Evaluation Criteria Report

FLORIDA-ALABAMA
2040 LONG RANGE TRANSPORTATION PLAN

Prepared for

Florida-Alabama Transportation Planning Organization and
The Florida Department of Transportation, District Three

Prepared by

West Florida Regional Planning Council
Staff to the Florida-Alabama
Transportation Planning Organization

September 2015

This report was financed in part by the U.S. Department of Transportation, Federal Highway Administration, the Federal Transit Administration, the Florida and Alabama Departments of Transportation, and local participating governments, and submitted in partial fulfillment of Task C.2 of the FY 2015-2016 Unified Planning Work Program (UPWP). This document does not necessarily reflect the official reviews or polices of the U.S. Department of Transportation.

Florida-Alabama
Transportation Planning Organization

Evaluation Criteria Report

Prepared by:

The West Florida Regional Planning Council
Staff to the Florida-Alabama
Transportation Planning Organization

The Florida-Alabama Transportation Planning Organization can be reached at:

Post Office Box 11399
Pensacola, Florida
32524-1399

4081 E. Olive Road, Suite A
Pensacola, Florida
32514

Phone:
(800) 226-8914
(850) 332-7976

Fax:
(850) 637-1923

Staff contact for this Document:
Gary Kramer, Senior Transportation Planner
E-mail: gary.kramer@wfrpc.org

TABLE OF CONTENTS

Chapter **Page Number**

INTRODUCTION **1**

INITIAL EVALUATION CRITERIA -- 2035 LRTP **2**

STEERING COMMITTEE MEETINGS **4**

COMMITTEE MEETINGS **5**

- **February 11, 2015 Technical Coordinating Committee Meeting** 5
- **February 11, 2015 Citizens' Advisory Committee Meeting** 5
- **February 11, 2015 Transportation Planning Organization Meeting** 5

ADOPTED EVALUATION CRITERIA **6**

APPENDIX A – EVALUATION CRITERIA RANKINGS
APPENDIX B – RESOLUTION 15-02

INTRODUCTION

The Florida-Alabama 2040 Long Range Transportation Plan Update began when the Florida-Alabama Transportation Planning Organization (TPO) approved the Scope of Services on February 9, 2015. The 2040 Long Range Transportation Plan consists of 10 primary Tasks that are identified below:

- Public Involvement Program.
- Data Development.
- Goals and Objectives.
- Evaluation Criteria.
- Financial Resources.
- Transportation Land Use Alternatives.
- Needs Assessment.
- Cost Feasible Plan.
- Air Quality Conformity.
- Final and Summary Report.

An important element in the development of the Florida-Alabama 2040 Long Range Transportation Plan (LRTP) is the adoption of the Evaluation Criteria. The Evaluation Criteria is derived from the adopted Goals and Objectives and is used to rank projects in the 2035 Needs Plan for consideration in development of the 2035 Cost Feasible Plan. This Technical Report describes the development of the Evaluation Criteria and is organized into 5 sections:

- Initial Evaluation Criteria from the 2025 LRTP Update.
- Steering Committee Meetings.
- Committee Meetings.
- Adopted Evaluation Criteria.
- Appendices.

The purpose of the Evaluation Criteria is to rank the 2040 Long Range Transportation Plan Needs Plan Projects for consideration in development of the 2040 Long Range Transportation Cost Feasible Plan and Project Priority Rankings. For the rankings of the 2040 Long Range Transportation Plan Needs Plan based on the adopted Evaluation Criteria, see Appendix A of this report

.

INITIAL EVALUATION CRITERIA -- 2035 LRTP

Status (weight 15)

- Project Scheduled for Construction in the Five Year Work Program /Capital Improvement Program or Project Scheduled for Right-of-Way or Design in First three years of Work Program
  (Committed Project in Long Range Transportation Plan not subject priority ranking)
- Right-of-Way scheduled in 4th or 5th year of Work Program — 3 points
- Final Design scheduled in 4th or 5th year of Year Work Program — 2 points
- Project Development and Environmental Study (PD&E), Completed, underway, or scheduled in the 5 Year Work Program — 1 point
- No Project Phases scheduled — 0 points

Source: DOT Five Year Work Program and Local Government Capital Improvement Program
Related Objectives: C.2 and E.1

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 for all project in the Needs Assessment (weight 10)

- 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: Florida-Alabama TPO and PBS&J
Related Objectives:A.8, C.4 and E.1

Hurricane Evacuation (weight 10)

- Hurricane Evacuation Route — 3 points
- Not an Hurricane Evacuation Route — 0 points

Source: Northwest Florida Hurricane Evacuation Restudy
Related Objectives: G.4 and G.5

Total Project Cost (weight 10)

- 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: DOT Project Cost Estimates
Related Objective s: C.7

<u>Project Cost Sharing</u> (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 Program.
Related Objectives: C.6

<u>Project Environmental/Social Impacts</u> (Weight 10)

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

Source: Efficient Transportation Decision Making Process.
Related Objectives: D.4, D.6

<u>Economic Development and Freight Movement</u> (Weight 10)

- Project provides a direct connection to long term employment center (airports, industrial parks, tourist centers, military installations, and major economic activity centers identified in the Regional Freight Network Plan) 3 points
- Project provides regional connection to facilitate freight movement (Strategic Intermodal System, Regional Significant Facilities, and "Highways of Commerce" identified in the Regional Freight Network Plan) 2 points
- Project provides a connector to employment or freight routes listed above 1 point
- Project does not directly Facilitate Economic Development or Freight Movement 0 points

Source: SIS and Northwest Florida Regional TPO
Related Objectives: A.2, A.4, A.5, A.8, A.10, E.5, E.6, E.7, F.4, F.7, and F.8

<u>Defense Access Route or Regionally Significant Facility that Crosses County and/or State Boundary</u> (Weight 10)

- Project on Defense Access Route or Regionally Significant Facility 3 points
- Project not on Defense Access Route or Regionally Significant Facility 0 points

Source: DOT, Strategic Highway Network (STRAHNET), and Northwest Florida Regional TPO
Related Objectives: A.6., A.7, A.10, D.8, and E.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:

Project Status	3*15 =45
Level of Service (Existing CMP)	3*15 =45
Level of Service (2035 Needs Assessment)	3*10 =30
Hurricane Evacuation	3*10 =30
Project Cost	3*10 =30
Project Cost Sharing	3*10 =30
Environmental/Social Impacts	3*10 =30
Economic Development and Freight Movement	3*10 =30
Defense Access Route	3*10 =30
Maximum Total Points	**300**

(c) The Florida-Alabama TPO has final authority to select the projects for inclusion in the Cost Feasible Plan and to rank them in the Project Priorities..

STEERING COMMITTEE MEETINGS

A Steering Committee, which consists of members of the Technical Coordinating and Citizens' Advisory Committees, is the committee that will be overseeing the Long Range Transportation Plan process. For the Evaluation Criteria task, the Steering Committee met five times at Pensacola City Hall. The five meetings were advertised in the Pensacola News Journal to comply with the Sunshine Law. The dates of the 2040 Long Range Transportation Plan Steering Committee Meetings are listing below.

- October 24, 2014;
- November 5, 2014;
- November 22, 2014;
- January 8, 2015; and
- January 22, 2015

The Steering members reviewed the previous Long Range Transportation Plan's Evaluation Criteria as was as Evaluation Criteria reports from four other TPO's in Florida. The four other TPO's were Capital Region Transportation Management Area in Tallahassee, Miami -Dade MPO, Sarasota-Manatee, and Gainesville Metropolitan Transportation Planning Organization. The current chairman of the Technical Coordinating Committee (TCC) also chaired the Steering Committee Meetings. The Evaluation Criteria that was developed by the Steering Committee was developed from scratch based on the adopted 2040 Long Range Transportation Plan Goals and Objectives. The categories were summarized by the Goals which were assigned weights from highest to lowest since the adopted Goals were in priority order when they were adopted on September 10, 2014 and modified on January 30, 2015 by the TPO Board. Then end result was a consensus of the Steering Committee members that obtained a more multi-modal focus than the Evaluation Criteria that was used for the 2035 Long Range Transportation Plan.

COMMITTEE MEETINGS

The Evaluation Criteria as recommended by the Steering Committees was presented to the TPO and Advisory Committees at their February 2015 Meetings.

February 11, 2015 Technical Coordinating Committee Meeting

The Technical Coordinating Committee approved the Evaluation Criteria as presented

February 11, 2015 Citizens' Advisory Committee Meeting

The Citizens' Advisory Committee approved the Evaluation Criteria as presented.

February 11, 2015 Transportation Planning Organization Meeting

The Transportation Planning Organization approved the Evaluation Criteria as presented.

ADOPTED EVALUATION CRITERIA

A. Safety and Security (25%)

Hurricane Evacuation

- Hurricane Evacuation Route 3 points
- Not an Hurricane Evacuation Route 0 points

Source: Northwest Florida Hurricane Evacuation Restudy and Baldwin County Hurricane Evacuation Plan
Related Objectives: A.5 and A.6

Crash and Injury Reduction

- Project with highest incident rate (segment rate) 3 points
- Project with a mid-range incident rate (segment rate) 2 points
- Project with the lowest incident rate (segment rate) 1 point

*Projects are ranked from highest to lowest and awarded a graduated point value based on ranking past five years.
*The Alabama Department of Transportation Chief Engineer has directed that the Alabama Department of Transportation cannot allow accident, incident, crash, injury, or fatality information be shown or presented in association with descriptions of transportation projects, facilities, or physical locations in formal planning documents (UPWP, Long Range Plan, TIP, Congestion Management Plan, and Air Quality Conformity documentation) that include narrative or tabular project listings or descriptions. Including such language in those documents could potentially expose both the TPO and the State of Alabama to litigation. – *Bureau of Transportation Planning and Modal Programs, Montgomery, AL. May 9, 2014.*
Source: Signal Four Analytics
Related Objectives: A.6

Strategic Highway Network (STRAHNET) Route or Regionally Significant Facility that Crosses County and/or State Boundary

- Project on STRAHNET or Regionally Significant Facility 3 points
- Project not on STRAHNET or Regionally Significant Facility 0 points

Source: DOT, Strategic Highway Network (STRAHNET), Strategic Intermodal System, and Northwest Florida Regional TPO
Related Objectives: F.4

B. Users Needs (15%)

Existing (2010) Level of Service based on TPO's Congestion Management System

- 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

Source: Florida-Alabama TPO's Congestion Management Process Plan and ALDOT Traffic Counts
Related Objectives: B.3

Future (2040) Level of Service in 2040 for all projects in the Needs Assessment

- 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: Northwest Florida Regional Transportation Model and Orange Beach Transportation Model
Related Objectives: B.3

Adopted Plans: Project addresses user needs identified in adopted street and highway, master, regional, and local modal plans

- Yes 1 point
- No 0 points

Source: TPO, Local Governments, Northwest Florida Transportation Corridor Authority, and DOT
Related Objectives: B.1

C. Operational (15%)

Is project included in adopted Corridor Management Plans?

- Yes 1 point
- No 0 points

Source: TPO and Local Governments
Related Objectives: C.4

Is project included in Intelligent Transportation System Regional Plan?

- Yes 1 point
- No 0 points

Source: TPO's ITS Plan, Baldwin County, and Orange Beach
Related Objectives: C.4

Is project included in Freight Plan?

- Yes 1 point
- No 0 points

Source: TPO's Freight Plan
Related Objectives: C.4

Existing (2010) Volume to Capacity (V/C) Ratio based on Regional Transportation Model

- V/C Ratio 1.3 or greater 1 point
- V/C Ratio less than 1.3 0 points

Source: Northwest Florida Regional Transportation Model and ALDOT Orange Beach Model
Related Objectives: C.1 and C.2

Future (2040) Volume to Capacity (V/C) Ratio based on Regional Transportation Model

- V/C Ratio 1.3 or greater 1 point
- V/C Ratio less than 1.3 0 points

Source: Northwest Florida Regional Transportation Model and ALDOT Orange Beach Model
Related Objectives: C.1 and C.2

D. Multimodal (15%)

Bicycle, Pedestrian, or Public Transportation Improvement

- Project provides public transportation, bicycle, or pedestrian improvement 3 points
- Project provides no public transportation, bicycle, or pedestrian improvement 0 points

Source: TPO's Bicycle-Pedestrian Plan, TPO's Transit Development Plan, Baldwin County, and Orange Beach

Related Objectives: D.3, D.4 and D.5

E. Economic Vitality (10%)

Economic Development and Freight Movement

- Project provides a direct connection to a major activity center (airports, ports, industrial parks, tourist centers, military installations, retail malls, medical facilities, and educational facilities) 3 points
- Project does not provide a direction connection to a major activity center (airports, ports, industrial parks, tourist centers, military installations, retail malls, medical facilities, and educational facilities) 0 points

Source: DOT, SIS, TPO Freight Plan, and Northwest Florida Regional TPO
Related Objectives: E.1, E.2, and E.3

Continuity and Connectivity: Improvement to route continuity and the connectivity of the overall transportation network

- Project has regional significance and provides considerable benefit to the regional transportation system (U.S. Highway Number) 3 points
- Project has multijurisdictional significance and provides benefit to a multijurisdictional area (State Highway Number) 2 points
- Project has more than a local significance (County Highway Number) 1 point
- Project has local significance (only) and provides benefit only to a localized Area (local roadway) 0 points

Source: DOT and Local Governments
Related Objectives: E.1, E.2, E.3, and E.4

F. Quality of life (10%)

Project Environmental/Social Impacts

- Project has gone through Project Development and Environmental Study and/or DOT Consultant review and has no impacts or impacts are addressed 1 points
- Project has impacts 0 points

Source: DOT
Related Objectives: F.2

Community Impact Assessment

- Project has overall positive community impact 1 points
- Project does not have community support 0 points

Source: Project specific community impact assessment summary comments.
Related Objectives: F.3

G. Planning Process (10%)

Project Status

- Right-of-Way scheduled in 4th or 5th year of Work Program or Completed 3 points
- Final Design scheduled in 4th or 5th year of Year Work Program or Completed 2 points
- Project Development and Environmental Study (PD&E), Completed, underway, or scheduled in the 5 Year Work Program 1 point
- No Project Phases scheduled 0 points
- Project Scheduled for Construction in the Five Year Work Program /Capital Improvement Program or Project Scheduled for Right-of-Way or Design in First three years of Work Program is considered a **Committed Project in Long Range Plan and is not subject Evaluation Criteria ranking)**

Source: DOT Five Year Work Program and Local Government Capital Improvement Program
Related Objectives: G.1 and G.2

Local Government Contribution

- Yes 1 point
- No 0 points

Source: Local Government Capital Improvement Program.
Related Objectives: G.1 and G.2

Notes: (a) The maximum total points a project can receive is **570** points:

Hurricane Evacuation	3*25 = 75
Crash and Injury Reduction	3*25 = 75
STRAHNET or Regionally Significant Facility	3*25 = 75
Level of Service (Existing CMP)	3*15 = 45
Level of Service (2040 Needs Assessment)	3*15 = 45
Adopted Plans	1*15 = 15
Corridor Management Plans	1*15 = 15
Intelligent Transportation System Regional Plan	1*15 = 15
Freight Plan	1*15 = 15
Volume to Capacity Ratio (Base Year)	1*15 = 15
Volume to Capacity Ratio (2040 Needs Assessment)	1*15 = 15
Bicycle, Pedestrian, or Public Transportation	3*15 = 45
Economic Development and Freight	3*10 = 30
Continuity and Connectivity	3*10 = 30
Project Environmental Social Impacts	1*10 = 10
Community Impact Assessment	1*10 = 10
Project Status	3*10 = 30
Local Government Contribution	1*10 = 10
Maximum Total Points	**570**

(b) The Florida-Alabama TPO has final authority to select the projects for inclusion in the Cost Feasible Plan and to rank them in the Project Priorities. Alabama Department of Transportation has excluded Alabama projects from inclusion in the Cost Feasible for purposes of including in the Project Priorities.

APPENDIX A – EVALUATION CRITERIA RANKINGS

FLORIDA-ALABAMA LONG RANGE TRANSPORTATION PLAN EVALUATION CRITERIA RANKINGS

2040 Long Range Transportation Plan Evaluation Criteria Rankings Needs Plan Roadway Projects

Corridor	From	To	County	Project Description	Safety and Security (Weight =5)						Users Needs (Weight =5)						Operations (Weight =5)										Multimodal (Weight =5)		Economic Vitality (Weight =5)				Quality of Life (Weight =5)				Planning Process (Weight =5)				Total Points	Rank
					Number Fatal		Crash and Injury		Strategic Highway Safety Plan Rank		Existing LOS (2010)		Future LOS (2040)		Adopted Plans		Corridor Plans		ITS Plan		Freight Plan		Joint V/C		Loop V/C		Bike/Ped Travel		Econ. Dev./Freight		Connectivity/Commuter Delay		Environmental Impacts		CAA		Project Status		Local Contribution			
					Pts	W. Pts	Pts	W. Pts	Pts	W. Pts	Pts	W. Pts	Pts	W. Pts	Pts	W. Pts	Pts	W. Pts	Pts	W. Pts	Pts	W. Pts	Pts	W. Pts	Pts	W. Pts	Pts	W. Pts	Pts	W. Pts	Pts	W. Pts	Pts	W. Pts	Pts	W. Pts	Pts	W. Pts	Pts	W. Pts		
Burgess Road (SR 742)	US 29 (SR 95)	Old Palafox Highway	Escambia	Realign/Provide 4 Lanes of Capacity																																						
Burgess Road (SR 742)	Old Palafox Highway	Mobile Highway	Escambia	Realign/Provide 4 Lanes of Capacity																																						
Nine Mile Road (US 90A)	Mobile Highway (US 90/SR 10A)	Beulah Road	Escambia	Provide 4 Lanes of Capacity																																						
Pineleaf Longleaf Connector	SR 292 (Pine Forest Road)	Wynnell Road	Escambia	Realign/Provide 4 Lanes of Capacity																																						
Pineleaf Longleaf Connector	Wynnell Road	US 29 (SR 95)	Escambia	Realign/Provide 4 Lanes of Capacity																																						
SR 173 (Blue Angel Parkway)	SR 292 (Gulf Beach Highway)	US 98	Escambia	Provide 4 Lanes of Capacity																																						
SR 173 (Blue Angel Parkway)	US 98	Sherley Field Road (SR 298)	Escambia	Provide 4 Lanes of Capacity																																						
SR 292 (Perdido Key Drive)	Alabama State Line	South end of the ICWW Bridge	Escambia	Provide enhanced capacity through multi modal improvements																																						
SR 292 (Perdido Key Drive)	South end of the ICWW Bridge	North end of the ICWW Bridge	Escambia	Provide 4 Lanes of Capacity																																						
SR 292 (Sorrento Road)	North end of the ICWW Bridge	Innerarity Point Road (Gulf Beach Highway	Escambia	Provide 4 Lanes of Capacity																																						
SR 292 (Sorrento Road)	Innerarity Point Road (Gulf Beach Highway	Blue Angel Parkway (SR 173)	Escambia	Provide 4 Lanes of Capacity																																						
SR 87 North	CR 191A (Langley St)	TPO Boundary	Santa Rosa	Provide 4 Lanes of Capacity																																						
US 98	East end of Naval Live Oaks	CR 178	Santa Rosa	Provide 4 Lanes of Capacity																																						
US 90	Closer Lane/Old Highway 90	SR87	Santa Rosa	Realign/Provide 4 Lanes of Capacity	3	75	3	75	3	75	3	30	3	45	1	15	1	15	1	15	1	15	0	0	1	15	3	45	3	30	3	30	1	10	1	10	1	10	0	0	310	
SR 292 (Gulf Beach Highway)	Fairfield Drive (SR 742)	Navy Boulevard (SR 295)	Escambia	Provide 4 Lanes of Capacity	3	75	3	75	3	75	3	45	2	30	1	15	1	15	1	15	1	15	0	0	1	15	3	45	3	30	2	20	1	10	1	10	1	10	0	0	310	
US 98	Benjamin Road	Belle Meade Circle	Santa Rosa	Provide 6 Lanes of Capacity	3	75	3	75	3	75	3	45	2	30	1	15	1	15	1	15	1	15	0	0	0	0	3	45	3	30	2	20	0	0	1	10	1	10	0	0	285	
US 90	East Spencer Field Road	Avalon Boulevard (SR 281)	Santa Rosa	Provide 6 Lanes of Capacity	3	75	3	75	3	75	1	15	3	45	1	15	1	15	1	15	1	15	0	0	1	15	3	45	3	30	2	20	0	0	1	10	1	10	0	0	270	
US 90	US 90 (Santa Rosa Highway)	East Spencer Field Road	Escambia/Santa Rosa	Provide 6 Lanes of Capacity	3	75	3	75	3	75	1	15	3	30	1	15	1	15	1	15	1	15	0	0	1	15	3	45	3	30	2	20	0	0	1	10	1	10	0	0	270	
Express Bus - Southeast	Downtown Pensacola	Carson Point & Navarre via US 98	Escambia/Santa Rosa	Peak Hour Bus Service	3	75	3	75	3	75	3	45	2	30	1	15	1	15	1	15	1	15	0	0	0	0	3	45	3	30	3	30	0	0	0	0	0	0	0	0	285	
US 98	Belle Meade Circle	Okaloosa County Line	Santa Rosa	Provide 6 Lanes of Capacity	3	75	2	50	3	75	1	15	3	45	1	15	1	15	1	15	1	15	0	0	1	15	3	45	3	30	2	20	0	0	1	10	1	10	0	0	260	
US 98	Florida/Alabama Line	SR 173 (Blue Angel Parkway)	Escambia	Provide 4 Lanes of Capacity	3	75	3	75	3	75	1	15	3	45	1	15	0	0	1	15	1	15	0	0	1	15	3	45	3	30	2	20	0	0	1	10	0	0	0	0	260	
US 29	Nine (9) Mile Road	CR 95A	Escambia	Provide 6 Lanes of Capacity	3	75	3	75	3	75	1	15	3	45	1	15	0	0	1	15	1	15	0	0	0	0	3	45	3	30	2	20	1	10	1	10	0	0	0	0	255	
Express Bus - Northwest	Downtown Pensacola	Milton via US 90	Escambia/Santa Rosa	Peak Hour Bus Service	3	75	3	75	3	75	3	45	2	30	0	0	1	15	1	15	1	15	0	0	0	0	3	45	3	30	2	20	0	0	0	0	0	0	0	0	250	
US 98	SR 399 (end of 4 Lanes)	East end of Naval Live Oaks	Santa Rosa	Provide 6 Lanes of Capacity	3	75	1	25	3	75	3	45	2	30	1	15	1	15	1	15	1	15	0	0	1	15	3	45	3	30	2	20	1	10	1	10	0	0	0	0	250	
US 90	Avalon Boulevard (SR 281)	Closer Lane/Old Highway 90	Santa Rosa	Provide 6 Lanes of Capacity	3	75	2	50	3	75	1	15	3	30	1	15	1	15	0	0	0	0	0	0	1	15	3	45	3	30	2	20	0	0	1	10	1	10	0	0	245	
Mobile Highway (US 90/SR 10A)	Nine Mile Road (SR 10)	Corbello Lane	Escambia	Provide 4 Lanes of Capacity	3	75	3	75	3	75	1	15	3	45	0	0	1	15	1	15	1	15	0	0	1	15	3	45	3	30	2	20	0	0	1	10	0	0	0	0	245	
US 98 (Gulf Breeze Parkway)	at SR 399 Overpass		Santa Rosa	Make Intersection Improvement	3	75	1	25	3	75	3	45	2	30	1	15	1	15	1	15	1	15	0	0	1	15	3	45	3	30	2	20	0	0	1	10	0	0	0	0	240	
90th Avenue (SR 292/Langley Ave/Tiburon			Escambia	Make Intersection Improvement	3	75	3	75	3	75	3	30	3	45	1	15	0	0	1	15	0	0	0	0	0	0	3	45	0	0	2	20	1	10	1	10	1	10	0	0	235	
Express Bus - Navarre East	Navarre	Hurlburt Field/(Okaloosa County)	Santa Rosa/Okaloosa	Peak Hour Bus Service	3	75	3	75	3	75	3	30	3	30	0	0	1	15	1	15	1	15	0	0	0	0	3	45	3	30	3	30	0	0	0	0	0	0	0	0	225	
17th Avenue	at Bayfront Parkway		Escambia	Major Intersection Improvement	3	75	3	75	3	75	1	15	3	45	1	15	0	0	1	15	0	0	0	0	0	0	3	45	3	30	2	20	0	0	1	10	1	10	0	0	230	
Express Bus - East	Downtown Pensacola	SR 281 & SR 87 via I-10	Escambia/Santa Rosa	Peak Hour Bus Service	3	75	3	75	3	75	3	30	2	30	0	0	1	15	1	15	1	15	0	0	0	0	3	45	3	30	3	30	0	0	0	0	0	0	0	0	230	
US 98	CR 191 B	Benjamin Road	Santa Rosa	Provide 6 Lanes of Capacity	3	75	2	50	3	75	1	15	3	45	1	15	1	15	1	15	1	15	0	0	0	0	3	45	3	30	2	20	0	0	1	10	1	10	0	0	230	
Express Bus - Northwest	Downtown Pensacola	Nine Mile Road via I-10	Escambia	Peak Hour Bus Service	3	75	3	75	3	75	3	30	2	30	0	0	0	0	0	0	0	0	0	0	0	0	3	45	3	30	3	30	0	0	0	0	0	0	0	0	220	
Nine Mile Road (US 90A)	Lindsey Parkway	Davis Highway	Escambia	Provide 6 Lanes of Capacity	3	75	2	50	3	75	1	15	3	45	1	15	0	0	1	15	1	15	0	0	0	0	3	45	0	0	2	20	1	10	1	10	0	0	0	0	215	
SR 292 (Gulf Beach Highway)	Blue Angel Parkway (173)	Fairfield Drive (SR 742)	Escambia	Provide 4 Lanes of Capacity	3	75	3	75	3	75	1	15	1	15	1	15	1	15	1	15	1	15	0	0	1	15	3	45	0	0	2	20	1	10	1	10	1	10	0	0	215	
I-10	Avalon Boulevard (SR 281)	SR87 South	Santa Rosa	Provide 6 Lanes of Capacity	0	0	3	75	3	75	0	0	3	45	1	15	0	0	1	15	1	15	0	0	0	0	3	45	0	0	2	20	1	10	1	10	0	0	0	0	210	
I-10 @ Lillian			Escambia	Modified Interchange	3	75	1	25	3	75	3	45	3	45	1	15	0	0	1	15	1	15	0	0	0	0	3	45	0	0	2	20	1	10	1	10	0	0	0	0	210	
Nine Mile Road (US 90A)	Lindsey Parkway	Davis Highway (SR 292)	Escambia	Provide 6 Lanes of Capacity	3	75	2	50	3	75	1	15	3	30	1	15	0	0	1	15	1	15	0	0	0	0	3	45	3	30	2	20	0	0	1	10	0	0	0	0	210	
I-10	West of Lillian (SR 292)	West of Davis Highway (SR 292)	Escambia	Provide 6 Lanes of Capacity	3	75	2	50	3	75	1	15	3	45	1	15	0	0	1	15	1	15	0	0	0	0	3	45	0	0	2	20	1	10	1	10	0	0	0	0	205	
Nine Mile Road (US 90A)	Davis Highway (SR 292)	Scenic Highway (SR 10A)	Escambia	Provide 6 Lanes of Capacity	3	75	1	25	3	75	1	15	3	30	1	15	0	0	1	15	1	15	0	0	1	15	3	45	3	30	2	20	0	0	0	0	0	0	0	0	205	
90th Avenue (SR 289)	Bayou Boulevard (SR 296)	Langley Avenue	Escambia	Provide 6 Lanes of Capacity	3	75	3	75	3	75	1	15	3	45	0	0	0	0	1	15	0	0	0	0	0	0	3	45	3	30	2	20	0	0	0	0	0	0	0	0	205	
Express Bus - Downtown	Cordova Mall	Downtown Pensacola	Escambia	Peak Hour Bus Service	3	75	3	75	3	75	3	30	2	30	0	0	0	0	1	15	0	0	0	0	0	0	3	45	3	30	2	20	0	0	0	0	0	0	0	0	205	
US 90	SR87	S.R. Jones Road	Santa Rosa	Provide 4 Lanes of Capacity	0	0	2	50	3	75	0	0	3	45	1	15	0	0	1	15	1	15	0	0	0	0	3	45	3	30	2	20	0	0	1	10	0	0	0	0	195	
I-10	Pine Forest Road (SR 297)	US 29 (SR 95)	Escambia	Provide 6 Lanes of Capacity	0	0	2	50	3	75	0	0	3	45	1	15	0	0	1	15	1	15	0	0	0	0	3	45	0	0	2	20	1	10	1	10	0	0	0	0	195	
SR 292 (Pine Forest Road)	I-10 (SR 8)	Nine Mile Road (SR 10)	Escambia	Provide 4 Lanes of Capacity	0	0	2	50	3	75	3	45	2	30	1	15	1	15	1	15	1	15	0	0	1	15	3	45	0	0	2	20	1	10	1	10	0	0	0	0	195	
West Navy Boulevard	New Warrington Road	Bayou Chico Bridge	Escambia	Enhanced Lane Facility	0	0	2	50	3	75	1	15	3	45	1	15	1	15	1	15	0	0	0	0	0	0	3	45	3	30	2	20	0	0	1	10	1	10	0	0	195	
90th Avenue (SR 289)	Langley Avenue	Olive Road (SR 296)	Escambia	Provide 6 Lanes of Capacity	3	75	3	75	3	75	1	15	3	45	0	0	0	0	1	15	0	0	0	0	0	0	3	45	0	0	2	20	0	0	0	0	0	0	0	0	195	
I-10	Beulah Road Overpass	Pine Forest Road (SR 297)	Escambia	Provide 6 Lanes of Capacity	0	0	1	25	3	75	0	0	3	45	1	15	0	0	1	15	1	15	0	0	0	0	3	45	0	0	2	20	1	10	1	10	0	0	0	0	190	
US 90	Florida/Alabama Line	Mobile Highway (US 90)	Escambia	Provide 4 Lanes of Capacity	3	75	2	50	3	75	1	15	3	45	0	0	0	0	1	15	0	0	0	0	0	0	3	45	0	0	2	20	0	0	1	10	0	0	0	0	190	
Navarre Beach Causeway	US 98 (SR 30)	Gulf Boulevard (SR 399)	Santa Rosa	Improved 2 Lane Facility	3	75	1	25	3	75	1	15	3	45	0	0	0	0	0	0	0	0	0	0	1	15	3	45	3	30	2	20	0	0	1	10	0	0	0	0	190	
I-10 @ 90th Avenue			Escambia	New Interchange	0	0	1	25	3	75	3	30	3	45	0	0	0	0	1	15	0	0	0	0	0	0	3	45	0	0	2	20	0	0	1	10	0	0	0	0	190	
Express Bus - Southwest	Downtown Pensacola	Lillian, AL via US 98	Escambia/Baldwin	Peak Hour Bus Service	3	75	0	0	3	75	3	30	3	30	0	0	0	0	1	15	0	0	0	0	0	0	3	45	3	30	2	20	0	0	0	0	0	0	0	0	185	
Carol Road (SR 281)	Foley Beach Express	SR 180	Baldwin County	Provide 4 Lanes of Capacity	3	75	0	0	3	75	1	15	3	45	1	15	0	0	1	15	1	15	0	0	1	15	3	45	0	0	2	20	1	10	1	10	0	0	0	0	185	
SR87 Connector	SR87 South	SR87 North	Santa Rosa	Provide 4 Lanes of New Capacity	3	75	1	25	3	75	0	0	3	45	1	15	0	0	0	0	1	15	0	0	0	0	0	0	0	0	2	20	1	10	1	10	2	20	0	0	185	
Wolf Bay Bridge	SR 180	Hampson Drive	Baldwin County	Construct new bridge	3	75	0	0	3	75	1	15	3	45	0	0	0	0	0	0	0	0	0	0	0	0	3	45	3	30	2	20	0	0	0	0	0	0	0	0	185	
Lillian Connector	Lillian (SR 10)	Lillian (SR 98)	Escambia	Provide 4 Lanes of New Capacity	3	75	1	25	3	75	0	0	3	45	1	15	0	0	0	0	1	15	0	0	0	0	0	0	0	0	2	20	1	10	1	10	1	10	0	0	180	
Express Bus - Southwest	Downtown Pensacola	Lillian, AL via US 98	Escambia/Baldwin	Peak Hour Bus Service	3	75	0	0	3	75	3	30	3	30	0	0	0	0	0	0	0	0	0	0	0	0	3	45	0	0	2	20	0	0	0	0	0	0	0	0	180	
I-10	Alabama State Line	Beulah Road Overpass	Escambia	Provide 6 Lanes of Capacity	3	75	1	25	3	75	0	0	3	30	1	15	0	0	1	15	1	15	0	0	0	0	0	0	0	0	2	20	1	10	1	10	0	0	0	0	180	
Navarre Community Access Road	Edgewood Drive	Whispering Pines Boulevard	Santa Rosa	Provide 2 Lanes of New Capacity	3	75	1	25	3	75	0	0	3	45	1	15	0	0	0	0	0	0	0	0	0	0	0	0	3	30	1	10	0	0	1	10	1	10	0	0	180	
Sherley Field (SR 298)	US 90 (SR 10)	Sherley Field Entrance	Santa Rosa	Provide 4 Lanes of Capacity	3	75	2	50	0	0	3	30	3	45	0	0	0	0	0	0	0	0	0	0	0	0	3	45	3	30	1	10	0	0	1	10	0	0	0	0	180	
SR 292 (Fairfield Drive)	US 90 (Mobile Highway)	Lillian Highway (CR 298)	Escambia	Provide 4 Lanes of Capacity	0	0	2	50	0	0	3	45	2	30	1	15	1	15	0	0	0	0	0	0	1	15	3	45	0	0	2	20	0	0	1	10	0	0	0	0	180	
Major Intersection Improvement	Foley Beach Express	at Canal Road	Baldwin County	Grade Separation	3	75	0	0	3	75	1	15	3	45	0	0	0	0	0	0	0	0	0	0	0	0	3	45	3	30	2	20	0	0	1	10	0	0	0	0	180	
Berryhill Road (CR 184 A)	West Spencer Field Road	Pine Forest Intersection	Santa Rosa	Provide 3 Lanes of Capacity	0	0	2	50	3	75	1	15	3	45	0	0	0	0	0	0	0	0	0	0	0	0	3	45	3	30	1	10	0	0	1	10	0	0	0	0	180	
Beulah Road	Mobile Highway (US 90/SR 10A)	I-10 (New Proposed Interchange)	Escambia	Provide 4 Lanes of Capacity	0	0	2	50	3	75	0	0	3	45	1	15	0	0	1	15	0	0	0	0	0	0	3	45	0	0	1	10	0	0	1	10	1	10	0	0	175	
Woodline Road	US 90 (SR 10)	Pine Forest Intersection	Santa Rosa	Provide 4 Lanes of Capacity	0	0	2	50	3	75	1	15	3	45	0	0	0	0	0	0	0	0	0	0	0	0	3	45	0	0	1	10	0	0	1	10	0	0	0	0	175	
Sea Island Connector (Foley Beach Exit)	Canal Road	Perdido Beach Boulevard	Baldwin County	Provide 4 Lanes of Capacity	3	75	0	0	3	75	0	0	3	45	1	15	0	0	0	0	0	0	0	0	0	0	3	45	3	30	2	20	0	0	1	10	0	0	0	0	175	
Canal Road (SR 180)	SR 180	Wilson Boulevard	Baldwin County	Provide 3 Lanes of Capacity	0	0	0	0	3	75	1	15	3	45	1	15	0	0	0	0	0	0	0	0	0	0	3	45	3	30	2	20	0	0	1	10	0	0	0	0	170	
Main Street	Barrancas Avenue	Dunlap Street	Escambia	Enhanced 2 Lane Facility	0	0	2	50	0	0	3	30	3	30	1	15	1	15	1	15	0	0	0	0	0	0	3	45	3	30	0	0	0	0	1	10	0	0	0	0	160	
US 90	US 90 (US 98 Connector)	Florida/Alabama State Line	Baldwin	Provide 4 Lanes of Capacity	3	75	0	0	3	75	0	0	3	45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	20	0	0	1	10	0	0	0	0	155	
US 90 (US 98 Connector)	US 90 (SR 30)	US 90 (SR 10)	Baldwin	Enhanced 2 Lane Facility	0	0	0	0	3	75	0	0	3	45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	20	0	0	0	0	0	0	0	0	155	
East Bay Boulevard (CR 399)	SR87	Edgewood Drive	Santa Rosa	Enhanced 2 Lane Facility	0	0	2	50	0	0	0	0	3	45	1	15	0	0	1	15	0	0	0	0	0	0	3	45	3	30	1	10	0	0	1	10	0	0	0	0	150	
Navarre Bridge Realignment			Santa Rosa	Bridge Realignment	3	75	1	25	0	0	1	15	3	45	0	0	0	0	0	0	0	0	0	0	0	0	3	45	3	30	2	20	0	0	1	10	0	0	0	0	150	
SR 292 (Fairfield Drive)	Lillian Highway (CR 298)	US 98 (SR 30)	Escambia	Provide 4 Lanes of Capacity	0	0	2	50	0	0	1	15	3	30	0	0	0	0	1	15	0	0	0	0	0	0	3	45	3	30	2	20	0	0	1	10	0	0	0	0	145	
East Spencer Field Road	US 90 (SR 10)	South Spencer Field Road	Santa Rosa	Provide 2 Lanes of New Capacity	0	0	2	50	0	0	3	30	3	45	0	0	0	0	0	0	0	0	0	0	0	0	3	45	3	30	0	0	0	0	1	10	0	0	0	0	140	
Carol Road (SR 180)	Wilson Boulevard	Pensacola Avenue	Baldwin County	Provide 3 Lanes of Capacity	0	0	0	0	3	75	0	0	3	45	1	15	0	0	0	0	0	0	0	0	0	0	3	45	0	0	2	20	0	0	1	10	0	0	0	0	140	
East Burgess Road	Lester Drive	Plantation Road	Escambia	Enhanced 2 Lane	0	0	2	50	0	0	1	15	3	45	0	0	0	0	0	0	0	0	0	0	0	0	3	45	0	0	1	10	0	0	1	10	0	0	0	0	135	
Sterling Way	Bell Lane	Avalon Boulevard (SR 281)	Santa Rosa	Provide 4 Lanes of Capacity	0	0	2	50	0	0	0	0	3	45	0	0	0	0	0	0	0	0	0	0	0	0	3	45	3	30	1	10	0	0	1	10	0	0	0	0	130	
CR 197 (Pine Forest Road)	Nine Mile Road (SR 10)	Nine Mile Half Road	Escambia	Provide 4 Lanes of Capacity	0	0	2	50	0	0	0	0	3	45	0	0	0	0	1	15	0	0	0	0	0	0	3	45	0	0	1	10	0	0	1	10	0	0	0	0	125	
Bell Lane	Sterling Way	US 90	Santa Rosa	Provide 4 Lanes of Capacity	0	0	2	50	0	0	1	15	3	45	0	0	0	0	0	0	0	0	0	0	0	0	3	45	0	0	1	10	0	0	1	10	0	0	0	0	125	
Airport Boulevard	at Railroad Crossing		Escambia	Railroad Overpass	0	0	1	25	0	0	1	15	3	45	0	0	0	0	1	15	0	0	0	0	0	0	3	45	0	0	2	20	0	0	1	10	0	0	0	0	125	
Chemstrand Road (CR 293)	Nine Mile Road (SR 10)	Old Chemstrand Road	Escambia	Provide 4 Lanes of Capacity	0	0	2	50	0	0	0	0	3	45	0	0	0	0	0	0	0	0	0	0	0	0	3	45	0	0	1	10	0	0	1	10	0	0	0	0	120	
Edgewood Drive	East Bay Boulevard	US 98 (SR 30)	Santa Rosa	Enhanced 2 Lane Facility	0	0	3	75	0	0	0	0	3	45	0	0	0	0	1	15	0	0	0	0	0

APPENDIX B – RESOLUTION 15-02

RESOLUTION FL-AL 15-02

A RESOLUTION OF THE FLORIDA-ALABAMA TRANSPORTATION PLANNING ORGANIZATION ADOPTING THE EVALUATION CRITERIA FOR THE 2040 FLORIDA-ALABAMA LONG RANGE TRANSPORTATION PLAN NEEDS ASSESSMENT

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

WHEREAS, the Florida-Alabama TPO 2040 Long Range Transportation Plan is developed pursuant to Part 23 Section 450.322, Code of Federal Regulations and Section 339.175(7), Florida Statutes and is the transportation plan that contains needed and financially feasible projects for at least a 20 year planning horizon; and

WHEREAS, the Florida-Alabama TPO approved the Long Range Transportation Plan 2040 Update Scope of Services on February 12, 2014; and

WHEREAS, a task in the 2040 Long Range Transportation Plan 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 tool for projects for 2040 Long Range Transportation Plan Needs Assessment and is a tool in determining Project Priorities; and,

WHEREAS, the Evaluation Criteria were developed by steering committee consisting of members of the TPO's Technical Coordinating and Citizens' Advisory Committees and are based on the 2040 Florida-Alabama Long Range Transportation Plan Goals and Objectives; and

WHEREAS, the TPO has the final authority on what projects to include in the 2040 Long Range Transportation Plan Needs Assessment and Project Priorities;

NOW, THEREFORE, BE IT RESOLVED BY THE FLORIDA-ALABAMA TRANSPORTATION PLANNING ORGANIZATION THAT:

The Florida-Alabama TPO adopts the Evaluation Criteria for the 2040 Florida-Alabama Long Range Transportation Plan Needs Assessment.

Passed and duly adopted by the Florida-Alabama Transportation Planning Organization on this 11th day of February 2015.

FLORIDA-ALABAMA TRANSPORTATION PLANNING ORGANIZATION

BY: _____
Charles Bare, Chairman

ATTEST: _____