Transportation Outlook 2040
Evaluation Criteria Technical Report

Prepared for:
Okaloosa-Walton Transportation Planning Organization
and
The Florida Department of Transportation, District Three

Prepared by:
West Florida Regional Planning Council
Staff to the Okaloosa-Walton Transportation Planning Organization

Adopted: August 11, 2016

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The contents of this report do not necessarily reflect the official views or policy of the U.S. Department of Transportation.
TRANSPORTATION OUTLOOK 2040
Evaluation Criteria Technical Report

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RESOLUTION O-W 16-17
A RESOLUTION OF THE OKALOOSA-WALTON TRANSPORTATION PLANNING ORGANIZATION ADOPTING THE EVALUATION CRITERIA TECHNICAL REPORT FOR THE 2040 OKALOOSA-WALTON TPO LONG RANGE TRANSPORTATION PLAN (LRTP)

WHEREAS, the Okaloosa-Walton Transportation Planning Organization (TPO) is the organization designated by the governor of Florida, together with the state of Florida, for carrying out the provisions 23 U.S.C. 134, as amended by the Moving Ahead for Progress in the 21st Century (MAP-21) and the Fixing America’s Surface Transportation (FAST) Acts; and

WHEREAS, the Okaloosa-Walton TPO Long Range Transportation Plan (LRTP) 2040 Update, which is developed pursuant to Part 23 49 CFR 322, Code of Federal Regulations (CFR) and Chapter 333.75 (7) Florida Statutes; and

WHEREAS, the Okaloosa-Walton Transportation Planning Organization (TPO) approved the LRTP 2040 updated Scope of Services on April 16, 2015; and

WHEREAS, a task in the 2040 LRTP’s Scope of Services is to develop Evaluation Criteria for ranking projects in the 2040 Long Range Transportation Plan Needs Assessment; and

WHEREAS, the Evaluation Criteria serves as a technical ranking of projects for the 2040 Long Range Transportation Plan Needs Assessment and is a tool in determining Project Priorities, but it is understood that the TPO has the final authority on what projects to include in the 2040 Long Range Transportation Plan Needs Assessment and Project Priorities; and

WHEREAS, the Evaluation Criteria are based on the 2040 Long Range Transportation Plan Goals and Objectives; and

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

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


Passed and duly adopted by the Okaloosa-Walton Transportation Planning Organization on this 11th day of August 2016.

OKALOOSA-WALTON TRANSPORTATION PLANNING ORGANIZATION

BY:    Dick Rynearson, Chairman

ATTEST:  

2016
Introduction

On April 16, 2015, the Okaloosa-Walton Transportation Planning Organization (TPO) approved a scope of service for development of a multi-modal long range transportation plan update, later called Transportation Outlook 2040. The scope of services outlines eight tasks that must be completed during the development of Transportation Outlook 2040. This document outlines Task 4 - Development of Evaluation Criteria. The full list of tasks appears below:

1. Public Involvement
2. Congestion Management Process Plan (CMPP) Update
3. Goals and Objectives
4. Evaluation Criteria
5. Financial Resources
6. Transportation Needs Plan
7. Year 2040 Cost Feasible Plan
8. Summary and Final Reports

The Long Range Transportation Plan is updated every five years to account for changes in data, and a new set of goals and objectives are adopted, necessitating a consistency change in the criteria. Goals and Objectives (Task No. 3) are updated every five years through public input and incorporated into a revised set of evaluation criteria. Thus, the evaluation criteria should be consistent with the adopted goals and objectives. This Technical Report describes the process for developing the adopted evaluation criteria as a tool for ranking needed road projects over the next 20 years, beginning with development of goals and objectives.

Development of evaluation criteria is based on the adopted goals and objectives. The evaluation criteria are performance measures used to rank projects listed in the adopted Transportation Needs Plan (Task No. 6). Projects are ranked for inclusion in the Year 2040 Cost Feasible Plan (Task No. 7), and a spreadsheet is drafted to illustrate how the road projects score against the criteria. Projects with the highest rankings are
included in a cost feasible plan alternative scenario for consideration in the development of a draft cost feasible plan.

The goals and objectives serve as the guiding policies and principals for Transportation Outlook 2040. The criteria for plan development and project evaluation are based on these statements of policy.

Public vision for how and where people want to live, work and play was pivotal in the creation of the goals and objectives for Transportation Outlook 2040. Draft goals and objectives were presented for review and comment to the TPO and advisory committees on February 18, 2016, following two Steering Committee meetings where the committee drafted the vision and mission statements and the goals and objectives. The TPO adopted the goals and objectives at the April 21, 2016, meeting through Resolution O-W 16-08. The adopted goals and objectives for the multi-modal long range transportation plan are as follows:

- Goal A: A transportation system that is safe and secure.
- Goal B: A transportation system that is user-friendly and maximizes mobility.
- Goal C: A transportation system that provides for the effective movement of goods and people.
- Goal D: A transportation system that supports a high quality of life respectful of the environment, public health and vulnerable users.
- Goal E: A transportation system that is multimodal, integrated and connected.
- Goal F: A transportation system that is maintained and operated efficiently.
- Goal G: A transportation system that includes consistent, continuing, cooperative and comprehensive planning processes.

The first step to developing the newly adopted goals and objectives for Transportation Outlook 2040 into the draft evaluation criteria is to review the 2035 evaluation criteria and incorporate the new vision. The 2035 evaluation criteria is in Appendix A.
Draft Evaluation Criteria

The references to the newly adopted goals and objectives listed above were incorporated in the draft evaluation criteria, along with references to recently adopted studies, such as the Florida Statewide Regional Evacuation Study Program (2010) and the Regional Freight Network Plan (2010). Also incorporated in the draft Evaluation Criteria is a reference to the Strategic Highway Network (STRAHNET). STRAHNET is a designation given to roads that provide “defense access, continuity, and emergency capabilities for movements of personnel and equipment in both peace and war.”

Steering Committee Meetings

Meetings of the Transportation Outlook 2040 Steering Committee were held on March 2, April 6, and May 4, 2016 at Freeport City Hall in March and April and at Niceville City Hall in May. Those three Steering Committee meetings had a focus on the development of the evaluation criteria. The Steering Committee did a complete revamp of the evaluation criteria in order to better reflect the goals and objectives developed. Summaries of the Steering Committee meetings are in Appendix B.

Committee Review and Approval

The draft evaluation criteria were presented to the TPO and Advisory Committees for review and comment on June 16, 2016. TPO Staff explained that the purpose of the proposed evaluation criteria is to help evaluate the road projects identified in the needs assessment for proposed inclusion in the Cost Feasible Plan. There were no comments.

The evaluation criteria were presented for adoption on August 11, 2016. TPO Staff recommended that the TPO adopt Resolution O-W 16-17, approving the use of the proposed evaluation criteria as a tool to develop the Draft Cost Feasible Plan. The Citizens’ Advisory Committee and Technical Coordinating Committee both recommended approval. The TPO approved Resolution O-W 16-17 unanimously.

The adopted Evaluation Criteria is as follows:
# Okaloosa-Walton TPO Draft Evaluation Criteria for the 2040 Long Range Transportation Plan

<table>
<thead>
<tr>
<th>Category and Criteria (Description)</th>
<th>Criteria Rating Scale (Lesser Benefit &lt;----&gt; Higher Benefit)</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Economic Vitality</strong> - 15% (Goal C) (Objectives C.1, C.2, C.3, C.4, C.5)</td>
<td></td>
</tr>
</tbody>
</table>
| Economic Reach *(Positive Employment Growth from 2010 to 2040 Traffic Analysis Zones along Corridor)*<br>**To what extent will the project support planned development or provide economic benefits (e.g. job growth/retention)?** | ![](0|0.5|1|No|>0 to 2%|>2%)
<p>| Base Access <em>(Project on the SIS for Military Access or the Strategic Highway Network (STRAHNET))</em>&lt;br&gt;<strong>Does the project improve military base access (e.g., along a connecting route)?</strong> | 0|1|No|Yes|
| Intermodal Goods Movement <em>(Project on the Strategic Intermodal System (SIS) or TPO's Regional Freight Plan Network or STRAHNET)</em>&lt;br&gt;<strong>To what extent will the project enhance, expand, or benefit intermodal facilities or opportunities for goods movement?</strong> | 0|1|No|Yes|
| <strong>Multimodal Transportation Safety</strong> - 20% (Goals A &amp; B) (Objectives A.1, A.2, B.2) |                                                             |
| School Activity <em>(Project within two miles of a public school, private school, or College)</em>&lt;br&gt;<strong>Will the project help to improve a school zone or school-related activities (e.g., school crossings, school routes, buses, etc.)</strong> | 0|1|No|Yes|</p>
<table>
<thead>
<tr>
<th>Safety Improvement Strategies (Accident rates based on Signal Four Analytics)</th>
<th>0</th>
<th>0.5</th>
<th>1</th>
</tr>
</thead>
<tbody>
<tr>
<td>Projects ranked from highest to lowest and awarded a graduated point value based on ranking past five years</td>
<td>Lowest</td>
<td>Mid-Range</td>
<td>Highest</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Identified by Community Traffic Safety Team (Length of time the project is on the Okaloosa or Walton County Community Traffic Safety Teams List of Projects)</th>
<th>0</th>
<th>0.5</th>
<th>1</th>
</tr>
</thead>
<tbody>
<tr>
<td>Has the project been identified as a Community Traffic Safety Team Project?</td>
<td>No</td>
<td>&lt; 1 Year</td>
<td>1 Year or &gt;</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Multimodal Transportation Security - 10% (Goal A) (Objectives A.3, A.5, A.6, A.9)</th>
<th>0</th>
<th>1</th>
</tr>
</thead>
</table>

<table>
<thead>
<tr>
<th>Emergency Response (Project on a hurricane evacuation route in the Northwest Florida Hurricane Evacuation Restudy)</th>
<th>0</th>
<th>1</th>
</tr>
</thead>
<tbody>
<tr>
<td>Will the project directly enhance emergency response or improve emergency access for police, fire, ambulance, major utility center, etc.?</td>
<td>No</td>
<td>Yes</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Identified Access Security Issues (Project is within 2 miles of military installation access points, airport, port, or local government center)</th>
<th>0</th>
<th>1</th>
</tr>
</thead>
<tbody>
<tr>
<td>None</td>
<td>Yes</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Service Disruption (Project is within 5 miles of a hurricane evacuation route from the Hurricane Restudy above)</th>
<th>0</th>
<th>1</th>
</tr>
</thead>
<tbody>
<tr>
<td>No</td>
<td>Yes</td>
<td></td>
</tr>
</tbody>
</table>
### Congestion Management - 20% (Goals B, C & F) (Objective B.1, B.4, C.1, F.3, F.4, F.8)

<table>
<thead>
<tr>
<th>Correct Deficiency (Volume to Capacity Ration from the Existing Plus Committed Network)</th>
<th>0</th>
<th>0.5</th>
<th>1</th>
</tr>
</thead>
<tbody>
<tr>
<td>Will the project appropriately address congestion as identified by studies or other observations?</td>
<td>&lt;1.0</td>
<td>1.0 to 1.3</td>
<td>&gt;1.3</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Congestion Management Strategies (Volume to Capacity Ratio from the 2040 Needs Plan Network)</th>
<th>0</th>
<th>0.5</th>
<th>1</th>
</tr>
</thead>
<tbody>
<tr>
<td>To what extent will the project incorporate congestion management strategies?</td>
<td>&gt;1.3</td>
<td>1.0 to 1.3</td>
<td>&lt;1.0</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Facility Level of Service (LOS) (Regional Transportation Model and TPO's LOS Tables for 2010)</th>
<th>0</th>
<th>0.5</th>
<th>1</th>
</tr>
</thead>
<tbody>
<tr>
<td>What is the LOS of the proposed project area?</td>
<td>A-B</td>
<td>C-D</td>
<td>Failing</td>
</tr>
</tbody>
</table>

### Multimodal Choices and Connections - 15% (Goals A, B, D & E) (Objectives A.4, B.1, B.2, B.3, D.5, E.2, E.3)

<table>
<thead>
<tr>
<th>Pedestrian (Project included as a Pedestrian project in the TPO's Bicycle/Pedestrian Plan)</th>
<th>0</th>
<th>0.5</th>
<th>1</th>
</tr>
</thead>
<tbody>
<tr>
<td>To what extent will the project enhance pedestrian and related connections or opportunities?</td>
<td>&gt;2 miles</td>
<td>within 2 miles</td>
<td>Same facility</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Bicycle (Project included as a bicycle project in the TPO's Bicycle/Pedestrian Plan)</th>
<th>0</th>
<th>0.5</th>
<th>1</th>
</tr>
</thead>
<tbody>
<tr>
<td>To what extent will the project enhance bicycle and related connections or opportunities?</td>
<td>&gt;2 miles</td>
<td>within 2 miles</td>
<td>same facility</td>
</tr>
</tbody>
</table>
### Public Transportation (Project is located on a transit route or a designated Park and Ride Lot)

*To what extent will the project enhance public transportation and related connections or opportunities (e.g., park & ride, bus shelters)?*

<table>
<thead>
<tr>
<th></th>
<th>0</th>
<th>0.5</th>
<th>1</th>
</tr>
</thead>
<tbody>
<tr>
<td>&gt;2 miles within 2 miles</td>
<td>Same facility</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

### System Efficiency and Preservation - 10% (Goal F) (Objectives F.1, F.2, )

### AADT (2010 FDOT or 2010 Local Government Traffic Counts)

*What is the estimated daily traffic volume at the project location?*

<table>
<thead>
<tr>
<th></th>
<th>0 to &lt;20,000</th>
<th>20,000 to 40,000</th>
<th>&gt;40,000</th>
</tr>
</thead>
<tbody>
<tr>
<td>0</td>
<td>0.5</td>
<td>1</td>
<td></td>
</tr>
</tbody>
</table>

### Route Significance (Project is on the Strategic Intermodal System or National Highway System)

*Is the project located on the National Highway System or FIHS?*

<table>
<thead>
<tr>
<th></th>
<th>No</th>
<th>Yes</th>
</tr>
</thead>
<tbody>
<tr>
<td>0</td>
<td>1</td>
<td></td>
</tr>
</tbody>
</table>

### Existing Deficiency (Volume to Capacity Ration from the Existing Plus Committed Network and TPO’s LOS Tables for 2010 or other LOS Analysis)

*Will the project address one or more deficiencies (e.g., failing LOS, ADA, signal delay, resurfacing, etc.)?*

<table>
<thead>
<tr>
<th></th>
<th>&lt;1.0</th>
<th>1.0 to 1.3</th>
<th>&gt;1.3</th>
</tr>
</thead>
<tbody>
<tr>
<td>0</td>
<td>0.5</td>
<td>1</td>
<td></td>
</tr>
</tbody>
</table>

### System Sustainability and Livability - 10% (Goals D & G) (Objectives D.1, D.2, D.4, D.6, G.2, G.6)

### Environmental (Environmental issues identified in the PD&E Study)

*Does the project have impacts or no impacts?*

<table>
<thead>
<tr>
<th></th>
<th>Substantial</th>
<th>Moderate</th>
<th>Low</th>
</tr>
</thead>
<tbody>
<tr>
<td>0</td>
<td>0.5</td>
<td>1</td>
<td></td>
</tr>
</tbody>
</table>

### Recreational Opportunity (Project is linked to water, campgrounds, parks, and trails)

*To what extent might the project add, enhance, or otherwise benefit recreational opportunities for residents or visitors?*

<table>
<thead>
<tr>
<th></th>
<th>0 to 2 miles</th>
<th>&gt;2 miles</th>
</tr>
</thead>
<tbody>
<tr>
<td>0</td>
<td>1</td>
<td></td>
</tr>
</tbody>
</table>
Local Planning (Project is located in a Local Government Capital Improvement Element of their Comprehensive Plan or Master Plan)

<table>
<thead>
<tr>
<th>Is the project identified or supported by an existing municipal comprehensive plan or other locally-adopted plan or study?</th>
<th>0</th>
<th>1</th>
</tr>
</thead>
<tbody>
<tr>
<td>No</td>
<td>Yes</td>
<td></td>
</tr>
</tbody>
</table>

- Economic Vitality 3*15 45
- Multimodal Transportation Safety 3*20 60
- Multimodal Transportation Security 3*10 30
- Congestion Management 3*20 60
- Multimodal Choices and Connections 3*15 45
- System Efficiency and Preservation 3*10 30
- System Sustainability and Livability 3*10 30

Maximum points one project can have 300

Okaloosa-Walton TPO has final authority to select the projects for inclusion in the Cost Feasible Plan and to rank them in the Project Priorities.
Appendix A

2035 Goals and Objectives
OKALOOSA-WALTON TPO EVALUATION CRITERIA
LONG RANGE TRANSPORTATION PLAN
(adopted July 21, 2011)

**Hurricane Evacuation** (Weight 25)
- Hurricane Evacuation Route 3 points
- Not Hurricane Evacuation Route 0 points
Source: Florida Statewide Regional Evacuation Study Program (2010)
Related Objectives: A-2, H-4, H-5

**Level of Service**

A. **Existing Level of Service based on TPO’s Congestion Management System** (Weight 15)
- Level of Service E or F 3 points
- Level of Service D 2 points
- Level of Service C 1 point
- Level of Service A or B 0 points

B. **Future Level of Service in 2035 Needs Assessment** (Weight 15)
- Level of Service A, B, or C 3 points
- Level of Service D 2 points
- Level of Service E 1 point
- Level of Service F 0 points
Source: Okaloosa-Walton TPO and Atkins
Related Objectives: A-6, E-2

**Project Status** (Weight 10)
- Committed in the Long Range Plan- Project is scheduled for construction in the first three years of the FDOT Five Year Work Program (Project is ranked above projects not scheduled for construction in the FDOT Five Year Work Program) 3 points
- Right of Way complete or scheduled 3 points
- Final Design complete or scheduled 2 points
- Project Development and Environmental Study (PD&E), Complete, underway, or scheduled 1 point
- No Project Phases scheduled 0 points
Source: FDOT Five Year Work Program and Local Government Capital Improvement Programs
Related Objectives: E-7

**Project Cost Sharing** (Weight 10)
- 50% or more of project cost is included in local government funded Five Year Capital Improvements Program 3 points
- 25% to less than 50% of project cost is included in local government funded Five Year Capital Improvements Program 2 points
- 15% to less than 25% of project cost is included in local government funded Five Year Capital Improvements Program 1 point
- 0 to less than 15% of project cost is included in local government funded Five Year Capital Improvements Program 0 points
Source: Local Governments Capital Improvement Programs
Related Objective: E-6, D-6
Project Environmental/Social Impacts (Weight 10)

- Project has gone through Project Development and Environmental Study and/or Efficient Transportation Decision Making review and has no impacts or impacts are addressed
  3 points
- Project has moderate impacts
  2 points
- Project has substantial impacts
  1 point
- Project has impacts of potential dispute
  0 points

Source: Efficient Transportation Decision Making Process
Related Objectives: C-3, C-6

Project Cost (Weight 5)

- Less than $15,000,000
  3 points
- $15,000,000 to Less than $30,000,000
  2 points
- $30,000,000 to Less than $60,000,000
  1 point
- $60,000,000 or Greater
  0 points

Source: FDOT Project Cost Estimates (December 2010)
Related Objectives: D-5, E-4, E-5, E-6

Economic Development and Freight Movement (Weight 5)

- Project provides a direct connection to long term employment center (airports, industrial parks, tourist centers, military installations)
  3 points
- Project provides regional connection to facilitate freight movement (Strategic Intermodal System and Regional Significant Facilities)
  2 points
- Project provides a connector to employment or freight routes listed above
  1 point
- Project does not Facilitate Economic Development or Freight Movement
  0 points

Source: SIS and Northwest Florida Regional TPO
Related Objectives: B-1, B-3, B-6

Strategic Highway Network or Regionally Significant Facility that Crosses County Boundary (Weight 5)

- Project on Strategic Highway Network or Regionally Significant Facility
  3 points
- Project not on Strategic Highway Network or Regionally Significant Facility
  0 points

Source: FDOT, U.S Armed Forces and Northwest Florida Regional TPO
Related Objectives: B-2, B-7

Notes:
(a) The maximum points a project can have in any one category is 3.
(b) The maximum total points a project can receive is 300 points:

<table>
<thead>
<tr>
<th>Category</th>
<th>Points</th>
</tr>
</thead>
<tbody>
<tr>
<td>Hurricane Evacuation</td>
<td>3*25 = 75</td>
</tr>
<tr>
<td>Level of Service (Existing CMS)</td>
<td>3*15 = 45</td>
</tr>
<tr>
<td>Level of Service (2035 Needs Assessment)</td>
<td>3*15 = 45</td>
</tr>
<tr>
<td>Project Cost Sharing</td>
<td>3*10 = 30</td>
</tr>
<tr>
<td>Project Status</td>
<td>3*10 = 30</td>
</tr>
<tr>
<td>Environmental/Social Impacts</td>
<td>3*10 = 30</td>
</tr>
<tr>
<td>Project Cost</td>
<td>3*5 = 15</td>
</tr>
<tr>
<td>Economic Development and Freight Movement</td>
<td>3*5 = 15</td>
</tr>
<tr>
<td>Strategic Highway Network</td>
<td>3*5 = 15</td>
</tr>
<tr>
<td>Maximum Total Points</td>
<td>300</td>
</tr>
</tbody>
</table>

(c) Okaloosa-Walton TPO has final authority to select the projects for inclusion in the Cost Feasible Plan and to rank them in the Project Priorities.
Appendix B

March, April, and May Steering Committee Meeting Summaries
The third steering committee workshop on the goals and objectives was held on March 2nd at Freeport City Hall at 10:00 a.m. The workshop was attended by the TPO’s Steering Committee made up of members of the Technical Coordinating Committee and the Citizens’ Advisory Committee as well as staff from other local agencies. Ms. Latilda Hughes-Neel, Chair of the steering committee welcomed everyone.

Jill Lavender explained the currently adopted evaluation criteria needs to be updated to reflect the new goals and objectives developed by the steering committee. The adopted criteria was provided as a handout as well as Bay County TPO’s newly adopted criteria as an example. The steering committee will go into further details of evaluation criteria at the next steering committee meeting. Wiley Page explained that the 2040 LRTP plan
will come up with three to four different scenarios of projects and one of those scenarios will be solely based on the evaluation criteria ranking. The steering committee discussed how the evaluation criteria relates back to the Florida Transportation Plan’s goals and how evaluation criteria needs to relate back directly to the goals and objectives for the 2040 LRTP.

Wiley Page reviewed the financial resources for the 2040 LRTP. He reviewed the two main categories of funding for the Okaloosa-Walton TPO area: other arterials and Strategic Intermodal Systems (SIS) funds. He asked if any local funds have been identified for major projects and stated he would be following with the local entities.

Mr. Page also provided an overview of the 2040 forecasted deficiencies. A map of the forecasted congested roadways was shown. The forecast was based on the data developed from last year’s land use committee. Jeff Fanto explained to the committee that Eglin Air Force Base would be completing mission impact assessments for all projects that may have an impact on the base. Mr. Fanto also explained that he looks forward to working with everyone on the steering committee to identify projects to address the congestion issues without impacting Eglin’s mission. Wayne Steele stated the City of Crestview has a long range traffic plan and collects traffic impact fees to go towards road improvements.

The committee discussed ideas and concerns about Highway 98 including light rail, bus rapid transit, and the number of trucks travelling along Highway 98. There was also a discussion regarding shuttle buses between the airport and the many hotels. Rob Mahan explained the need for transit for seasonal temporary workers and seasonal congestion.

Ms. Lavender reviewed the next steps. A public workshop will be announced soon for the public to hear about the LRTP update and to provide input on the needs for the Okaloosa-Walton TPO. TPO staff and Atkins will be looking to give presentations at local civic organizations. Steering Committee meeting #4 will be on Wednesday, April 6th at Freeport City Hall at 10:00 a.m. The goals and objectives will be presented for adoption and the draft financial resources will be presented for review at the April 21st TPO and advisory committee meetings also in Freeport.
SUMMARY

2040 Long Range Transportation Plan
Steering Committee Workshop #4

Freeport City Hall | Wednesday, April 6, 2016 | 10 a.m.

Re: Notes from Vision 2040 Long Range Transportation Plan Update Steering Committee Workshop #4

The fourth steering committee workshop was held on April 6th at Freeport City Hall at 10:00 a.m. The main focus of this meeting was the development of the evaluation criteria. The workshop was attended by the TPO’s Steering Committee made up of members of the Technical Coordinating Committee and the Citizens’ Advisory Committee as well as staff from other local agencies. Ms. Latilda Hughes-Neel, Chair of the steering committee called the meeting to order and introductions were made.

A citizen had a question about the U.S. 331 PD&E Study’s alignment options. The steering committee advised him on the meetings concerning that project.

Jill Lavender reviewed the purpose of the evaluation criteria. The committee reviewed the draft criteria provided by TPO staff. The committee recommended various changes
to the evaluation criteria. The updated draft criteria is available for review at [http://www.wfrpc.org/programs/o-w-tpo/long-range-plan](http://www.wfrpc.org/programs/o-w-tpo/long-range-plan).

Ms. Lavender reviewed the next steps. A public workshop will be held on April 20th in Niceville for the public to hear about the LRTP update and to provide input on the needs for the Okaloosa-Walton TPO. The goals and objectives will be presented for approval and the draft financial resources technical report will be presented for review at the April 21st TPO and advisory committee meetings in Freeport. TPO staff and Atkins will be looking to give presentations at local civic organizations. Steering Committee meeting #5 will be on Wednesday, May 4th at Niceville City Hall (tile side) at 10:00 a.m.
The fifth steering committee workshop was held on May 4th at Niceville City Hall at 10:00 a.m. The purpose of this meeting was to finalize the development of the evaluation criteria and to develop the Needs Plan. The workshop was attended by the TPO’s Steering Committee made up of members of the Technical Coordinating Committee and the Citizens’ Advisory Committee as well as staff from other local agencies. Ms. Latilda Hughes-Neel, Chair of the steering committee called the meeting to order and introductions were made.

Jill Lavender reviewed the changes to the evaluation criteria that came out of the previous Steering Committee meeting. These changes included clarifying the metrics used to determine the points awarded and increasing the AADT volume ranges. Handouts of the STRAHNET and the Regional Freight Network Plan were provided. The committee reviewed the draft criteria provided by TPO staff. The committee did not recommend any additional changes to the evaluation criteria. The draft criteria is
available for review at http://www.wfrpc.org/programs/o-w-tpo/long-range-plan. Ms. Lavender will send out the evaluation criteria draft technical report within the next two weeks.

Wiley Page reviewed the Needs Plan development. He presented the currently adopted 2035 Needs Plan as well as changes in the Northwest Florida Transportation Corridor Authority’s Master Plan. Mr. Page also reviewed the projects identified in a letter from Eglin Air Force Base concerning projects of concern that have the potential to impact Eglin’s mission. The committee then spent time drawing on two blank maps the needs of the TPO region. A draft map of the Needs Plan will be developed by Atkins and the Steering Committee will review it at their next meeting on June 1st. The draft Needs Plan will be presented to the TPO and advisory committees on June 16th.