



Northwest Florida
Transportation Corridor Authority
2013 Master Plan

Information Update to CRTPA

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Corridor Authority Overview

- Created by the 2005 Florida Legislature
- Purpose
 - Improve mobility
 - Enhance safety
 - Improve hurricane evacuation
 - Promote economic development
 - Alleviate traffic congestion
 - Build private and public partnerships

Corridor Authority Overview



- **8 Florida Counties**
 - Escambia, Santa Rosa, Okaloosa, Walton, Bay, Franklin, Gulf & Wakulla
- **Tasked with preparing a regional transportation Master Plan**
- **Annual updates are mandated**

Corridor Authority Overview

- Regional, multi-modal Authority
- Complements federal, state, & regional planning efforts
 - Federal Highway Administration (FHWA)
 - Florida Department of Transportation (FDOT)
 - Transportation Planning Organizations (TPOs)
- Statutory ability to bond & construct projects
- Strengthens our regional competitiveness

Master Plan Approach

- **Business case analysis**

- Helps us to devise a transportation investment strategy
- Analyzes the public benefits and economic impact on the region
- Integrates workshops with key stakeholders and the public to promote transparency and consensus building

Master Plan Approach

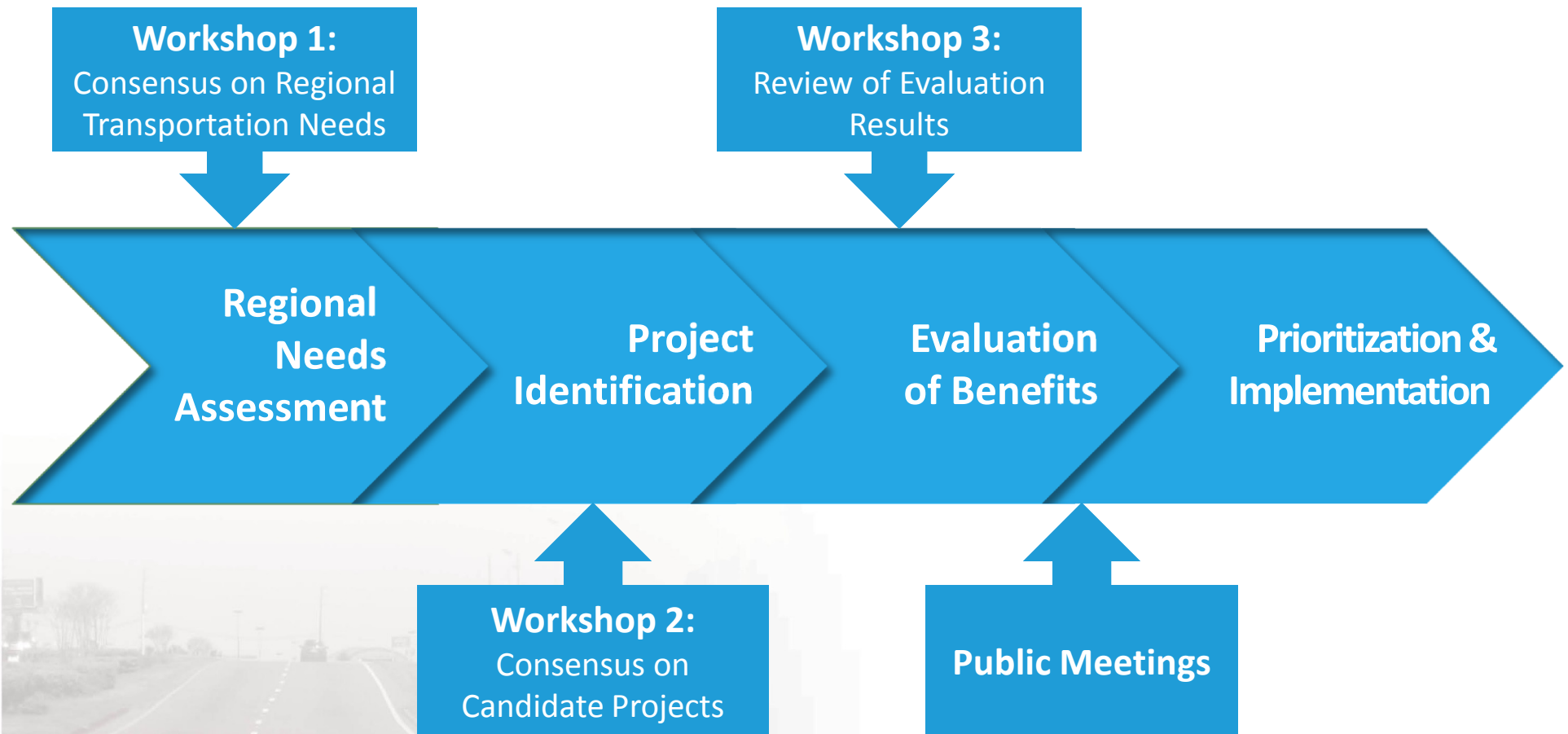
- **Why a Business Case?**
 - Focuses on economic vitality
 - Enhances regional cooperation / competitiveness
 - Provides consistency with Federal / State planning initiatives
 - Effectively identifies projects that can meet regional objectives

Master Plan Approach

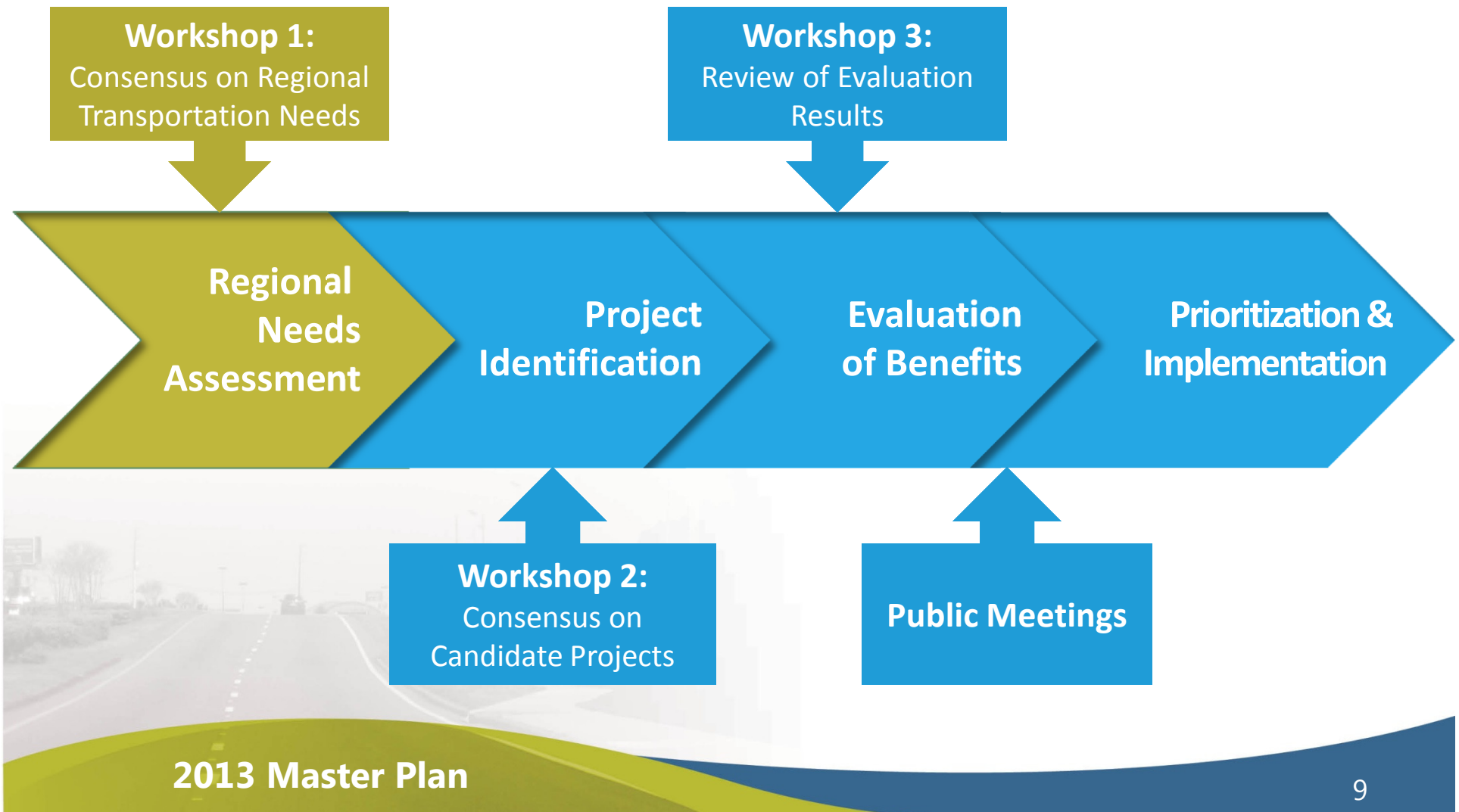
- What will it tell us?
 - Where we need to invest public dollars for transportation improvements
 - What the public benefits and return on investment will be for those improvements



Business Case Process



Business Case Process *Regional Needs Assessment*



Business Case Process *Regional Needs Assessment*

- Initiated stakeholder outreach
- Evaluated regional transportation needs
- Defined project screening criteria
- Conducted 1st Stakeholder Workshop

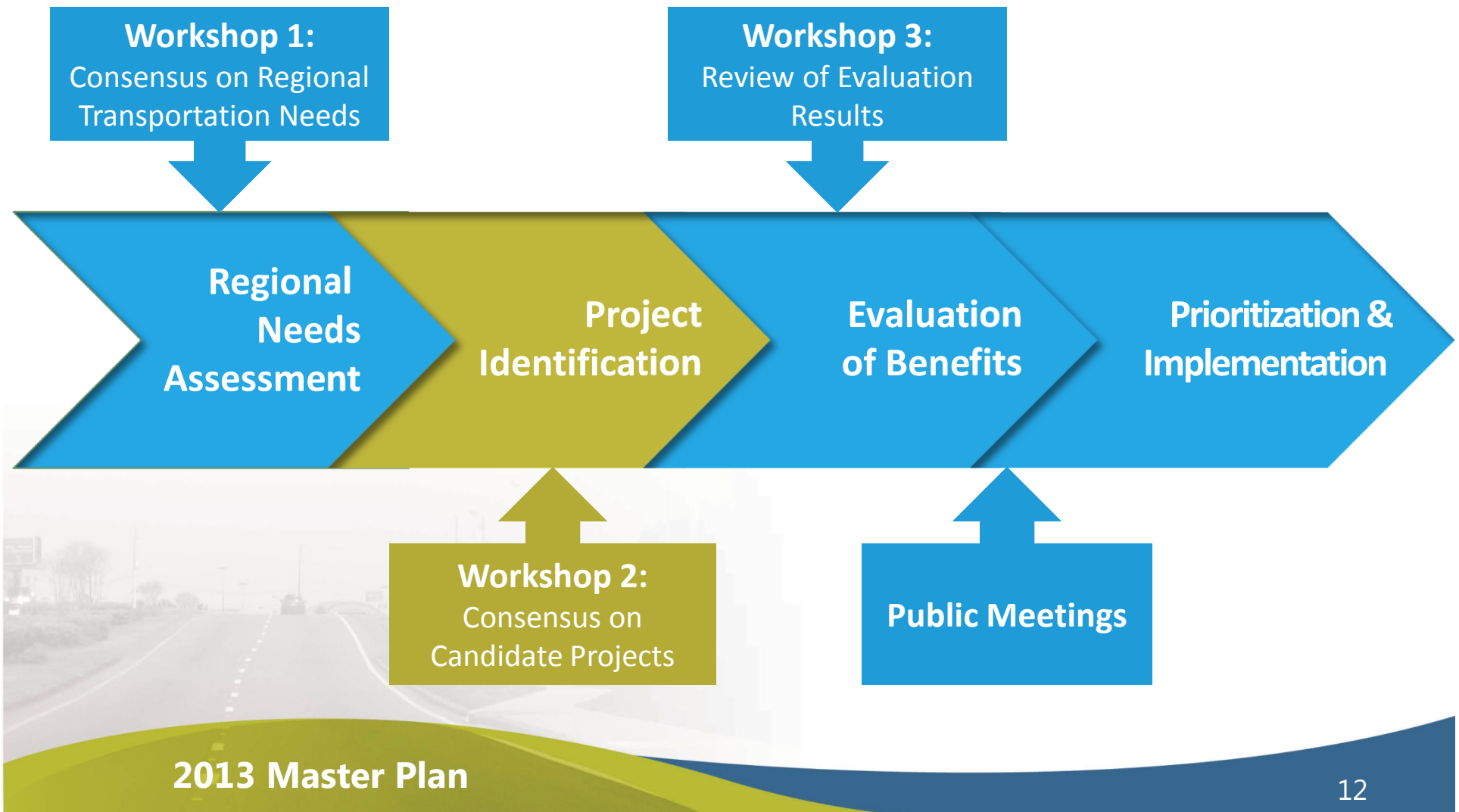


Business Case Process *Regional Needs Assessment*

■ Screening Criteria

- Support of regional plans/Other existing projects
- Productivity
- Connectivity
- Environmental sustainability
- Community impacts
- Funding opportunities
- Economic vitality
- Safety and security
- Land use and growth management

Business Case Process *Project Identification*

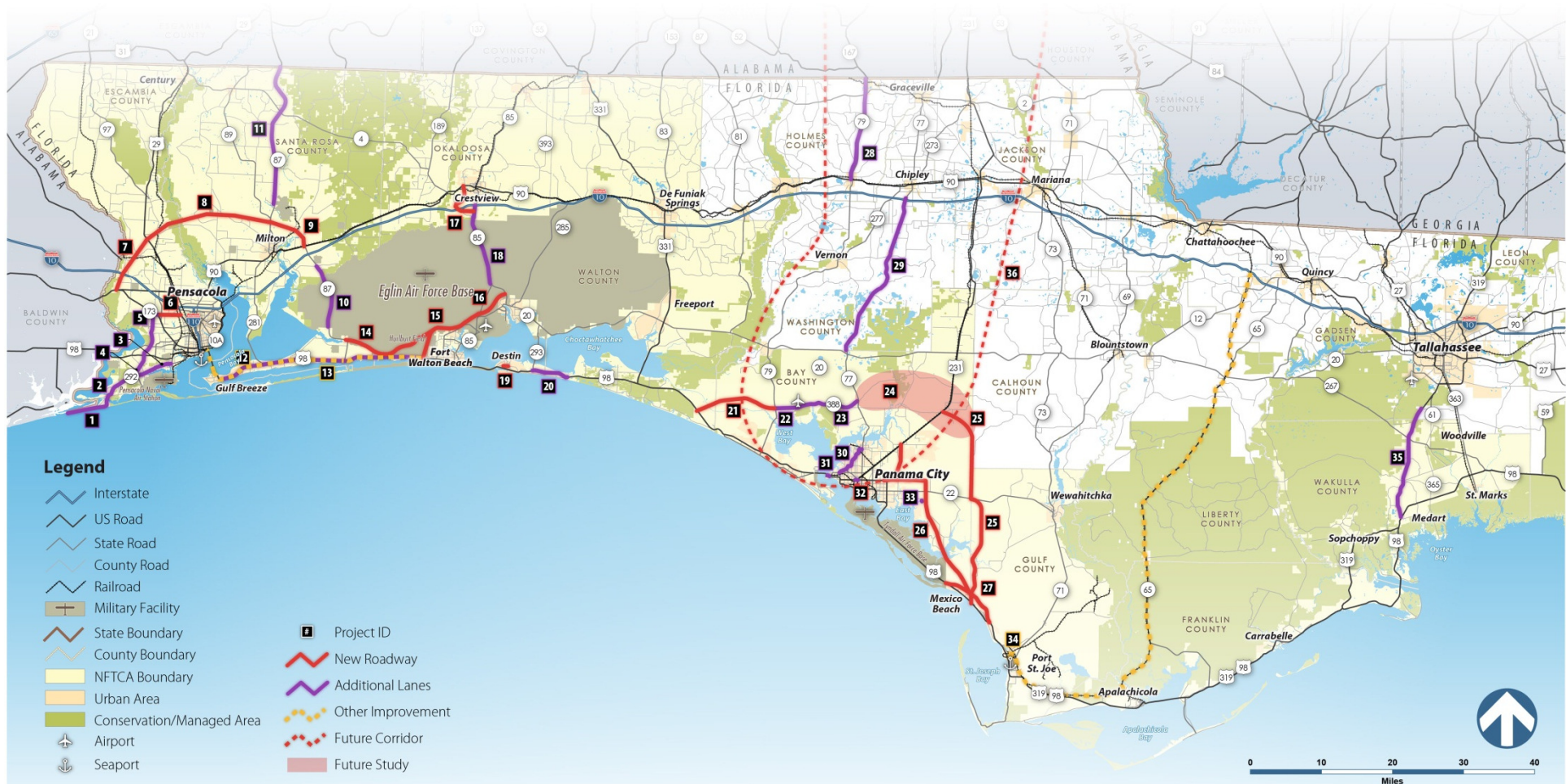


Business Case Process *Project Identification*

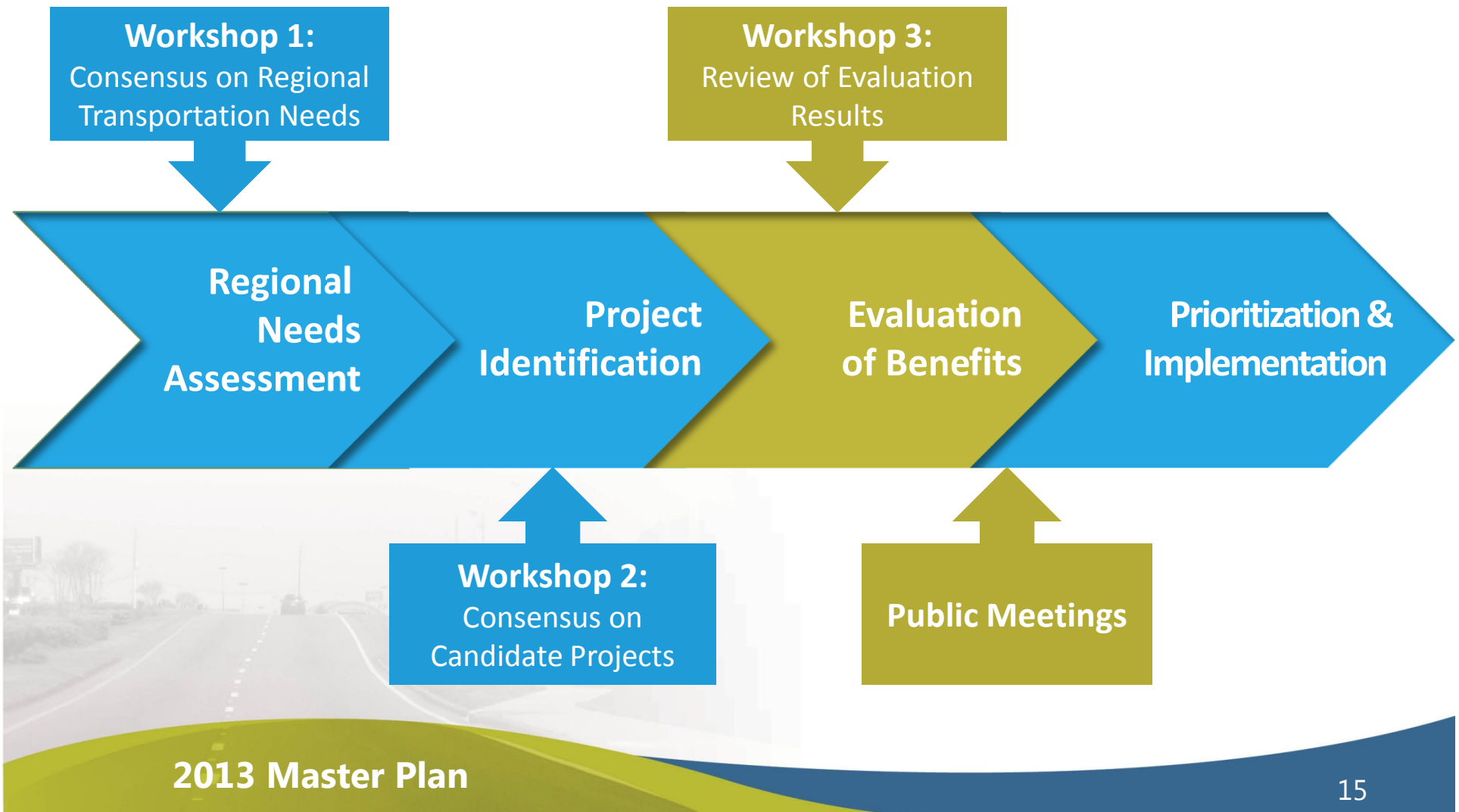
- Identified initial list of candidate projects
- Screened candidate projects from 47 to 36
- Conducted 2nd Stakeholder Workshop



Business Case Process *Project Identification*



Business Case Process *Evaluation of Benefits*



Business Case Process *Evaluation of Benefits*

- Evaluated benefits for candidate projects
- Prepared draft benefit results
- Conducted 3rd Stakeholder Workshop



Business Case Process *Evaluation of Benefits*

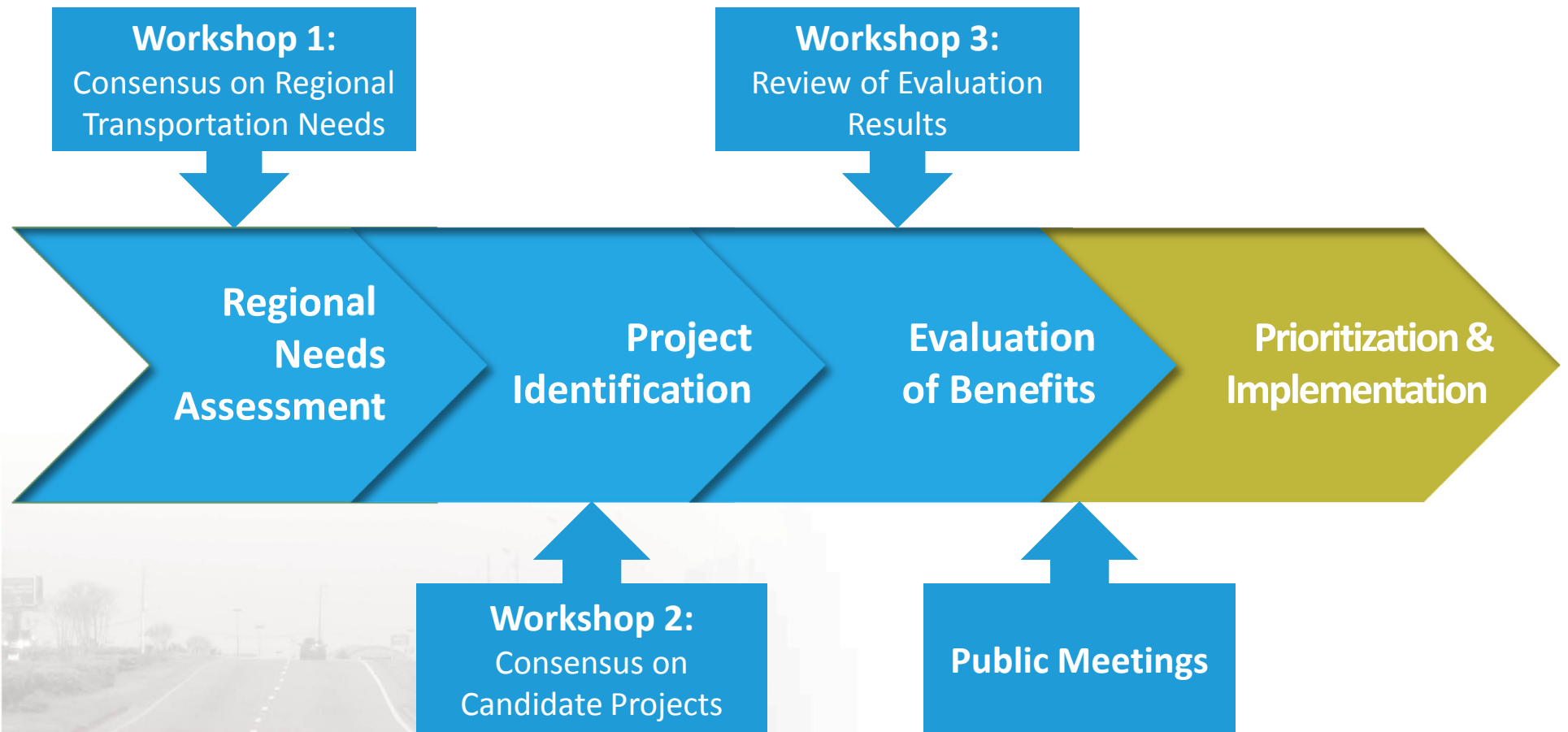
- **Economic Impact Analysis:**
 - Jobs created and influx of dollars into the region as a result of project construction and operation/maintenance
- **Benefit-Cost Analysis:**
 - Economic Competitiveness (travel time savings)
 - Environmental Sustainability (emission reduction)
 - Safety (accident reduction)

Public Meetings

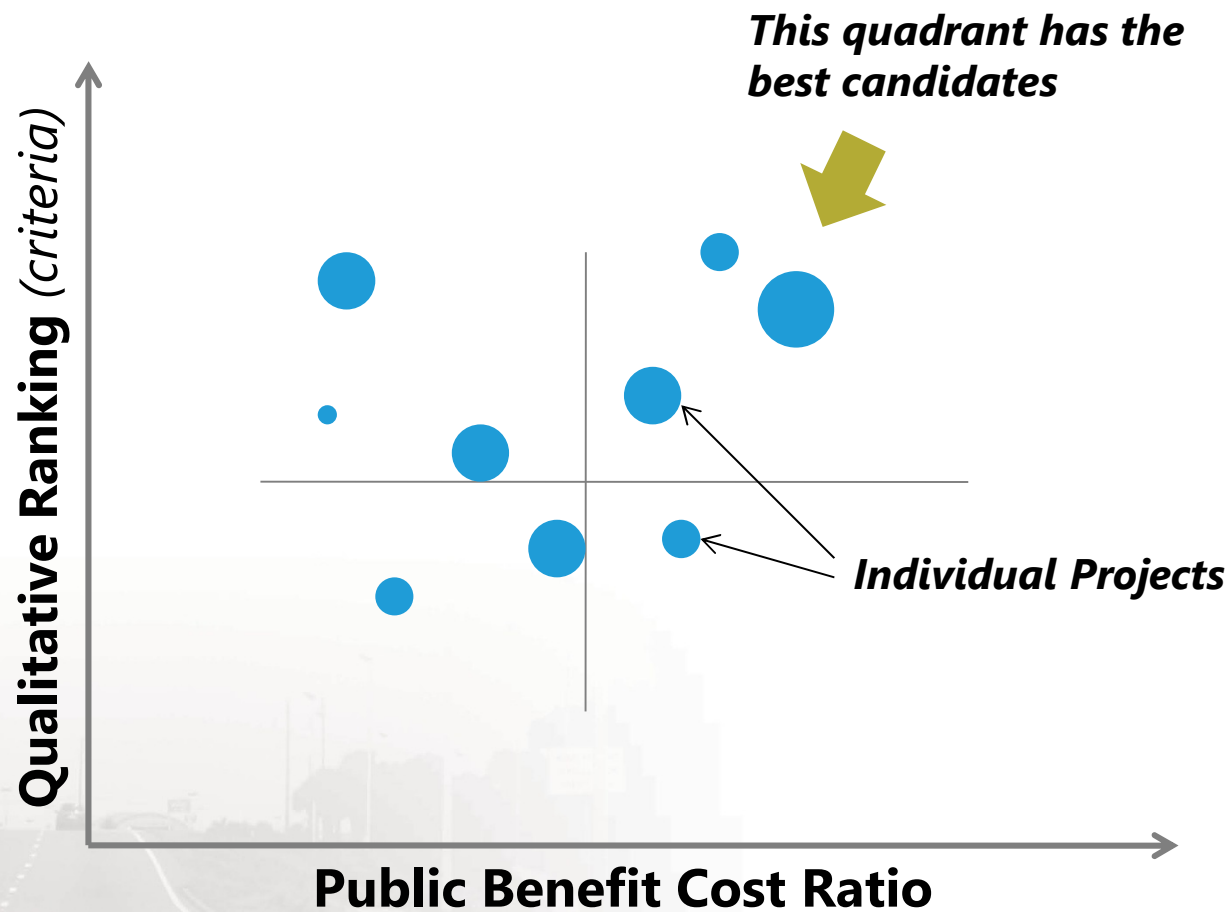
- Four public meetings to review draft plan

Tuesday, February 19	Thursday, February 21
6:00 - 8:00 pm CST <i>Pensacola Bay Center</i> 201 East Gregory Street, C-1 Pensacola, FL	6:00 - 8:00 pm CST <i>Bay County Library</i> 898 West 11th Street Panama City, FL
6:00 - 8:00 pm EST <i>Robert Moore Administration Building</i> 1000 Cecil G. Costin, Sr. Blvd., 301 Port St. Joe, FL	6:00 - 8:00 pm CST <i>City of Destin Annex</i> 4100 Indian Bayou Trail Destin, FL

Next Steps



Prioritization



Needs (near-term)

ID#	Project	Qualitative Score	Rank	B/C Ratio	Rank	Overall Rank
19	Destin Cross Town Connector	4.90	2	53.7	1	1
16	Airport Connector	5.00	1	23.9	4	2
2	SR 292 (Segment 2)	4.40	12	41.07	2	3
3	SR 292 (Gulf Beach Highway)	4.40	12	25.64	3	4
9	SR 87 Connector	4.85	3	6.12	12	4
30	SR 390	4.80	4	5.25	14	6
1	SR 292 (Segment 1)	4.40	12	10.11	8	7
21	West Bay Parkway (Segment 1)	4.50	10	5.15	15	8
23	CR 388 (Segment 2)	4.60	7	4.09	18	8
17	PJ Adams Parkway / Antioch Rd (Crestview Bypass	4.25	19	13.05	7	10

Needs (mid-term)

ID#	Project	Qualitative Score	Rank	B/C Ratio	Rank	Overall Rank
6	Pinestead-Longleaf Connector	3.95	24	19.84	5	11
14	Navarre Bypass	4.45	11	2.9	20	12
12	US 98 Bus Rapid Transit	3.65	27	15.26	6	13
15	Ft. Walton Beach/Niceville Bypass	4.80	4	1.17	29	13
18	SR 85	3.80	25	9.71	9	15
8	North Pensacola Beltway	4.70	6	1.3	28	15
26	Gulf Coast Parkway (Option 2)	4.35	15	2.13	22	17
5	Blue Angel Parkway North	3.50	28	9.68	10	17
20	US 98-Airport Rd (CR 30F -30A W)	4.10	22	4.83	16	19
25	Gulf Coast Parkway (Option 1)	4.35	15	1.87	23	19

Needs (long-term)

ID#	Project	Qualitative Score	Rank	B/C Ratio	Rank	Overall Rank
22	CR 388 (Segment 1)	4.6	7	1.0	32	21
10	SR 87 South	4.55	9	0.26	31	22
27	Gulf to Bay Hwy (Segment 2 & 3)	3.35	30	8.3	11	23
4	Blue Angel Parkway South	3.50	28	5.73	13	23
7	US 29 Connector (Beulah Beltway)	4.20	21	2.72	21	25
13	US 98 – SR 399 to Hurlburt	4.30	18	1.55	25	26
28	SR 79 North	3.75	26	3.94	19	27
11	SR 87 North	4.35	15	1.1	30	27
35	US 319	4.10	22	1.62	24	29
32	US 98 / US 231 Interchange	4.25	19	1.42	27	29
24	CR 388 East Extension	3.25	31	4.28	17	31
29	SR 77	2.90	32	1.43	26	32

