









2045 BAY COUNTY TRANSPORTATION PLANNING ORGANIZATION

Long Range Transportation Plan Update

Adopted June 16, 2021
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EMERALD COAST REGIONAL COUNCIL

October 2021

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Bay County Transportation Planning Organization
Florida Department of Transportation (FDOT), District Three

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INTRODUCTION

Federal and state metropolitan planning regulations require the Bay County Transportation Planning Organization (Bay TPO) develop a regional transportation plan every five years. The Bay TPO 2040 Plan was adopted June 22, 2016. The 2045 Plan was adopted June 16, 2021. The Long- Range Transportation Plan (LRTP) defines the 25-year transportation vision for the region (20-year long-term planning horizon plus the current Five Year Plan), establishes goals and objectives that will lead to achieving the vision, and allocates projected revenues to transportation programs and projects that implement those goals and objectives. Developing the LRTP is a collaborative effort between the public, local governments, and state and federal partners. The LRTP examines future transportation needs of the region and determines how to best address those needs. The LRTP includes a Needs Plan and a Cost Feasible Plan. The Needs Plan, as its name implies, is a plan that identifies the transportation projects necessary to meet future demands. Projects advanced into the Cost Feasible Plan are based on existing and anticipated funding. The Bay County 2045 LRTP Update began when the Bay County TPO approved the Scope of Services on July 24, 2019. The primary tasks were completed as shown below:

GOALS & OBJECTIVES	EVALUATION CRITERIA & FINANCIAL RESOURCES	CONGESTION MANAGEMENT PROCESS	NEEDS PLAN	COST FEASIBLE PLAN
February 5, 2020	*May 27, 2020*	*September 23, 2020*	*January 27, 2021*	*June 16, 2021*

The Bay County TPO LRTP study area includes Bay County, Florida, which is also the Metropolitan Planning Area (MPA) boundary. The boundary is determined by the Federal Highway Administration (FHWA) based on the Census.

Emerald Coast Regional Council (ECRC) is one of ten regional planning councils in the state of Florida.

ECRC supports northwest Florida by planning for and coordinating intergovernmental solutions to growth-related problems, providing technical assistance to local governments, and meeting the needs of the municipalities in the seven county region: Escambia, Santa Rosa, Okaloosa, Walton, Bay, Washington, and Holmes. For more information about ECRC, and links to the Bay TPO, visit: https://www.ecrc.org

The Bay TPO is the local, intergovernmental transportation policy board. The following organizations comprise the TPO Board: Bay County (5 members), Panama City (5 members), Panama City Beach (2 members), Callaway (2 members), Parker (1 member), Lynn Haven (2 members), Springfield (1 member), and Mexico Beach (1 member). The Bay TPO is required by state and federal law to establish a cooperative, comprehensive, and continuing planning process. The TPO also works to increase safety, security, accessibility, mobility, and connectivity for people and goods. ECRC serves as staff to the Bay TPO. In addition to the TPO board, the Bay TPO has a Technical Coordinating Committee (TCC), and the Citizen Advisory Committee (CAC). The TCC is made up of local government staff and other stakeholders. The CAC is comprised of members of the general public who express an interest in transportation planning.

FEDERAL AND STATE REQUIREMENTS

Federal law requires an MPO to address 10 Planning Factors as a part of its planning processes. FHWA identified 17 expectations and emerging issues to be addressed in the LRTP. FDOT identified 3 Planning Emphasis Areas to be addressed in the LRTP. The Final Report discusses how each of these requirements have been incorporated into the LRTP.

AREA PROFILE

- The Bay Area has grown substantially over the last 25 years, but experiences intermittent trimming by natural setbacks such as hurricanes. However, the growth rates are below corresponding state averages. Bay County population increased by almost 48,000 during the 1990 to 2019 timeframe, reaching the estimated total of 174,700 in 2019.
- Bay County's growth is expected to continue through 2045, but at a decelerated pace, with the population maturing, and the workforce becoming increasingly more oriented to the service industry.
- Tourism is central to much of the economic and transportation-related activities in Bay County.
- Bay County remains in recovery from the October 2018 Category 5 Hurricane Michael. Recovery efforts and projects are incorporated into this LRTP. Bay County is resilient and is in active recovery. Significant development is anticipated in suburban areas, the beach, and in the Bay-Walton Sector Plan build-out for the Latitude Margaritaville WaterSound community on the Bay / Okaloosa-Walton TPO boundary.

GOALS AND OBJECTIVES

VISION: 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 modernization of the Bay County TPO area transportation system.

MISSION: To guide safe and socially responsible transportation decision-making for the modernization of the Bay County TPO area's transportation system while balancing the needs of Bay County Residents and transient populations for the economic development of the region.

A MULTI-MODAL TRANSPORTATION SYSTEM THAT:

GOAL 1: *is safe.*

GOAL 2: *is integrated for the movement of people and goals.*

GOAL 3: *is operated and maintained efficiently.*

GOAL 4: *protects, preserves, and enhances a high quality of life.*

GOAL 5: *includes consistent, continuing, cooperative, and comprehensive planning processes.*

GOAL 6: *supports economic vitality.*

GOAL 7: *provides for the security of residents, visitors, and commerce.*

GOAL 8: *maintains acceptable roadway level of service on all major facilities.*



EVALUATION CRITERIA

Evaluation Criteria are derived from the Goals and Objectives to provide an impartial method to evaluate and rank projects in the Long-Range Transportation Plan. The purpose of the Evaluation Criteria is to rank the 2045 Long Range Transportation Plan Needs Plan projects for consideration in development of the 2045 Long Range Transportation Cost Feasible Plan and Project Priority Rankings.

The Steering Committee guided development of the Evaluation Criteria through two meetings (January 17, 2020, and April 27, 2020) by examining the previous 2040 criteria. The Evaluation Criteria were approved by the Bay TPO and Committees at the May 27, 2020 meetings. The results were applied to evaluate the Needs Plan Projects.

The adopted Evaluation Criteria are based on the same 7 categories and weights as 2040, but additional sub-criteria were added to address new emphasis areas such as complete streets, and tourism. The other new planning emphasis areas were already incorporated into the Evaluation Criteria. The total points increased from 300 to 335.

1.	**Transportation Safety**	4 criteria, 4 pts, weighted at 20%	80 pts
2.	**Multi-modal Choices and Connections**	3 criteria, 3 pts, weighted at 15%	45 pts
3.	**System Efficiency and Preservation**	3 criteria, 3 pts, weighted at 10%	30 pts
4.	**System Sustainability and Livability**	3 criteria, 3 pts, weighted at 10%	30 pts
5.	**Economic Vitality**	4 criteria, 4 pts, weighted at 15%	60 pts
6.	**Multi-modal Transportation Security**	3 criteria, 3 pts, weighted at 10%	30 pts
7.	**Congestion Management**	3 criteria, 3 pts, weighted at 20%	60 pts

NEEDS PLAN

To determine what roadway projects are initially needed, an Existing plus Committed Network is established. The Existing plus Committed Network is comprised entirely of major arterial and collector roads, within the study area, plus new or expanded (committed) roadways funded for construction between 2015 and 2024. These projects are then coded into the transportation model and the model is run with the updated land use data to determine deficiencies. Deficiencies are based on volume to capacity ratios. The inputs to the model considered local government master plans including the Walton-Bay County Sector Plan, input from the Land Use Subcommittee, and socioeconomic data from various state and local government resources.

The 2045 Long-Range Transportation Plan took a hard look into local and regional planning documents, including Hurricane Michael recovery plans, to better understand issues of local importance that have been identified through other efforts. This results in several new projects added to the Needs Plan list for 2045. ***Approximately 20 projects were identified in the 2045 Needs Plan from the Hurricane Michael Long-Term Recovery Plan. In addition, several recommendations were incorporated from the Post-Hurricane Michael Panama City Neighborhood Plans, and the City of Parker Recovery and Resiliency Partnership Project.*** Projects were then mapped into an on-line Geographic Information System (GIS) map for review by the public and the Steering Committee.

The Steering Committee met three times to provide input on the 2045 Needs Plan: (1) August 19, 2020; (2) October 28, 2020; and (3) November 17, 2020. In conjunction with the Steering Committee review, additional outreach was provided to the following local governments for focused review of Needs Plan projects: Bay County (September 14, 2020); Panama City Beach (September 22, 2020); Panama City (September 30, 2020); City of Parker (November 24, 2020); and City of Springfield (December 29, 2020). Public involvement included a virtual open house between November 2 – 13, 2020. The TPO Staff also met virtually with two community groups regarding the 2045 Needs Plan: (1) Panama City Kiwanis Club on December 2, 2020; and (2) Lynn Haven Rotary Club on December 9, 2020. The draft 2045 Needs Plan was presented to the TPO and Committees on September 23, 2020 for draft, and on January 28, 2021 for adoption with Resolution Bay 21-02.

BAY COUNTY TPO 2045 ADOPTED NEEDS PLAN PROJECTS BY PROJECT CATEGORY:

PROJECT CATEGORY	# OF PROJECTS	COST OF PROJECTS
Capacity Projects	50	**$4,466,955,260**
Corridor / Complete Streets Projects	18	**$137,728,517**
Intersection Projects	15	**$147,709,902**
Transit Projects	9	**$127,105,808**
Bicycle / Pedestrian Projects	8	**$11,710,564**
Totals	**100**	**$4,891,210,050**

FINANCIAL RESOURCES

Financial Resources are determined by FDOT and Local Government contributions. FDOT contributions are determined by the FDOT Revenue Forecast (November 2018) and the FDOT Revenue Forecasting Guidebook (January 2019) and presented in Year of Expenditure (YOE) dollars. These were adjusted to Present Day dollars for the purpose of estimating project costs. Local contributions, determined in coordination with the applicable local governments, total **$172.7M.** The resulting available revenue (non-SIS) for the Cost Feasible Plan is presented in the table below which forms the basis for the development of the Cost Feasible Plan. The adjusted available funding for non-SIS capacity projects is **$184.67M**. The dollar figures in the table below are rounded as presented in the FDOT Revenue Forecasting Guidebook.

Funding for Strategic Intermodal System (SIS) projects was obtained from the following FDOT SIS Plans: (1) First Five Year Plan (2020/2021 – 2024/2025); Second Five Year Plan (2024/2025 – 2028/2029); and (3) SIS Long-Range Cost Feasible Plan (2029 – 2045). The First and Second Five Year Plans present costs in Year of Expenditure dollars, while the SIS Long-Range Plan is expressed in Present Day Costs, with costs allocated to three funding periods: FY2028/2029 – 2035/2035; FY2035/2036 – 2039/2040; and FY2040/2041 – 2044/2045. FDOT periodically adjusts available SIS funding. This Long-Range Transportation Plan will be Amended when new SIS funding projections become available.

Transportation Improvement Program (TIP) funding (FY 21-25) is reported by project in the LRTP Final Report, Appendix H.

AVAILABLE REVENUE	BAY COUNTY TPO			
	FY26-30	FY31-35	FY36-45	FY26-45
Capacity Projects (Non-Strategic Intermodal System)	$54,890,000	$50,430,000	$79,350,000	$184,670,000
Transit	$17,060,000	$15,920,000	$25,070,000	$58,050,000
Strategic Intermodal System (SIS) Totals	$138,902,000	$209,336,392	$196,121,000	$544,359,392
Totals Capacity Programs:	**$210,852,000**	**$275,686,392**	**$300,541,000**	**$787,079,392**



LOCALLY FUNDED PROJECTS:

City of Panama City Beach Community Redevelopment Agency	
Front Beach Rd Segment 3 from West of SR 79 to East of Lullwater Dr	$14.6M (Construction in 2021)
Front Beach Rd Segment 4.1 from East of Lullwater Drive to Hill Rd	$41.8M (Construction in 2022)
Front Beach Rd Segment 4.2 from Hill Rd to SR 392A Hutchison Blvd	$41.1M (Construction in 2022)
Front Beach Rd Segment 4.3 from Hutchison Blvd to Richard Jackson Blvd	$52.6M (Construction in 2024)
Powell Adams Rd Segment 2 from Front Beach Rd to L.C. Hilton, Jr. Dr	$7M (Construction in 2025)
Bay County	
Titus Rd Connector from SR 390 to CR 2321	$3.1M (Construction in 2022)

COST-FEASIBLE PLAN ADOPTION AND AMENDMENT

The final step of the 2045 LRTP is the development of the Cost Feasible Plan. The cost to implement all the projects exceeds the anticipated revenues. As a result, the needs were reduced to a fiscally-constrained plan that is consistent with state and federal regulations, yet meets the needs of the public, stakeholders, and the TPO Board.

The Bay TPO, its advisory committees, and the LRTP Steering Committee, along with members of the public, participated in the development of the Cost Feasible Plan through a public workshop, Steering Committee meetings, advisory committee and Board meetings, and a formal public hearing.

The development of the Cost Feasible Plan included different scenarios: (1) Non-SIS Priorities, (2) application and ranking by the adopted Evaluation Criteria, and (3) Multi-Modal emphasis. Based on input from the Steering Committee, a fourth hybrid option was developed to advance for approval. The 2045 Cost Feasible Plan was discussed at Steering Committees on March 1, 2021, April 5, 2021, and May 12, 2021; presented as draft to the TPO and Advisory Committees on April 28, 2021; and adopted on June 16, 2021 by Resolution Bay 21-17. The 2045 Cost Feasible Plan improvements do not address the majority of the deficiencies anticipated by 2045. The main reason for the lack of deficiencies being addressed in the 2045 Cost Feasible Plan is because only 7% percent of the 2045 needed projects were funded in the 2045 Cost Feasible Plan.

IN ADDITION TO THE PROJECTS IN THE COST FEASIBLE PLAN SHOWN IN THE MAP, THE FOLLOWING FUNDING WAS ALLOCATED:

Operations and Maintenance of the Regional Intelligent Transportation System (ITS)	$12M allocated at $600K / year	20 years
Corridor Management Complete Streets Projects	$10M allocated at $500K / year	20 years
Corridor Management Complete Streets Studies	$3M allocated at $150K / year	20 years
Public Transportation Capital Improvements	$7M allocated at $350K / year	20 years
Bicycle / Pedestrian Improvements	$7M allocated at $350K / year	20 years
Regional Trails	$3M allocated at $150K / year	20 years

WHAT'S NEXT?

In the year of preparation of this document (2021), society experienced an unprecedented global pandemic, the ramifications of which are not fully understood in terms of how it will affect and re-shape the transportation needs, available revenue, and funding going forward. Will society continue to operate at reduced travel demands because we have learned to work in a virtual environment? How will the reduction of travel and the funding loss from the gasoline tax affect future funding levels? Will this shift further prepare us to embrace emerging technology and move away from the internal combustion engine to electric vehicle options? Will public transit and shared-use vehicles become more in demand, or less in demand as people seek to minimize physical contact? Coupled with planning for sea level rise, potentially stronger hurricanes, more severe / extreme weather events, and other ramifications of climate change, these and other questions will continue to demand resiliency in transportation planning going forward due to the TPO proximity to the Gulf Coast. Project issues to consider for future LRTPs include water transportation, 2020 Census requirements, the emerging Mega Region, and aspirational projects.





More Information

The Bay County Transportation Planning Organization welcomes your input, questions, and comments on the 2045 Long Range Transportation Plan and other planning activities of the TPO. The TPO's website contains information related to the Plan Update as well as other TPO documents.

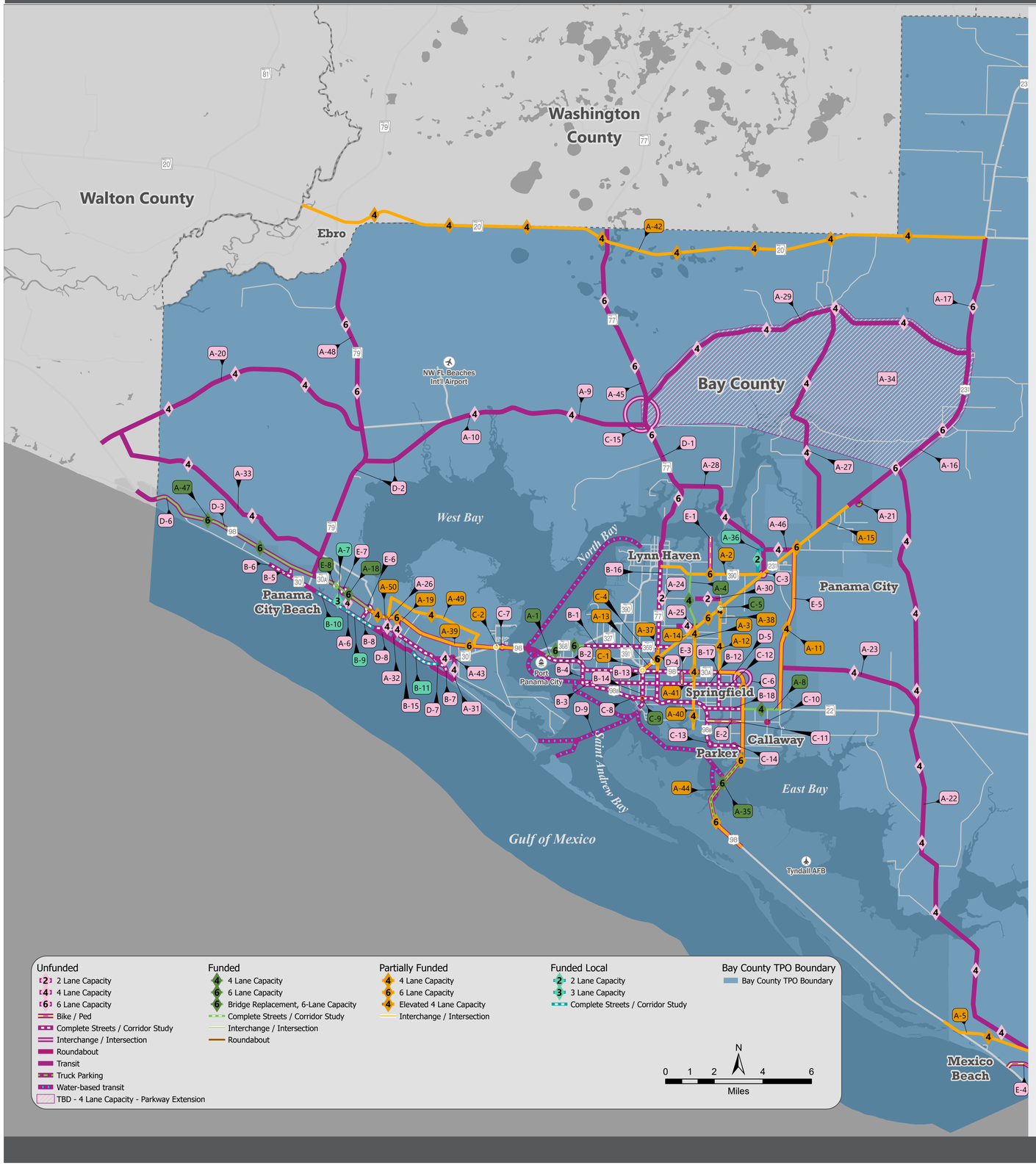
For more information: https://www.ecrc.org

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PROJECT CATEGORIES: | Group A: Capacity Projects | Group B: Complete Streets / Corridor Study Projects | Group C: Intersection Projects | Group D: Transit Projects | Group E: Bicycle / Pedestrian Projects



A-1	SR 368 (23rd Street) at US 98 [SIS] from US 98 / 23rd Street Interchange Flyover to SR 390 (St Andrews Boulevard), 6 Lane Capacity
A-2	SR 390 (E. 14th Street) [SIS] from SR 77 (Ohio Avenue) to US 231 (SR 75), 6 Lane Capacity
A-3	SR 389 (East Avenue) [SIS] from Baldwin Road to CR 2337 (Sherman Avenue), 4 Lane Capacity
A-4	CR 389 (East Avenue) [non-SIS] from CR 2312 (Baldwin Road) to SR 390, 4 Lane Capacity
A-5	Gulf to Bay Highway (Parkway) from US 98 (SR 30) west of Mexico Beach to The Bay/Gulf County Line, 4 Lane Capacity
A-6	CR 30P (Hills Road) from US 98 A (Front Beach Road) to US 98 (Panama City Beach Parkway), 4 Lane Capacity
A-7	Powell Adams Road Segment 2 from US 98A (Front Beach Road) to L.C. Hilton, Jr. Drive, 3 Lane Capacity
A-8	SR 22 (Wewa Highway) [Phase 1] from US 98 (Tyndall Parkway) to Star Avenue, 4 Lane Capacity
A-9	SR 388 (West Bay Parkway) from Burnt Mill Creek to SR 77 (Ohio Avenue), 4 Lane Capacity
A-10	SR 388 (West Bay Parkway) from Northwest Florida Beaches International Airport to Burnt Mill Creek, 4 Lane Capacity
A-11	CR 2315 (Star Avenue) from SR 22 (Wewa Highway) to US 231 (SR 75), 4 Lane Capacity
A-12	CR 2327 (Transmitter Road) [SIS] [Military Access Facility] from US 98 / SR 30A (E. 15th Street) to C Street, 4 Lane Capacity
A-13	US 231 (SR 75) [Segment 7] [SIS] from US 98 (SR 30A) / 15th Street / Harrison Avenue to 23rd Street (SR 368), 6 Lane Capacity
A-14	US 231 (SR 75) [Segment 8] [SIS] from 23rd Street (SR 368) to Pipeline Road, 6 Lane Capacity
A-15	US 231 (SR 75) [SIS] from Pipeline Road to Penny Road, 6 Lane Capacity
A-16	US 231 (SR 75) [SIS] from Penny Road to Scotts Ferry Road, 6 Lane Capacity
A-17	US 231 (SR 75) [SIS] from Scotts Ferry Road to SR 20, 6 Lane Capacity
A-18	US 98 (Panama City Beach Parkway) SR 30A [SIS] from Mandy Lane to Nautilus Street, 6 Lane Capacity
A-19	US 98 (Panama City Beach Parkway) SR 30A [SIS] from Nautilus Street to Richard Jackson Blvd, 6 Lane Capacity
A-20	SR 388 (West Bay Parkway) from US 98 (SR 30) in Walton County to SR 79, 4 Lane Capacity
A-21	Truck Parking from US 231 Industrial Park to US 231 Industrial Park, Truck Parking
A-22	Gulf Coast Parkway from US 98 (SR 30) to US 231 (SR 75), 4 Lane Capacity
A-23	Gulf Coast Parkway Connector from CR 2315 (Star Avenue) to Old Allenton Road / Gulf Coast Parkway, 4 Lane Capacity
A-24	26th Street Extension from SR 77 to Minnesota Street, 2 Lane Capacity
A-25	CR 391 (Baldwin Road) from Kirkwell Avenue to US 231 (SR 75), 4 Lane Capacity
A-26	CR 30C (Clara Avenue) from US 98A (Front Beach Road) to US 98 (Panama City Beach Parkway), 4 Lane Capacity
A-27	CR 2301 from US 231 (SR 75) to CR 388, 4 Lane Capacity
A-28	CR 2321 from US 231 (SR 75) to SR 77, 4 Lane Capacity
A-29	CR 388 (West Bay Parkway) from SR 77 (Lynn Haven Parkway) to US 231 (SR 75), 4 Lane Capacity
A-30	E 39th Street Extension from Camryns Crossing to Transmitter Road (CR 2327), 2 Lane Capacity
A-31	Joan Avenue from (CR 3031) Thomas Drive to US 98A (Front Beach Road), 4 Lane Capacity
A-32	Lyndell Lane from US 98A (Front Beach Road) to US 98 (Panama City Beach Parkway), 4 Lane Capacity
A-33	Powerline Road from SR 388 (West Bay Parkway) to SR79 at the Loop Road connection, 4 Lane Capacity
A-34	Gulf Coast Parkway Extension (West Parkway Extension in Priority List) from SR 77 to US 231 (SR 75), 4 Lane Capacity
A-35	US 98 Dupont Bridge Replacement over St. Andrews Bay and ICWW [SIS] from City of Parker to Tyndall Air Force Base, Bridge Replacement, 6 Lane Capacity
A-36	Titus Connector Road from SR 390 to CR 2321, 2 Lane Capacity
A-37	SR 77 (MLK Jr. Blvd) from US 98 to 23rd Street (SR 368), 6 Lane Capacity
A-38	CR 2327 (Transmitter Road) from C Street to Brooke Lane, 4 Lane Capacity
A-39	US 98 (Panama City Beach Parkway) SR 30A [SIS] from Richard Jackson Blvd to Hathaway Bridge, 6 Lane Capacity
A-40	CR 389 (East Avenue) [SIS] (PD&E Segment 2) from Port Entrance to US 98B (SR 30) / 5th Street, 4 Lane Capacity
A-41	SR 389 (East Avenue) [SIS] (PD&E Segment 1) from US 98B (SR 30) / 5th Street to CR 2337 (Sherman Avenue), 4 Lane Capacity
A-42	SR 20 from Washington County Line to US 231 (SR 75), 4 Lane Capacity
A-43	Clarence Street from SR 392A (Hutchison Blvd.) to US 98A (Front Beach Road), 4 Lane Capacity
A-44	US 98 (SR 30) [SIS] from CR 2327 (Transmitter Road) to Tyndall Drive / Airey Avenue (on Tyndall AFB), 6 Lane Capacity
A-45	SR 77 from SR 390 to County Line, 6 Lane Capacity
A-46	Titus Road from CR 2321 to US 231 (SR 75), 4 Lane Capacity
A-47	US 98 (SR 30) [SIS] from Walton County Line to SR 79 (Arnold Drive), 6 Lane Capacity
A-48	SR 79 [SIS] from SR 388 (West Bay Parkway) to Bay County Line, 6 Lane Capacity
A-49	Parkway Phase 3 (Back Beach Bypass, Philip Griffitts Sr. Parkway) from US 98 at Clara Avenue to US 98 at Chip Seal Parkway, 4 Lane Capacity
A-50	US 98 Panama City Beach Pkwy Elevated Segment [connecting Back Beach / Bay Pkwy Phase 2 and 3] [SIS] from Nautilus Street [Back Beach / Bay Parkway Phase 2] to Clara Avenue [Back Beach / Bay Parkway Phase 3], Elevated 4 Lane Capacity
B-1	SR 368 (23rd Street) [SIS] from SR 390 to US 231 (SR 75), Complete Streets / Corridor Study
B-2	US 98 (15th Street) [SIS] from 23rd Street to CR 2327 (Transmitter Rd), Complete Streets / Corridor Study
B-3	CR 28 (11th Street) from Beck Avenue to SR 77 (Martin Luther King Jr Blvd, Complete Streets / Corridor Study
B-4	US 98B (US Business 98 / 5th Street) from US 98 (15th Street) to US 98 (SR 30), Complete Streets / Corridor Study
B-5	Cobb Road from US 98A (Front Beach Road) to US 98 (Panama City Beach Parkway), Complete Streets / Corridor Study
B-6	US 98A (Front Beach Road) Segment 5 from SR 79 (S. Arnold Road) to Deluna Place, Complete Streets / Corridor Study
B-7	CR 392 (North Thomas Drive) from US 98A (Front Beach Road) to (CR 3031) South Thomas Drive, Complete Streets / Corridor Study
B-8	Nautilus Road from US 98A (Front Beach Road) to US 98 (Panama City Beach Parkway), Complete Streets / Corridor Study
B-9	US 98A (Front Beach Road) Segment 4.2 from Hill Road to SR 2923A (Hutchison Blvd), Complete Streets / Corridor Study
B-10	US 98A (Front Beach Road) Segment 4.1 from Lullwater Drive to Hill Road, Complete Streets / Corridor Study
B-11	US 98A (Front Beach Road) Segment 4.3 from SR 2923A (Hutchison Blvd) to Richard Jackson Blvd, Complete Streets / Corridor Study
B-12	CR 28 (11th Street) from SR 77 (Martin Luther King Jr Blvd to US 98 (Tyndall Parkway), Complete Streets / Corridor Study
B-13	SR 77 (MLK Jr. Blvd / N. Cove Blvd) from US 98 (E. 15th Street) to US 98B (E. Business Hwy 98), Complete Streets / Corridor Study
B-14	Harrison Avenue Complete Streets Corridor Study from US 98 (E. 15th Street) to Government Street, Complete Streets / Corridor Study
B-15	SR 392A (Hutchison Blvd.) [Middle Beach Road] from US 98A (Front Beach Road) to US 98A (Front Beach Road), Complete Streets / Corridor Study
B-16	SR 77 (MLK Jr. Blvd) from 23rd Street (SR 368) to SR 390, Complete Streets / Corridor Study
B-17	CR 2327 (Transmitter Road) from SR 22 (Wewa Highway) to US 98 / SR 30A (E. 15th Street), Complete Streets / Corridor Study
B-18	SR 22 (Wewa Highway / East 3rd Street) [Phase 2] from Business 98 (US 98B) to Tyndall Parkway , Complete Streets / Corridor Study
C-1	US 231 (SR 75) at US 98 (Harrison Avenue) [SIS] from US 231 (SR 75) at US 98 (Harrison Avenue) to US 231 (SR 75) at US 98 (Harrison Avenue), Interchange / Intersection
C-2	US 98 (Thomas Drive) Interchange Phase II and III [SIS] from US 98 to Thomas Drive (CR 3031), Interchange / Intersection
C-3	CR 2321/SR 390 from CR 2321 to SR 390 (14th Street), Interchange / Intersection
C-4	US 231 (SR 75) at 19th Street and SR 77 Intersection [SIS] from US 231 (SR 75) at 19th Street and SR 77 Intersection to US 231 (SR 75) at 19th Street and SR 77 Intersection , Interchange / Intersection
C-5	US 231 (SR 75) at CR 2327 (Transmitter Rd) Intersection [SIS] from US 231 (SR 75) at CR 2327 (Transmitter Road) Intersection to US 231 (SR 75) at CR 2327 (Transmitter Road) Intersection, Interchange / Intersection
C-6	New Tram Road / Gulf Coast Parkway Intersection from US 98 (N. Tyndall Parkway) to CR 28 (E. 11th Street), Interchange / Intersection
C-7	Northgate Ingress/Egress NSA Panama City [SIS] from Solomans Drive to Woodlawn Drive, Interchange / Intersection
C-8	Roundabout from Beach Drive to 6th Street, Roundabout
C-9	Roundabout from Harrison Avenue to 6th Street, Roundabout
C-10	Roundabout from CR 3026 (Cherry Street) to CR 2323 (N. Berthe Ave), Roundabout
C-11	Roundabout from CR 3026 (Cherry Street) to N. Hwy 22A (N. Bob Little Rd), Roundabout
C-12	Roundabout from CR 2322 (E. 7th Avenue) to CR 2327 (Transmitter Rd), Roundabout
C-13	Roundabout from US 98B (US Business 98) to Cedar Streets and Pitts Avenue, Roundabout
C-14	Roundabout from US 98B (US Business 98) to Cheri Lane, Boat Race Road, and Luther Street, Roundabout
C-15	SR 388 at SR 77 from SR 388 at SR 77 Intersection to SR 388 at SR 77 Intersection, Interchange / Intersection
D-1	Express Bus Service to Airport from Panama City to International Airport, Transit
D-2	Express Bus Service to Airport from Panama City Beach to International Airport, Transit
D-3	Express Bus Service to Walton County from Panama City to South Walton County, Transit
D-4	New Main Transfer Center from US Hwy 231 @ SR 77 (vicinity) to US Hwy 231 @ SR 77 (vicinity), Transit
D-5	Express Bus Service between NSA and Tyndall Air Force Base from Naval Support Activity (NSA) Panama City to Tyndall Air Force Base, Transit
D-6	Inlet Beach Route from Front Beach Road and US 98 to CR 30A and US 98 (pedestrian underpass), Transit
D-7	Beach Transfer and Maintenance Center from Thomas Drive @ Front Beach Road to Thomas Drive @ Front Beach Road, Transit
D-8	US 98A Front Beach Road Trolley (Dedicated Lane) from DeLuna Place to SR 392 (Thomas Drive), Transit
D-9	Water Transit from Lagoon Marinas to Tyndall, PC, St Andrews, Sun Harbor, Lynn Haven, Water-based transit
E-1	Harvard Boulevard Sidewalks from SR 390 to Issac Byrd Park, Bike / Ped
E-2	CR 3026 (Cherry Street) Sidewalks from SR 30A/US 98/Tyndall Parkway to SR 30/Business 98, Bike / Ped
E-3	CR 22/2337 (Sherman Avenue) Sidewalks from CR 28/11th Street to SR 30A/US 98/15th Street, Bike / Ped
E-4	15th Street Sidewalks/Multi-Use Path (Mexico Beach) from SR 30/US 98 to CR 386, Bike / Ped
E-5	CR 2315 (Star Avenue) from SR 75/US 231 to SR 22/ Wewa Highway, Bike / Ped
E-6	Elevated Pedestrian Structure on Back Beach Road [SIS] from US 98 (Back Beach Rd) at Nautilus Street to US 98 (Back Beach Rd) at Nautilus Street, Bike / Ped
E-7	Elevated Pedestrian Structure on Back Beach Road [SIS] from US 98 (Back Beach Rd) at Powell Adams to US 98 (Back Beach Rd) at Powell Adams, Bike / Ped
E-8	Elevated Pedestrian Structure on Back Beach Road [SIS] from US 98 (Back Beach Rd) at N. Pier Park Dr. to US 98 (Back Beach Rd) at N. Pier Park Dr., Bike / Ped