sensitive habitats etc.

Implementation Step 5.1.1:  Implementation of this objective will be addressed through adoption of Goals, Objectives, and Policies in local government comprehensive plans and adoption and provisions in local government land development regulations to implement the Goals, Objectives, and Policies.

Objective 5.2  Preserving and enhancing access to historical areas where feasible.

Implementation Step 5.2.1:  Implementation of this objective will be addressed through adoption of Goals, Objectives, and Policies in local government comprehensive plans and adoption and provisions in local government land development regulations to implement the Goals, Objectives, and Policies.

Objective 5.3  New transportation facilities will be designed to protect the environment (e.g., sensitive habitats, air quality, water quality, water quantity, recharge areas, trees).

Implementation Step 5.3.1:  Implementation of this objective will be addressed through adoption of Goals, Objectives, and Policies in local government comprehensive plans and adoption and provisions in local government land development regulations to implement the Goals, Objectives, and Policies.

Objective 5.4  Provide transportation equity for all persons including but not limited to the young, persons with disabilities, the economically challenged, and the elderly.

Implementation Step 5.4.1:  Implementation of this objective will be addressed through continued coordination between local governments, the TPO, and Bay Town Trolley and continued enforcement of
local government Comprehensive Plans Transportation Element Goals and Objectives.

**Objective 5.5** Ensure transportation benefits are balanced throughout the community.

Implementation Step 5.5.1: Implementation of this objective will be addressed through continued coordination between local governments, the TPO, and Bay Town Trolley and continued enforcement of local government Comprehensive Plans Transportation Element Goals and Objectives.

---

**Goal 6:** Minimize transportation costs by coordinating land use and existing land conditions with appropriate transportation facilities.

**Objective 6.1** The Long Range Transportation Plan shall require TPO and local government planning staffs to coordinate quarterly.

Implementation Step 6.1.1: The local government planning and TPO Staffs shall meet quarterly and consider one educational item per meeting.

**Objective 6.2** Prevent further degradation of existing facilities by implementing appropriate local government land use ordinances.

Implementation Step 6.2.1: Implementation of this objective will be addressed through adoption of Goals, Objectives, and Policies in local government comprehensive plans and adoption and provisions in local government land development regulations to implement the Goals, Objectives, and Policies.

**Objective 6.3** Local government should coordinate access management between permitting agencies to the TPO.

Implementation Step 6.3.1: Implementation of this objective will be addressed through adoption of Goals, Objectives, and Policies in local government comprehensive plans, adoption and provisions in local government land development regulations to implement the Goals, Objectives, and Policies, and coordination with FDOT.
Implementation Step 6.3.2: Pursue implementation of US 98 Back Beach Road corridor study through meetings between TPO, Panama Beach, and County staffs.

Objective 6.4 Request local governments pass Corridor Preservation Ordinances to preserve land for future new facilities or widening of existing facilities, including stormwater management.

Implementation Step 6.4.1: Implementation of this objective will be addressed through adoption of Goals, Objectives, and Policies in local government comprehensive plans and adoption and provisions in local government land development regulations to implement the Goals, Objectives, and Policies.

Objective 6.5 Encourage developers in the local government site plan review process to include provisions for compliance with Federal Americans with Disabilities Act guidelines and alternate forms of transportation such as bicycle racks, trolley, golf cart, and designated park and ride lots.

Implementation Step 6.5.1: Implementation of this objective will be addressed through integration of the local government’s Site Plan Review Process.

Objective 6.6 Encourage green spaces in transportation related development through local government ordinances.

Implementation Step 6.6.1: Implementation of this objective will be addressed through adoption of Goals, Objectives, and Policies in local government comprehensive plans and adoption and provisions in local government land development regulations to implement the Goals, Objectives, and Policies.

Objective 6.7 Work to provide affordable housing so it is developed in an integrated fashion and at a rate consistent with market needs to reduce travel distance and traffic congestion.

Implementation Step 6.7.1: The Bay Area Partnership for Affordable Housing shall develop a model ordinance and present it local jurisdictions and include it in local government comprehensive plans.
Objective 6.8  Work to include the provision that affordable housing be located near employment centers and public transportation.

Implementation Step 6.8.1: Implementation of this objective will be implemented through local government comprehensive plans along with incentives to encourage such development.

Objective 6.9  Maintain close coordination with FDOT, DCA, and chamber of commerce in Bay County and neighboring counties on issues related to land use decisions, economic growth policies and transportation needs.

Implementation Step 6.9.1: Implementation of this objective will be addressed through the continued coordination between local governments, chamber of commerce, the TPO and appropriate state agencies.

Goal 7: Be consistent with sustainable community principles: (1) Economic Development, (2) Environmental Protection and (3) Social Equity.

Objective 7.1  Support economic vitality of the area by providing a transportation system that enables global transportation, competitiveness, productivity and efficiency.

Implementation Step 7.1.1: Promote cruise ships to visit the Port by ensuring on shore transportation to sight-seeing destinations such as beach, historical, golf courses, airports, discount malls, and trolley.

Implementation Step 7.1.2: Attract cruise ships improve connections between the port, airport, and ground transportation.

Implementation Step 7.1.3: Encourage energy conservation by promoting alternative means of transportation, and alternative fuels

Objective 7.2  Ensure that intermodal facilities which are important to the regional economy, such as those identified in Florida’s Strategic
Intermodal System and emerging facilities, are fully integrated into the region’s transportation system resulting in a seamless, efficient network.

Implementation Step 7.2.1: Encourage a regional Interstate 65 connector.

Implementation Step 7.2.2: Promote port and airport connections between northwest Florida and other parts of Florida by advertising campaign.

Implementation Step 7.2.3: Promote northwest Florida becoming a Strategic Intermodal System Hub instead of an emerging hub.

Objective 7.3 Educate TPO members, staff, and advisory committee members regarding the applications of sustainable community principles.

Implementation Step 7.3.1: Balance economic development, environmental protection, and social equity for future generations through Long Range Transportation Planning.

Implementation Step 7.3.2: Have a sustainable community principles charrette annually and brief the TPO and Advisory Committees.

Implementation Step 7.3.3: Have staff attend training on sustainable community principles and the relationship between transportation and land use. Staff shall share training results to TPO and Advisory Committees.

Objective 7.4 Involve environmental regulatory agencies and interested public groups in environmental issues early in the planning process.

Implementation Step 7.4.1: Participate in the Efficient Transportation Decision Making (ETDM) process.

Objective 7.5 Ensure no one segment of the population bears a disproportionate share of adverse impacts.

Implementation Step 7.5.1: Participate in the Efficient Transportation Decision Making (ETDM) process.

Implementation Step 7.5.2: Create GIS database for Community Impact Assessment.
Implementation Step 7.5.3: Attend community group meetings and ensure listings of community group contacts include diverse populations.

Goal 8: *Develop and maintain a transportation system that provides for the security of residents, visitors and commerce.*

Objective 8.1 Ensure that security is a priority in the implementation of every goal for motorized and non-motorized users according to the TPO.

Implementation Step 8.1.1: Have TPO Staff work with the Community Traffic Safety Team (CTST) to develop a community outreach campaign about personal security on the transportation system.

Objective 8.2 Enhance integration and connectivity of transportation system for purpose of security.

Implementation Step 8.2.1: Minimize response times of emergency vehicles by funding and maintaining a countywide ITS Master Plan.

Goal 9: *Develop and maintain a responsible transportation system that meets or improves on the national ambient air quality standards for all citizens and visitors.*

Objective 9.1 Insure quarterly reporting on air quality monitoring.

Implementation Step 9.1.1: Insure that the TPO Staff collects, documents and presents the results quarterly to the TPO and State EPA officials.

Objective 9.2 Educate TPO members, staff and advisory committee members regarding the application of new air quality conformity regulations.

Implementation Step 9.2.1: Have staff attend training on air quality conformity regulations and its impact on projects in the Long Range Transportation Plan. Staff shall share training results to TPO and Advisory Committees.
Objective 9.3       Develop air quality contingency plans.

Implementation Step 9.3.1: Implementation of this objective will be addressed through the continued coordination between local governments, the TPO, and appropriate state agencies. The Conservation Element of local government Comprehensive Plans should include Goals, Objectives, and Policies pertaining to compliance with State air quality standards.
Appendix B

Goals and Objectives Supporting Information

Public Meeting Summaries
E-Mail Comments on Mission Statement
Public Workshop Comments
Public Meeting Sign-In Sheets
Public Meeting Summaries

Goals and Objectives Development Summary

The draft goals and objectives for the BAY2040 Long Range Transportation Plan Update (LRTP) were initially presented to the LRTP Steering Committee on October 29th. The Steering Committee reviewed the draft set of goals and objectives and had only minor comments. They deemed them ready to present to the public for review and comment.

Public Workshop Series #1

In support of this meeting several products were developed and sent out in various formats using various forms of media. The TPO's Transportation Information Network (TIN) was sent an e-mail invitation to attend along with an overview of the Goals and Objectives, a press release was developed and sent out to the various media outlets, a Facebook event was created, and an e-mail was sent out to the TPO advisory committees and TPO Board members. In addition, a MindMixer site was set up on-line to solicit comments. This site allows people to access information on the LRTP 24 hours a day and leave comments, thoughts, and suggestions. Thus far we have had over 12 people review the goals and objectives, but none left comments. The comment period is still open and should we receive comments they will be reported at the meeting.

Monday, November 17th, Gulf Coast State College

The first public workshop on the goals and objectives was held on November 17th at the Gulf Coast State College Student Union at 6:00 p.m. The workshop was attended by staff from the City of Panama City, Bay County TPO, the Florida Department of Transportation and Atkins. An overview of the long range transportation plan update process was given to the attendees and then we had a very productive discussion about the transportation challenges facing area. Below is a summary of the comments/discussion points:

- Back Beach Road congested on the weekends during the summer. Try to go around it when traveling to the Panama City Beach.
- 23rd Street/US 98 Flyover will help traffic flow when complete.
- SR 79 four-lanes between Back Beach and Front Beach Road. When will it be 4-laned?
- US 98/US 231 bad intersection. What improvements are planned?
- Interactive Webinar for future meetings. Night meetings are better.
- Like the Multimodal wording in the Goals and Objectives. Complete Streets, Typical Sections, and Some Trails are not paved.
- More transit on Panama City Beach during Spring Break.
- Traffic back up (queuing) on 23rd Street. (ITS and Traffic Synchronization were mentioned as possible solutions).
The second public workshop on the goals and objectives was held on November 18th in the Bay County Library meeting room. The meeting was attended by members of the public, Citizens Advisory Committee, and staff from the City of Parker, Panama City, the Panama City Port Authority, Bay County Veterans Services, Bay County, the Bay County TPO and Atkins. An overview of the long range transportation plan update process was given to the attendees and then we had a very productive discussion about the transportation challenges facing area. Below is a summary of the comments/discussion points:

- Port Master Plan will have a Draft in December to the City Council then to the cities March-April deadline. Ten year time frame. 25% of Port Traffic goes west on US 98 and 75% Port Traffic goes east on US 98.
- What is the Status of US 98/Tyndall Air Base Overpass?
- What is the Status of CR 390?
- Goals do not reflect adding lanes. Additional Goals such as Preserve Level of Service on Major Corridors. Reword Objective 6.5 as new Goal 1 but stop after the word facilities. Add Objectives after the word facilities. Previous Goal 1 will be new Goal 2, etc.
- Model includes the Existing plus Committed Network.
- Need to show the Planning Factor Matrix that was provided at the Steering Committee Meeting. System Preservation was lacking in the Goals and Objectives.
- Ship Building and Super Growth areas need emphasis in the Long Range Transportation Plan. Concern Sector Plan will be the emphasis of this Long Range Transportation Plan.
- Gulf Coast and West Bay Parkways were also mentioned as emphasis area.
- Trolley stop at the new Veterans Administration Center is needed.
Based on the comments and discussions at the public workshop a potential new goal and supporting objectives has been drafted. They are provided below and are presented for the committee’s consideration.

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

**Objective X.1:** Support policies to ensure that facilities and services are provided concurrently with development, and meet local level of service (LOS) standards.

**Objective X.2:** Manage congestion near ports, airports, rail facilities, military facilities, economic activity centers.

**Objective X.3:** Balance the need for roadway widening and other goals and priorities of local residents.

**Objective X.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

There were two comment forms completed at the Tuesday afternoon workshop. They are included here for information.
E-mail recommending edits to the Mission Statement

**From:** Robinson, Mary
**Sent:** Monday, December 01, 2014 4:30 PM
**To:** Kramer, Gary; Whitehurst, Brandi
**Subject:** Comments Received Bay Co LRTP

Gary and Brandi,
I received this via e-mail from an advisory committee member.

**Current Mission Statement:**
To enhance, *for all people*, the existing transportation system in manner that is safe, *integrated*, *connected*, socially responsible, *coordinated with appropriate land use patterns*, and supports economic development of the region.

- “*for all people*” – which people?
- “*integrated*” & “*connected*” – very similar meanings.
- “*coordinated with appropriate land use patterns*” – duh?

**Altered Mission Statement:**
To enhance the existing transportation system, in a manner that is safe, integrated, & socially responsible, while supporting the economic development of the region that we live, work, worship, & play.

- Both the current & altered statements are too long for a “Mission Statement” in my opinion.
My primary concern is that with the construction of the new VA Clinic on Magnolia Beach Road, there will be the need for a public transportation (trolley) route to that facility.
BAY2040 Long Range Transportation Plan (LRTP) Update

Goals and Objectives Public Workshop

Comment Form

Name: Wayne Stubes

Address: 1 Supervet Drive Panama City

Comments:

I feel we should have a Goal specifically addressing the needs to maintain/preserve the LOS of all major corridors.

Objectives could include:
- capacity improvement
- alternative routes
- access management/turn lanes/etc.

Also from a project point of view, adding capacity to 231 & improving 231/98 intersection should be a priority.
Attendance Roster

Meeting Name: 2040 Long Range Transportation Plan Goals and Objectives Public Workshop
Date, Time & Location: November 18, 2014 Noon. Bay County Library Conference Room

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<tr>
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<th>Representing</th>
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<th>Phone and FAX numbers (if not provided before or if changed)</th>
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<td>Michael Miller</td>
<td>City of Parker</td>
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<td>Kate Daniel</td>
<td>WFRPC</td>
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<td>David Hayit</td>
<td>Atkins</td>
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<tr>
<td>Neil Frevel</td>
<td>City of PC</td>
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<td>872-3015</td>
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<tr>
<td>Gary Kneen</td>
<td>TPO Staff</td>
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<tr>
<td>Wayne Stahl</td>
<td>FCFA</td>
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<tr>
<td>Leon Miller</td>
<td></td>
<td>896-7491</td>
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<tr>
<td>John Deeds</td>
<td>Bay County Veterans Service</td>
<td>218-8280</td>
<td></td>
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<tr>
<td>Ken Scholl</td>
<td>Bay County</td>
<td>248-8382</td>
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</tbody>
</table>
# Attendance Roster

Meeting Name: 2040 Long Range Transportation Plan Goals and Objectives Public Workshop  
Date, Time & Location: November 17, 2014 6:00 p.m. Gulf Coast State College Student Union East Building, Room 244

<table>
<thead>
<tr>
<th>Name</th>
<th>Representing</th>
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<tbody>
<tr>
<td>Bryant Paul</td>
<td>FDOT</td>
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<tr>
<td>Shirley Harrell</td>
<td>FDOT</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Chris Soulessor</td>
<td>public</td>
<td>9805 Pine Ave, Youngstown 12</td>
<td>502-596-5475</td>
</tr>
<tr>
<td>Neil Fravel</td>
<td>City of PC</td>
<td>9 Harrison Ave, PC, FL 32401</td>
<td>850-672-3015</td>
</tr>
<tr>
<td>Gary Krame</td>
<td>TPO Staff</td>
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Appendix C

Adoption Resolution
RESOLUTION BAY 14-35

A RESOLUTION OF THE BAY COUNTY TRANSPORTATION PLANNING ORGANIZATION APPROVING THE 2040 BAY COUNTY TPO LONG RANGE TRANSPORTATION PLAN GOALS AND OBJECTIVES

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

WHEREAS, the Bay County TPO Long Range Transportation Plan 2040 Update, is developed pursuant to Part 23 Section 134(i), Code of Federal Regulations and Chapter 339.175 (7) Florida Statutes; and

WHEREAS, the Bay County TPO approved the Long Range Transportation Plan 2040 Update Scope of Services on August 27, 2014; and

WHEREAS, a task in the Long Range Transportation Plan 2040 Update Scope of Service is to develop Goals and Objectives; and

WHEREAS, the Goals and Objectives are the result of a steering committee consisting of members of the TPO's Technical Coordinating Committee and Citizens' Advisory Committee, which involved review of the eight MAP-21 planning factors;

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

The Bay County TPO approves the Goals and Objectives of its 2040 Long Range Transportation Plan Update.

Passed and duly adopted by the Bay County TPO on this 3rd day of December 2014.

BAY COUNTY TRANSPORTATION PLANNING ORGANIZATION

BY: Rodney Friend, Chairman

ATTEST: