Cost Feasible Plan Report

BAY COUNTY
2045 LONG RANGE TRANSPORTATION PLAN

Prepared for

Bay County Transportation Planning Organization and
The Florida Department of Transportation, District Three

Prepared by

Emerald Coast Regional Council
Staff to the Bay County
Transportation Planning Organization

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Bay County
Transportation Planning Organization

Cost Feasible Report

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BACKGROUND

The Bay County 2045 Long Range Transportation Plan (LRTP) Update began when the Bay County Transportation Planning Organization (TPO) approved the Scope of Services on July 24, 2019. The 2040 LRTP consists of 8 primary tasks that are identified below:

- Public Participation
- Congestion Management Process Update
- Goals and Objectives
- Evaluation Criteria
- Financial Resources
- Needs Plan
- Cost Feasible Plan
- Final and Summary Reports.

An important element in the development of the Bay County 2040 Long Range Transportation Plan is the adoption of the Cost Feasible Plan. This Technical Report describes the 2045 Cost Feasible Plan process and is organized into 8 sections:

- Cost Feasible Plan Alternatives
- Steering Committee Meetings
- Public Review
- Adopted 2045 Cost Feasible Plan
- 2045 Cost Feasible Plan Year of Expenditure
- Cost Feasible Plan Deficiencies
- 2045 Cost Feasible Plan compared to 2040 Cost Feasible Plan
- Appendices.

2045 COST FEASIBLE PLAN ALTERNATIVES

The development of the 2045 Cost Feasible Plan included three 2045 Cost Feasible Plan Alternatives. The Cost Feasible Plan is revenue constrained and includes federal, state, and local revenue projections. The adopted 2045 Needs Plan is the starting point of the 2045 Cost Feasible Plan. Three revenue sources were considered for the 2045 Long Range Transportation Plan: Strategic Intermodal System (SIS), Non-SIS, and Local. The TPO has the most control over the Non-SIS revenues. As a result, three 2045 Cost Feasible Plan alternatives were developed with the intention of hybrid alternative being recommend for approval. The three Non-SIS Alternatives are as follows: (1) Existing Project Priorities; (2) Evaluation Criteria; and (3) Multi-Modal. The Existing Project Priorities Alternative was based on the current TPO's projects priorities for capacity projects. The Evaluation Criteria Alternative was based on the approved ranked criteria for road capacity projects. A separate report exists for the Evaluation Criteria. The Multi-Modal Alternative included capacity projects as well as express bus service, bicycle lanes, pedestrian overcrossing, trucking parking, roundabouts, Regional Trail Program, and the Corridor Management/Complete Streets Program. The projects for the three Non-SIS Alternatives are included in Appendix A. Once these three alternatives were agreed upon by the Transportation Planning Organization (TPO) Staff and the consultant (HDR), they were presented to the steering committee and by virtual public outreach.

STEERING COMMITTEE MEETINGS

One way of soliciting public involvement beyond the traditional public workshops was the establishment of a Steering Committee. The Steering Committee was established at the July 24, 2019 TPO and Advisory Committee Meetings. The membership of the Steering Committee is identified in Appendix B. The Steering Committee met three time to provide input on the 2045 Cost Feasible Plan on the dates listed below. The summaries of these meetings are listed in Appendix B.

- March 1, 2021.
- April 5, 2021.
- May 12, 2021.

PUBLIC REVIEW

In May 2021, a virtual open house and a public meeting were the public involvement techniques utilized for the 2045 Long Range Transportation Plan Cost Feasible Plan because of the pandemic. Both events were promoted through Facebook, Eblast, Local Media contacts, and Community Group Outreach. The virtual open house took place from May 3 to May 14, 2021. The public meeting was held on May 6, 2021 at the Panama City Beach City Hall as a GoTo /In person Meeting at 5:30 p.m. with a presentation at 6:00 p.m. The first thirty minutes of the public meeting were introductions and welcome, and at 6:00 p.m. a PowerPoint presentation on the 2045 Long Range Transportation Plan Cost Feasible Plan development process occurred.

The advertisement of the May 6, 2021 Public Meeting is included in Appendix C. The comments and responses from the public workshop are also included in Appendix C as is the article that appeared on the wjhg.com Channel 7 News at 10:00 p.m. the evening of the workshop. As indicated above, an on-line survey was posted on the Emerald Coast Regional Council Web Site from May 3, 2021 to May 14, 2021. However, the responses were minimal but did support the projects recommended for inclusion in the Cost Feasible Plan. As the pandemic recedes, it is the intent to attend and present to in person community groups during the next Long Range Transportation Plan update in addition to public workshops. A technique that did work well during this Long Range Transportation Plan update was one on one virtual presentations to each of the local governments that briefed them on the Long Range Transportation Plan process and resulted in a Complete Streets/Corridor Management Plan set-aside in the 2045 Cost Feasible Plan as many of the communities look to rebuild their infrastructure as a result of Hurricane Michael. In addition, having the same consultant complete the Transit Development Plan Major Update was helpful in garnering the necessary public transportation planning perspective in the Long Range Transportation Plan.

ADOPTED 2045 COST FEASIBLE PLAN

The Draft 2045 Cost Feasible Plan was presented to the Technical Coordinating Committee, Citizens' Advisory Committee, and Transportation Planning Organization at their April, and June 2021 Meetings. The Bay County Transportation Planning Organization approved the 2045 Cost Feasible Plan on June 16, 2021. The adopted 2045 Cost Feasible Plan is listed in Appendix E.

June 16, 2021 Technical Coordinating Committee (TCC) Meeting

The TCC recommended the 2045 Cost Feasible Plan be approved as presented.

June 16, 2021 Citizens' Advisory Committee (CAC) Meeting

The CAC recommended the 2045 Cost Feasible Plan be approved as presented.

June 16, 2021 Transportation Planning Organization (TPO) Meeting

An advertised public hearing occurred at the June 16, 2021 TPO meeting prior to the adoption of the 2045 Cost Feasible Plan. There was no public comment.

After the public hearing was closed by the TPO Chairperson, the TPO approved the 2045 Cost Feasible Plan with Bay Parkway Phase III being identified as a 4-lane facility instead of a 2-lane facility.

2045 COST FEASIBLE PLAN YEAR OF EXPENDITURE

Consistent with federal planning regulations [23 CFR 450.324(f)(11)] and *Financial Guidelines for MPO 2045 Long Range Plans* to be adopted by the Metropolitan Planning Organization Advisory Council (MPOAC) in early 2017, the 2045 Revenue Forecast is expressed in Year of Expenditure (YOE) dollars. MPOs will need to use inflation factors to adjust project costs from "Present Day Cost" dollars (typically 2015, 2016 or 2017 dollars for recent cost estimates) to future YOE dollars. MPOs also may have to adjust estimates of local revenues not included in the Department's forecast to YOE dollars, depending on how those revenue estimates were developed.

Adjusting Project Costs

Table 1 assists the TPO in converting project costs to YOE dollars. For example, if the cost estimate for a specific project is expressed in 2015 dollars and the project is planned to be implemented in the 2026-2030 time period, the TPO should multiply the cost estimate by 1.43 to convert the cost estimate to YOE dollars. The inflation multipliers included in Table 1 are based on FDOT's inflation factors associated with developing recent Work Programs. Factors for project cost estimates developed in fiscal years 2015, 2016, 2017 and 2018 are shown in Table 1 because required dates for the updates of long range metropolitan area transportation plans by Florida's 27 MPOs may extend over those years.

Adjusting Local Revenue Estimates

Revenue forecasts are typically prepared in "current" or YOE dollars, which reflect the value of money at the time it will be collected (e.g., 2018) and reflect future growth in revenue. TPO plans include revenue forecasts for local sources of transportation revenues (e.g., local option gas taxes) that are not included in the FDOT's 2045 Revenue Forecast. As a result, if any estimates of local revenues are not expressed in YOE dollars, TPOs will need to convert estimates of those revenues to YOE dollars to ensure a common basis for all revenues included in the MPO plans. The annual inflation rates in the lower part of Table 1 can be used to convert local revenue forecasts prepared in "today's" dollars to YOE dollars.

For example, if the forecast of local revenues is expressed in 2015 dollars, the MPO can estimate the amount in 2021 dollars as follows:

2021 dollars = (2015 dollars)*(1.030)*(1.027)*(1.025)*(1.027)*(1.028)*(1.026)

for 2016) (for 2017) (for 2018) (for 2019) (for 2020) (for 2021)

Table 1: Inflation Factors to Convert Project Estimates to Year of Expenditure Dollars

Time Period for Planned Project or Project Phase Implementation	**Multipliers to Convert Project Cost Estimates to Year of Expenditure Dollars**			
	Project Cost in 2015 PDC $*	**Project Cost in 2016 PDC $***	**Project Cost in 2017 PDC $***	**Project Cost in 2018 PDC $***
2024-2025	1.29	1.25	1.22	1.19
2026-2030	1.43	1.39	1.35	1.32**
2031-2035	1.69	1.64	1.59	1.55**
2036-2045	2.22	2.16	2.10	2.05**

Multipliers are based on the following annual inflation estimates:

From	To	Annual Rate
2015 Dollars	2016 Dollars	3.0%
2016 Dollars	2017 Dollars	2.7%
2017 Dollars	2018 Dollars	2.5%
2018 Dollars	2019 Dollars	2.7%
2019 Dollars	2020 Dollars	2.8%
2020 Dollars	2021 Dollars	2.6%
2021 Dollars	2022 Dollars	2.5%
2022 Dollars	2023 Dollars	2.7%
2023 Dollars	2024 Dollars	2.8%
2024 Dollars	2025 Dollars	2.9%
2025 Dollars	2026 Dollars	3.0%
2026 Dollars	2027 Dollars	3.1%
2027 Dollars	2028 Dollars	3.2%
2028 Dollars	2029 Dollars	3.3%
2029 Dollars	2030 Dollars and Beyond	3.3 % each year

Source FDOT Revenue Forecasting Guidebook, 2019

*"PDC $" means "Present Day Cost

**Inflation factors used for the Florida projects for converting projects to Year of Expenditure Dollars

Project Costs

The 2045 Cost Feasible Plan Projects in Year of Expenditure dollars for three categories (Non-SIS, SIS, and TIP/Local Projects) are shown in Appendix E by the following four categories (2020-2025, 2026-2030, 2031-2035, and 2036-2045). Projects with federal funding are also identified in Appendix E.

Total 2045 Cost Feasible Plan Costs Shown by Project Category

Roadway Capacity Projects	$1,690,942,945
Public Transportation Projects	$12,197,500
Bicycle / Pedestrian Projects	$20,638,581
Mobility Projects / Programs	$172,731,017
Total	**$1,896,510,043**

2045 COST FEASIBLE PLAN DEFICIENCIES

Deficiencies for the adopted 2045 Cost Feasible Plan are illustrated in Appendix F. Deficiencies are determined from the 2045 Northwest Florida Regional Transportation Model. The 2045 socio-economic data that was developed in coordination with the Land Use Subcommittee was utilized in the development of the forecast deficiencies. The data was used by the model to produce travel demand on the network. This demand is analyzed as volume to roadway capacity or Volume to Capacity (V/C). This analysis that was completed identified facilities that are expected to experience various levels of congestion in year 2045. For this analysis, the following V/C Ratios were used:

Daily v/c Ratio	Congestion Level
0.9- 1.1	Borderline Congested
1.1 to 1.3	Congested
Higher than 1.3	Very Congested

As indicated on the map in Appendix F, 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. Hopefully, additional revenue sources will be obtained by the next time the Long Range Transportation Plan is updated.

2045 COST FEASIBLE PLAN COMPARED TO 2040 COST FEASIBLE PLAN

The projects that were identified as cost feasible in the 2040 Long Range Transportation Plan but are not included in the adopted 2045 Cost Feasible Plan are listed below along with the reason for exclusion.

2045 Cost Feasible Plan Compared to 2040 Cost Feasible Plan				
Project Name	**From**	**To**	**Improvement**	**Reason Not Included in 2045 Plan**
Non-SIS				
US 98 (SR 30) at Tyndall Air Force Base			Major Intersection Improvement	Project is under construction.
Transmitter Road	US 231 (SR 75)	SR 22 (Wewa Highway)	Widen to 4 Lanes	Transmitter Road from SR 22 to US 98 converted to Corridor / Complete Streets Study [Needs Plan Project B-18].
Park and Ride Lots				Constructed.
SR 388	East of Airport	East of Burnt Mill Creek	Widen to 4 Lanes	Not Cost Feasible in 2045 LRTP.
SR 388	East of Burnt Mill Creek	SR 77	Widen to 4 Lanes	Not Cost Feasible in 2045 LRTP.
Back Beach Bypass (Loop Road Phase 2)	Loop Road	Nautilus Street	Construct new 4 lane facility	Construction complete.
Gulf Coast Parkway	US 98	SR 75 (US 231)	Construct new 4 lane facility	Design Phase is underway for Gulf Coast Parkway segment 410981-7 (from Wewa Highway to Star Avenue). Segment 410981-8 (from US 98 Tyndall Parkway to Star Avenue is funded through construction in the TIP). Other segments are not Cost Feasible in 2045.

2045 Cost Feasible Plan Compared to 2040 Cost Feasible Plan				
Project Name	**From**	**To**	**Improvement**	**Reason Not Included in 2045 Plan**
West Bay Parkway	US 98 in Walton Co.	SR 79	Construct new 4 lane facility	Not Cost Feasible in 2045 LRTP.
West Bay Parkway Extension	SR 77	SR 75 (US 231)	Construct new 4 lane facility.	Not Cost Feasible in 2045 LRTP.

2045 Cost Feasible Plan Compared to 2040 Cost Feasible Plan				
Project Name	**From**	**To**	**Improvement**	**Reason Not Included in 2045 Plan**
Non-SIS (*continued*)				
Jenks Avenue	Baldwin Road	SR 390	Widen to 4 lanes.	Project is under construction.
CR 30H (Alf Coleman Road)	US 98A (Front Beach Road)	US 98 (Panama City Beach Parkway)	Widen to 4 lanes, raise roadway elevation, stormwater improvements.	Project is under construction: US 98 (Panama City Beach Parkway / Back Beach Road) to Hutchison Boulevard.
South Arnold Road	US 98 (Panama City Beach Parkway)	US 98A (Front Beach Road)	Widen to 4 lanes with roundabout, sidewalk, lighting, landscaping, utility undergrounding	Project is under construction.

2045 Cost Feasible Plan Compared to 2040 Cost Feasible Plan				
SIS				
US231 (SR75)	Penny Road/ Entrance to Port of Panama City Distribution Center	South of Scotts Ferry	Widen to 6 lanes	PD&E selected No Build.
US231 (SR75)	South of Scotts Ferry	SR 20	Widen to 6 lanes	PD&E selected No Build.

APPENDIX A – 2045 COST FEASIBLE PLAN ALTERNATIVES

EXISTING PROJECT PRIORITIES



Bay County TPO - 2045 Long Range Transportation Plan
Cost Feasible Plan - Scenario 1: Non-SIS Priorities

5/4/2021

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Bay County TPO

Bay TPO LRTP Scenario 1: Priorities (Non-SIS, FY26-45)

Number for Map	Needs Plan #	Project Name	From	To	Improvement	Project Type	PD&E	Design	R/W	CST+CEI
n/a	none	Operations and Maintenance of Current ITS System 4084123 [Non-SIS Priority 1]			$600,000/year for 20 years	Box Funds	NA	NA	NA	$12,000,000
n/a	none	Corridor Management Complete Streets (Studies)			$150,000/year for 20 years	Box Funds	$3,000,000	NA	NA	0
n/a	none	Corridor Management Complete Streets (Projects)			$500,000/year for 20 years	Box Funds	NA	NA	NA	$10,000,000
n/a	none	Public Transportation Capital Improvements 4282091 [Non-SIS Priority 3]			$350,000/year for 20 years	Box Funds	NA	NA	NA	$7,000,000
n/a	none	Bicycle/Pedestrian Projects and Sidewalk Construction			$350,000 /year for 20 years	Box Funds	NA	NA	NA	$7,000,000
n/a	none	Regional Trails			$150,000/year for 20 years	Box Funds	NA	$3,000,000	NA	0
1	A-8	SR 22 (Wewa Highway) 4258031 [Non-SIS Priority 4 for r/w]	SR 30A (US 98) Tyndall Pkwy.	Star Avenue	Widen to 4 Lanes	Capacity	Complete	Underway	$5,413,866	$12,451,891
2	A-2	SR 390 [SIS] 4212252 [Non-SIS Priority 5 for r/w]	SR 77	US 231	Widen to 6 Lanes	Capacity	Complete	$5,500,000	$71,500,000	$96,300,000
3	A-4	CR 389 (East Ave.) [Non-SIS Priority 6 for PD&E]	CR 2312 (Baldwin Road	SR 390	Widen to 4 Lanes	Capacity	$1,570,145	$2,355,217	$7,850,723	$18,056,662
4	C-2	US 98 at Thomas Dr. [SIS] 2179951, 2199952 [Non-SIS Priority 7 for r/w]			Interchange Phases II and III	Capacity	Complete	$1,220,000	$2,786,000	$114,614,000
5	A-12	Transmitter Road [Non-SIS Priority 8 for PD&E] [SIS]	US 98 (E. 15th Street)	C Street	Widen to 4 Lanes	Capacity	$2,005,000	$2,295,479	$7,651,597	$17,598,673
6	A-11	Star Avenue [Non-SIS Priority 10 for PD&E]	SR 22 (Wewa Highway)	US 231 (SR 75)	Widen to 4 Lanes	Capacity	$2,977,450	$4,466,175	$14,887,249	$34,240,674
7	A-5	Gulf to Bay Parkway 4109115 [Non-SIS Priority 11 for construction]	CR 386	South of Tyndall Air Force Base	Construct New Roadway	Capacity	Complete 410911-2	Complete 410911-3	Complete 410911-3	$42,077,682
8	A-22	Gulf Coast Parkway 4109812 [Non-SIS Priority 12 for Design]	US 98 (SR 30)	US 231 (SR 75)	Construct New Roadway	Capacity	Complete 410981-2	$12,050,955 needed (partially funded at $8,545,045 from an estimated $20,596,000)	$29,900,000	$404,200,000

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Bay TPO LRTP Scenario 1: Priorities (Non-SIS, FY26-45)

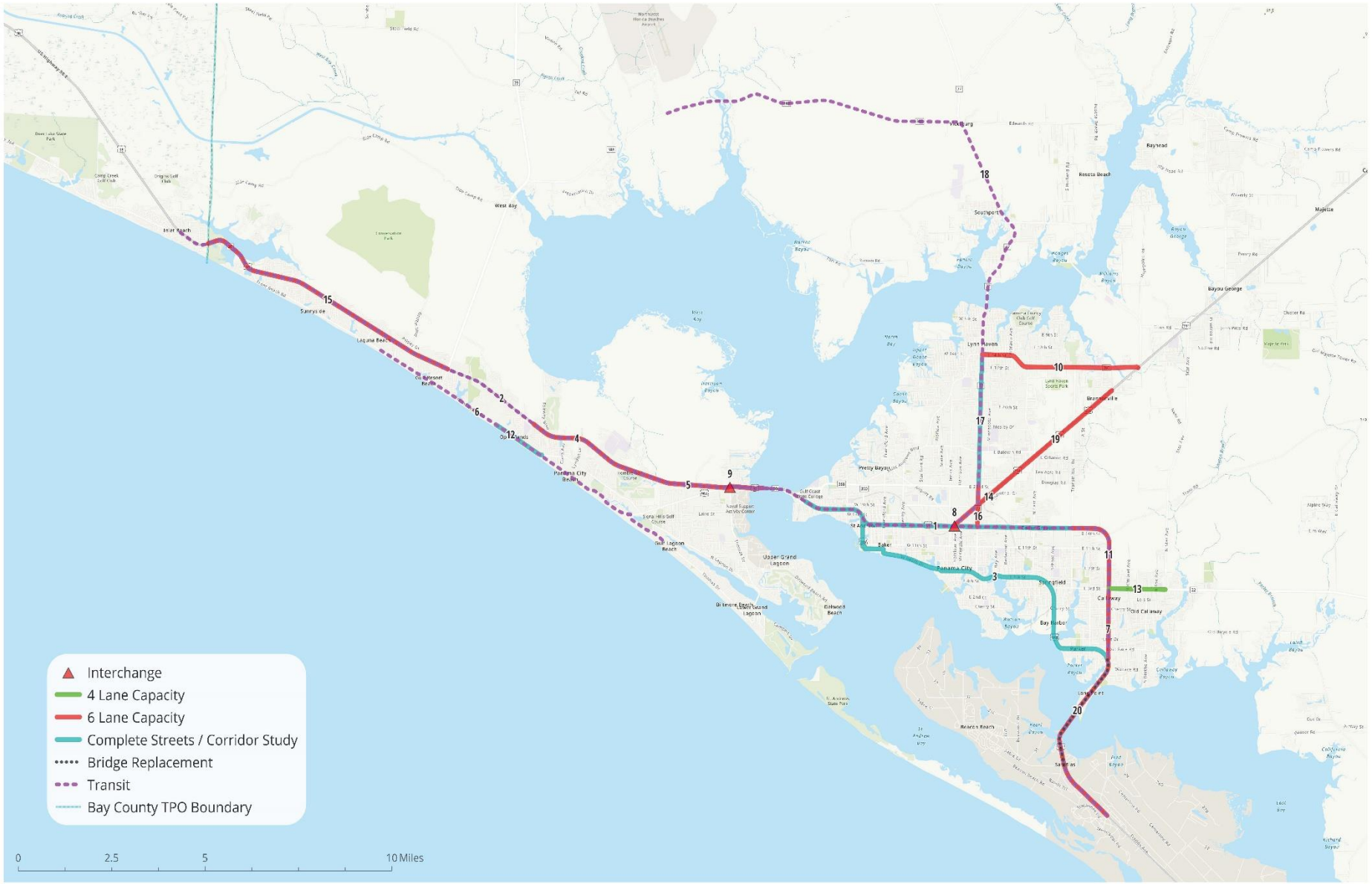
	ROW	CST/CEI
Sub Totals	$95,202,184	$84,107,226
Total (R/W and Construction)	$179,309,410	
Available funds R/W and CST (Non-SIS + TMA / SU Funds 2026-2045)	**$184,672,539**	
Difference	$5,363,129	
Total (PD&E and Design)	$36,934,508	
Available funds PD&E and Design (Non-SIS + TMA / SU Funds 2026-2045) (calculated as 20% of R/W+CST)	**$36,934,508**	
Difference	$0	
Available funds Transit (2026-2045)	**$58,045,028**	

Phase Not Funded in Draft 2045 Cost Feasible Plan.

Phase Funded in Draft 2045 Cost Feasible Plan.

Phase Partially Funded in Draft 2045 Cost Feasible Plan.

EVALUATION CRITERIA



Bay County TPO - 2045 Long Range Transportation Plan
Cost Feasible Plan - Scenario 2: Evaluation Criteria

3/3/2021

Bay TPO LRTP Scenario 2: Evaluation Criteria

Number for Map	Needs Plan #	Eval Score	Eval Rank	Project Name	From	To	Improvement	Project Type	PD&E	Design	R/W	CST+CEI
n/a	none	n/a	n/a	Operations and Maintenance of Current ITS System 4084123 [Non-SIS Priority 1]			$600,000/year for 20 years	Box Funds	NA	NA	NA	$12,000,000
n/a	none	n/a	n/a	Corridor Management Complete Streets (Studies)			$150,000/year for 20 years	Box Funds	NA	NA	NA	$3,000,000
n/a	none	n/a	n/a	Corridor Management Complete Streets (Projects)			$500,000/year for 20 years	Box Funds	NA	NA	NA	$10,000,000
n/a	none	n/a	n/a	Public Transportation Capital Improvements 4282091 [Non-SIS Priority 3]			$350,000/year for 20 years	Box Funds	NA	NA	NA	$7,000,000
n/a	none	n/a	n/a	Bicycle/Pedestrian Projects and Sidewalk Construction			$350,000 /year for 20 years	Box Funds	NA	NA	NA	$7,000,000
n/a	none	n/a	n/a	Regional Trails			$150,000/year for 20 years	Box Funds	NA	$3,000,000	NA	0
1	B-2	295	1	US 98 (15th Street) [SIS]	23rd Street	CR 2327 (Transmitter Rd)	Complete Streets / Corridor Study	Complete Streets / Corridor Study	Box Funds			
2	D-3	268	2	Express Bus Service to Walton County	Panama City	South Walton County	Peak Hour Bus Service	Transit	NA	NA	NA	$744,354
3	B-4	260	3	US 98B (US Business 98 / 5th Street)	US 98 (15th Street)	US 98 (SR 30)	Complete Streets / Corridor Study	Complete Streets / Corridor Study	Box Funds			
4	A-19	243	4	US 98 (Panama City Beach Parkway) SR 30A [SIS]	Nautilus Street	Richard Jackson Blvd	Widen to 6 Lanes	Capacity	Complete	$2,900,205	$6,000,000	$18,805,564
5	A-39	235	5	US 98 (Panama City Beach Parkway) SR 30A [SIS]	Richard Jackson Blvd	Hathaway Bridge	Widen to 6 Lanes	Capacity	Complete	$4,652,392	$8,000,000	$35,191,347
6	D-8	233	6	US 98A Front Beach Road Trolley (Dedicated Lane)	DeLuna Place	SR 392 (Thomas Drive)	US 98 A Front Beach Road Trolley (Dedicated Lane)from DeLuna Place to Thomas Drive	Transit	NA	NA	NA	$68,300,000
7	A-44	228	7	US 98 (SR 30) [SIS]	CR 2327 (Transmitter Road)	Tyndall Drive / Airey Avenue (on Tyndall AFB)	Widen to 6 Lanes	Capacity	$3,505,000	$7,842,765	$26,142,549	$60,127,862

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Bay TPO LRTP Scenario 2: Evaluation Criteria

Number for Map	Needs Plan #	Eval Score	Eval Rank	Project Name	From	To	Improvement	Project Type	PD&E	Design	R/W	CST+CEI
8	C-1	225	8	US 231 (SR 75) at US 98 (Harrison Avenue) [SIS]	US 231 (SR 75) at US 98 (Harrison Avenue)	US 231 (SR 75) at US 98 (Harrison Avenue)	Major Intersection Reconfiguration	Intersection	$0	$0	$0	Cost included in project A-16.
9	C-2	225	9	US 98 (Thomas Drive) Interchange Phase II and III [SIS]	US 98	Thomas Drive (CR 3031)	Major Intersection Reconfiguration	Intersection	Complete	$1,220,000	$2,786,000	$114,614,000
10	A-2	223	10	SR 390 (E. 14th Street) [SIS]	SR 77 (Ohio Avenue)	US 231 (SR 75)	Widen to 6 Lanes	Capacity	Complete	$5,500,000	$71,500,000	$96,300,000
11	D-5	218	11	Express Bus Service between NSA and Tyndall Air Force Base	Naval Support Activity (NSA) Panama City	Tyndall Air Force Base	Express Bus Service	Transit	NA	NA	NA	$1,382,846
12	B-9	210	12	US 98A (Front Beach Road) Segment 4.2	Hill Road	SR 2923A (Hutchison Blvd)	Complete Streets / Corridor Study	Complete Streets / Corridor Study	Local Funds			
13	A-8	208	13	SR 22 (Wewa Highway) [Phase 1]	US 98 (Tyndall Parkway)	Star Avenue	Widen to 4 Lanes	Capacity	Complete	Underway	$3,789,706	$12,451,891
14	A-13	208	14	US 231 (SR 75) [Segment 7] [SIS]	US 98 (SR 30A) / 15th Street / Harrison Avenue	23rd Street (SR 368)	Widen to 6 Lanes & intersection improvement	Capacity	Complete	Complete	Funded	$179,684,000
15	A-47	208	15	US 98 (SR 30) [SIS]	Walton County Line	SR 79 (Arnold Drive)	Widen to 6 Lanes	Capacity	Funded in TIP	$9,625,000	$14,682,000	$136,260,000
16	A-37	205	16	SR 77 (MLK Jr. Blvd) [included in US 231 Project 217910-7 Segment 7]	US 98	23rd Street (SR 368)	Widen to 6 Lanes	Capacity	$585,854	$1,171,708	$5,858,541	$6,737,322
17	B-16	195	17	SR 77 (MLK Jr. Blvd)	23rd Street (SR 368)	SR 390	Complete Streets / Corridor Study	Complete Streets / Corridor Study	Box Funds			
18	D-1	195	18	Express Bus Service to Airport	Panama City	International Airport	Peak Hour Bus Service	Transit	NA	NA	NA	$755,944
19	A-14	190	19	US 231 (SR 75) [Segment 8] [SIS]	23rd Street (SR 368)	Pipeline Road	Widen to 6 Lanes	Capacity	Complete	Complete	40,158,000	$118,677,000
20	A-35	190	20	US 98 Dupont Bridge Replacement over St. Andrews Bay and ICWW [SIS]	City of Parker	Tyndall Air Force Base	Dupont Bridge Replacement	Capacity	Complete	Funded	Funded	Funded

07-01-21

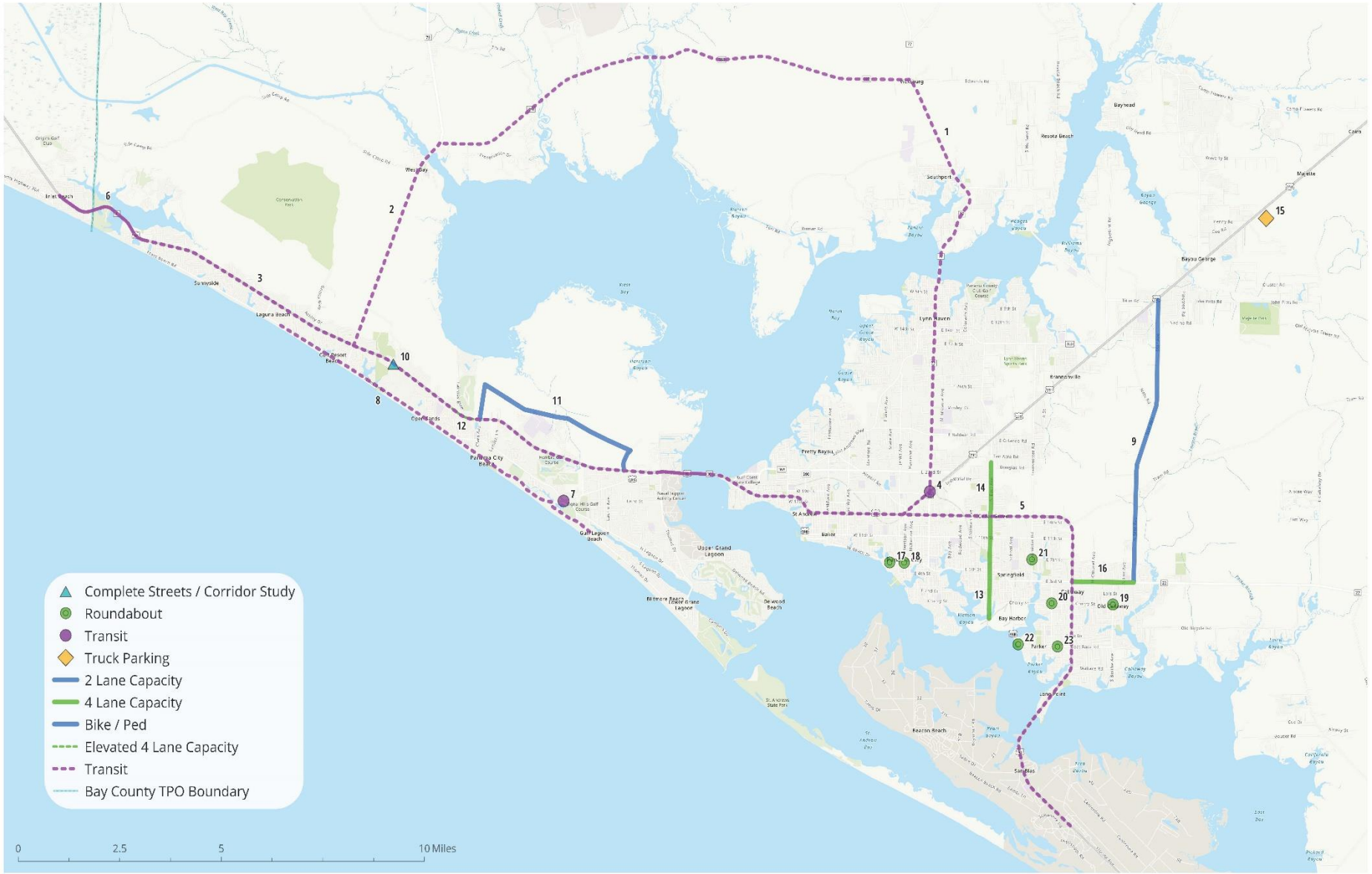
Bay TPO LRTP Scenario 2: Evaluation Criteria

	ROW	CST/CEI
Sub Totals	$52,576,796	$107,576,001
Total (R/W and Construction)	$160,152,797	
Available funds R/W and CST (Non-SIS + TMA / SU Funds 2026-2045)	$184,672,539	
Difference	$24,519,742	
Total (PD&E and Design)	$30,377,924	
Available funds PD&E and Design (Non-SIS + TMA / SU Funds 2026-2045) (calculated as 20% of R/W+CST)	$36,934,508	
Difference	$6,556,584	
Available funds Transit (2026-2045)	$58,045,028	

Phase Not Funded in Draft 2045 Cost Feasible Plan.

Phase Funded in Draft 2045 Cost Feasible Plan.

MULTIMODAL



Bay County TPO - 2045 Long Range Transportation Plan
Cost Feasible Plan - Scenario 3: Multi-Modal (Non-SIS)

5/5/2021

Bay TPO LRTP Scenario 3: Multi-Modal (Non-SIS, FY26-45)

Number for Map	Needs Plan #	PD&E / Design Status (TIP)	Project Name	From	To	Improvement	Project Type	PD&E	Design	R/W	CST+CEI
n/a	none	n/a	Operations and Maintenance of Current ITS System 4084123 [Non-SIS Priority 1]			$600,000/year for 20 years	Box Funds	NA	NA	NA	$12,000,000
n/a	none	n/a	Corridor Management Complete Streets (Studies)			$350,000/year for 20 years	Box Funds	NA	NA	NA	$7,000,000
n/a	none	n/a	Corridor Management Complete Streets (Projects)			$500,000/year for 20 years	Box Funds	NA	NA	NA	$10,000,000
n/a	none	n/a	Public Transportation Capital Improvements 4282091 [Non-SIS Priority 3]			$350,000/year for 20 years	Box Funds	NA	NA	NA	$7,000,000
n/a	none	n/a	Bicycle/Pedestrian Projects and Sidewalk Construction			$350,000 /year for 20 years	Box Funds	NA	NA	NA	$7,000,000
n/a	none	n/a	Regional Trails			$350,000/year for 20 years	Box Funds	NA	NA	NA	$7,000,000
1	D-1		Express Bus Service to Airport (Panama City)			Peak Hour Bus Service	Transit	NA	NA	NA	$755,944
2	D-2		Express Bus Service to Airport (Panama City Beach)			Peak Hour Bus Service	Transit	NA	NA	NA	$770,628
3	D-3		Express Bus Service to Walton County from Panama City			Peak Hour Bus Service	Transit	NA	NA	NA	$744,354
4	D-4		New Main Transfer Center on US 231 at SR 77			US Hwy 231 @ SR 77 (vicinity)	Transit	NA	NA	NA	$3,300,000
5	D-5		Express Bus Service between NSA and Tyndall Air Force Base			Express Bus Service	Transit	NA	NA	NA	$1,382,846
6	D-6		Inlet Beach Route from Front Beach & US 98 to Inlet Beach			Inlet Beach Route	Transit	NA	NA	NA	$1,852,037
7	D-7		Beach Transfer and Maintenance Center (Thomas Drive @ Front Beach Road)			Beach Transfer Maintenance Center on city-owned lot across from Ripley's	Transit	NA	NA	NA	$15,000,000
8	D-8		US 98A Front Beach Road Trolley Dedicated Lane from DeLuna Place to Thomas Drive			Trolley Dedicated Lane	Transit	NA	NA	NA	$68,300,000

07-01-21

Bay TPO LRTP Scenario 3: Multi-Modal (Non-SIS, FY26-45)

Number for Map	Needs Plan #	PD&E / Design Status (TIP)	Project Name	From	To	Improvement	Project Type	PD&E	Design	R/W	CST+CEI
9	E-5		CR 2315 (Star Avenue)			Bicycle Lanes	Bike / Ped	$66,924	$133,848	$133,848	$1,472,325
10	E-8		Elevated Pedestrian Structure on Back Beach Road N. Pier Park Dr. [SIS]			Pedestrian Overcrossing	Bike / Ped	$131,596	$197,394	$657,982	$1,447,559
11	A-49		Bay Parkway Phase 3 (Back Beach Bypass, US 98 at Clara Avenue and Chip Seal Parkway)			Construct new 2 Lane Facility	Capacity	$4,000,000	$8,822,558	$44,112,791 (possibly donated)	$101,459,419
12	A-50		US 98 Panama City Beach Pkwy Elevated Segment [connecting Back Beach / Bay Pkwy Phase 2 and 3] [SIS]			Construct new 4-lane elevated segment of US 98	Capacity	$3,708,216	$29,665,726 estimated. Applying available PD&E and Design funds of $18,366,597. Leaving $11,299,129 needed.	$74,164,315	$170,577,923
13	A-40		CR 389 (East Avenue) [SIS] (PD&E Segment 2) from Port Entrance to US 98B (SR 30) / 5th Street			Widen to 4 Lanes	Capacity	Underway	$1,050,000	$4,024,307	$9,255,906
14	A-41		SR 389 (East Avenue) [SIS] (PD&E Segment 1) from US 98B (SR 30) / 5th Street to CR 2337 (Sherman Avenue)			Widen to 4 Lanes	Capacity	Underway	$2,100,000	$7,900,635	$18,171,460
15	A-21		Truck Parking US 231 Industrial Park			Truck Parking	Capacity	NA	$140,590	$702,949	$808,392
16	A-8		SR 22 (Wewa Highway) [Phase 1] from US 98 (Tyndall Parkway) to Star Avenue			Widen to 4 Lanes	Capacity	Complete	Underway	$3,789,706	$12,451,891
17	C-8		Roundabout: Beach Drive @ 6th Street (Panama City)			Roundabout	Intersection	NA	$175,000	$525,000	$1,925,000
18	C-9		Roundabout: Harrison Avenue @ 6th Street (Panama City)			Roundabout	Intersection	NA	$875,000	$1,050,000	$2,012,500
19	C-10		Roundabout: CR 3026 (Cherry Street) @ CR 2323 (N. Berthe Ave) (Callaway)			Roundabout	Intersection	NA	$175,000	$525,000	$1,925,000
20	C-11		Roundabout: CR 3026 (Cherry Street) @ N. Hwy 22A (N. Bob Little Rd) (Springfield, Parker, Callaway)			Roundabout	Intersection	NA	$175,000	$525,000	$1,925,000
21	C-12		Roundabout: CR 2322 (E. 7th Avenue) @ CR 2327 (Transmitter Rd) (Springfield)			Roundabout	Intersection	NA	$175,000	$525,000	$1,925,000
22	C-13		Roundabout: US 98B (US Business 98) @ Cedar Streets and Pitts Avenue (Parker)			Roundabout	Intersection	NA	$175,000	$525,000	$1,925,000

07-01-21

Bay TPO LRTP Scenario 3: Multi-Modal (Non-SIS, FY26-45)

Number for Map	Needs Plan #	PD&E / Design Status (TIP)	Project Name	From	To	Improvement	Project Type	PD&E	Design	R/W	CST+CEI
23	C-14		Roundabout: US 98B (US Business 98) @ Cheri Lane, Boat Race Road, and Luther Street (Parker)			Roundabout	Intersection	NA	$175,000	$525,000	$1,925,000

	R/W	CST+CEI
Sub Totals	$21,409,426	$159,396,584
Total (R/W and Construction)	$180,806,010	
Available funds R/W and CST (Non-SIS + TMA / SU Funds 2026-2045)	$184,672,539	
Difference	$3,866,529	
Total (PD&E and Design)	$36,934,508	
Available funds PD&E and Design (Non-SIS + TMA / SU Funds 2026-2045) (calculated as 20% of R/W+CST)	$36,934,508	
Difference	$0	
Available funds Transit (2026-2045)	$58,045,028	

Phase Not Funded in Draft 2045 Cost Feasible Plan.

Phase Funded in Draft 2045 Cost Feasible Plan.

Phase Partially Funded in Draft 2045 Cost Feasible Plan.

07-01-21

APPENDIX B – STEERING COMMITTEE MEMBERSHIP

STEERING COMMITTEE

FDOT

Bryant Paulk

Donna Green

Rickey Fitzgerald (freight)

TYNDALL AIR FORCE BASE

Traycee Verdun-Chapman

NAVAL COASTAL SYSTEMS CENTER

John Skaggs

NORTHWEST FLORIDA BEACHES INTERNATIONAL AIRPORT

Richard McConnell

PORT PANAMA CITY

Wayne Stubbs

BAY TOWN TROLLEY

Lamar Hobbs

CITIZENS ADVISORY COMMITTEE

John Lincoln

Leon Miller

Thomas Robinson

Robert Wadell

TECHNICAL COORDINATING COMMITTEE

Keith Bryant

Kelly Jenkins

Tim Smith

Cliff Johnson

MARCH 1, 2021 STEERING COMMITTEE MEETING

2045 Bay County Transportation Planning Organization Long Range Transportation Plan
Steering Committee #8
March 1, 2021 GoTo Meeting Summary

Members Attending
Bryant Paulk, FDOT Urban Liaison
Donna Green, FDOT Urban Liaison
John Skaggs, Naval Coastal Systems Center
Richard McConnell, Northwest Florida Beaches International Airport
Lamar Hobbs, Bay Town Trolley
Keith Bryant, Technical Coordinating Committee
Cliff Johnson, Technical Coordinating Committee
Tim Smith, Technical Coordinating Committee
Kelly Jenkins, Technical Coordinating Committee
Robert Waddell, Citizens' Advisory Committee
Thomas Robinson, Citizens' Advisory Committee

Members Not Attending
Rickey Fitzgerald, FDOT (Freight)
Traycee Verdun Chapman, Tyndall Air Force Base
Wayne Stubbs, Port Panama City
John Lincoln, Citizens' Advisory Committee
Leon Miller, Citizens' Advisory Committee

Others Attending
Larry Messinger, CAC
Josie Cyr, Bay County
Austin Mount, Emerald Coast Regional Council
Mary Beth Washnock, Emerald Coast Regional Council
Mary Jo Gustave, Emerald Coast Regional Council
Angela Bradley, Emerald Coast Regional Council
Tiffany Bates, Emerald Coast Regional Council
Caitlin Cerame, Emerald Coast Regional Council
Jill Nobles, Emerald Coast Regional Council
Gary Kramer, Emerald Coast Regional Council
Cory Wilkinson, HDR

A. Introductions and Welcome

- Gary Kramer welcomed the participants to the Steering Committee Meeting for the 2045 Bay County Transportation Planning Organization (TPO) Long Range Transportation Plan. He went through a rollcall for meeting participation purposes. He explained the purpose of the Steering Committee is to review and comment on the detailed Long Range Transportation Plan products prior to review by the TPO and Advisory Committees. The intent to have most of the questions answered before the products are presented to the TPO and Advisory Committee Meetings.

B. Overview of LRTP Process and Steering Committee

- Gary Kramer stated the 2045 Long Range Transportation Plan needs to be approved by the TPO by June 22, 2021 to maintain the five year requirement between Long Range Transportation Plan Updates.
- Gary Kramer mentioned of the six tasks identified in the 2045 Long Range Transportation Plan Scope of Services that was approved by the Bay County TPO on July 24, 2019, five (Goals and Objectives, Evaluation Criteria and Financial Resources, Performance Measures, Congestion Management Process Plan, and Needs Plan) have been approved by the TPO. The remaining task is the Cost Feasible Plan which is the topic of this Steering Committee Meeting.

C. Project Schedule

- Gary Kramer reviewed the project schedule to date:
  - Goals and Objectives: Adopted February 5, 2020
  - Evaluation Criteria and Financial Resources: Adopted May 27, 2020
  - Performance Measures: Adopted July 23, 2020
  - Congestion Management Process: Adopted September 23, 2020
  - Needs Plan: Adopted January 27, 2021
  - Cost Feasible Plan: must be adopted by June 22, 2021.
- Cory Wilkinson reviewed a summary of the seven previous Steering Committee Meetings.

  Meeting #1 – September 25, 2019.
  - Overview of LRTP Process & Steering Committee Role.
  - Review of 2040 LRTP Goals & Objectives.
  - Discussion regarding drafted Goals & Objectives.

  Meeting #2 – November 14, 2019.
  - Reviewed Draft Goals & Objectives.
  - Recommended Goals & Objectives Draft for TPO Board & Committees.

  Meeting #3 - January 17, 2020.
  - Finalize Recommended Goals & Objectives.
  - Review & Recommend Evaluation Criteria.
  - Overview of Financial Resources Information.

  Meeting #4 - April 27, 2020.
  - Finalize Evaluation Criteria.
  - Finalize Financial Resources Information.
  - Community Profile update.
  - Overview of Congestion Management Process and Needs Plan.

  Meeting #5 – August 19, 2020.
  - Congestion Management Process review for TPO approval.
  - Review input for Needs Plan projects
  - Freight, Airport, Port, Bay Town Trolley, Tyndall, Navy.

  Meeting #6 – October 28, 2020.
  - Review Needs Plan projects

  Meeting #7 – November 17, 2020
  - Review Needs Plan projects

D. Draft Cost Feasible Plan Scenarios Development

- Cory Wilkinson reviewed the Cost Feasible Plan Scenarios and development.
- The Cost Feasible Plan will include:
  - Existing + Committed Network (E+C)
  - Transportation Improvement Program (TIP) Years (2020 – 2025)
  - Strategic Intermodal System (SIS) Projects (2026-2045)
  - Locally-funded Projects (2026-2045)
  - Non-SIS Projects (2026-2045)
- The Cost Feasible Plan Scenarios will include:
  - Priorities (draft presented today) – based on the Adopted Priorities.
  - Evaluation Criteria (under development) - based on the ranking of Needs Plan projects with the Adopted Evaluation Criteria
  - Multi-Modal (draft presented today) - emphasis on bus transit and non-motorized vehicles, with additional funding for Complete Streets / Corridor Management, trails, and public transportation box funds.
  - Hybrid Non-SIS Scenario for TPO approval.
- The focus of today's Steering Committee is for projects in the Multi-Modal and Project Priorities Scenarios since the TPO has most control of the Non-SIS funds.
- Future Steering Committee Meetings will focus on TIP Projects, SIS Projects, local-funded projects, projects in the three non-SIS scenarios, including the Evaluation Criteria Scenario, and the Hybrid Non-SIS Scenario.
- Before the Scenarios were discussed, Cory Wilkinson explained how Non-SIS available revenue was determined. Available funds (Capacity) are from the FDOT 2045 Revenue Forecast (November 18, 2018), Table 5, specifically for the Bay TPO: $313.3M

	Time Periods (Fiscal Years)					26-Year Total
Capacity Programs*	**2020**	**2021-25**	**2026-30**	**2031-35**	**2036-45**	**2020-2045**
Other Roads Construction & ROW	8.13	59.65	72.46	78.17	162.66	381.07
Transit	3.21	17.86	22.52	24.67	51.39	119.65
Total - Main Programs	11.35	77.51	94.98	102.84	214.05	500.72

- However, the funds are shown in Year of Expenditure (YOE) dollars. We must convert those to Present Day dollars since that is how project costs are estimated. The conversion is accomplished through the guidance in the FDOT *Revenue Forecast Guidebook*, Appendix C, Table 8A which provides the inflation factors to convert to 2018 Present Day Costs: FY26-30: 1.32; FY31-35: 1.55; and FY36-45: 2.05. The available funds were reduced from $313.3M to $184.7M according to the following:

Available Funds (non-SIS+TMA and SU)	YOE	Multiplier	Present Day Cost
FY 2021-2025	$59,650,000	1.19	$50,126,050
FY 2026-2030	$72,460,000	1.32	$54,893,939
FY 2031-2035	$78,170,000	1.55	$50,432,258
FY 2036-2045	$162,660,000	2.05	$79,346,341
FY26-45	**$313,290,000**		**$184,672,539**

- We can now begin to address the question: What projects should be funded for PD&E and Design?
- Cory Wilkinson then reviewed the draft **Priorities Scenario**, based on the September 23, 2020 Adopted Priorities.

- We begin with the set-aside or box funds. For the purposes of this draft, the following were identified:
    - Intelligent Transportation System (ITS) (Non-SIS Priority 1) at $600K / year for 20 years: $12M
    - Corridor Management Complete Streets (Studies) at $150K / year for 20 years: $3M
    - Corridor Management Complete Streets (Projects) at $1M / year for 20 years: $20M **(This set aside was added based upon local government outreach during development of the 2045 Needs Plan).**
    - Public Transportation Capital Improvements (Non-SIS Priority 2) at $350K / year for 20 years: $7M
    - Bicycle / Pedestrian projects at $450K / year for 20 years: $9M
    - Regional Trails at $150K / year for 20 years: $3M.

Number for Map	Needs Plan #	PD&E / Design Status (TIP)	Project Name	From	To	Improvement	Project Type	PD&E	Design	R/W	CST+CEI
1	A-10		SR 22 (Wewa Highway) 4258031 [Non-SIS Priority 4 for r/w]	SR 30A (US 98) Tyndall Pkwy.	Star Avenue	Widen to 4 Lanes	Capacity	$1,082,773	$1,624,160	$5,413,866	$12,451,891
2	A-3		SR 390 [SIS] 4212252 [Non-SIS Priority 5 for r/w]	SR 77	US 231	Widen to 6 Lanes	Capacity	Complete	$5,500,000	$71,500,000	$96,300,000
3	A-5		CR 389 (East Ave.) [Non-SIS Priority 6 for PD&E]	CR 2312 (Baldwin Road	SR 390	Widen to 4 Lanes	Capacity	$1,570,145	$2,355,217	$7,850,723	$18,056,662
4	C-2		US 98 at Thomas Dr. [SIS] 2179951, 2199952 [Non-SIS Priority 7 for r/w]			Interchange Phases II and III	Capacity	Complete	$5,780,861	$19,000,000	$103,890,545
5	A-41		Transmitter Road [Non-SIS Priority 8 for PD&E]	C Street	Brook Street	Widen to 4 Lanes	Capacity	Funded with US 231 from 23rd to Pipeline (SIS project)			
6	A-15		Transmitter Road [Non-SIS Priority 8 for PD&E] [SIS]	US 98 (E. 15th Street)	C Street	Widen to 4 Lanes	Capacity	$2,005,000	$2,295,479	$7,651,597	$17,598,673
7	A-14		Star Avenue [Non-SIS Priority 10 for PD&E]	SR 22 (Wewa Highway)	US 231 (SR 75)	Widen to 4 Lanes	Capacity	$2,977,450	$4,466,175	$14,887,249	$34,240,674
8	A-6		Gulf to Bay Parkway 4109115 [Non-SIS Priority 11 for construction]	CR 386	South of Tyndall Air Force Base	Construct New Roadway	Capacity	$3,658,929	$5,488,393	$18,294,644	$42,077,682

Number for Map	Needs Plan #	PD&E / Design Status (TIP)	Project Name	From	To	Improvement	Project Type	PD&E	Design	R/W	CST+CEI
9	A-25		Gulf Coast Parkway 4109812 [Non-SIS Priority 12 for Design]	US 98 (SR 30)	US 231 (SR 75)	Construct New Roadway	Capacity	$6,800,000	$20,096,000	$30,500,000	$349,300,000
10	A-23		West Bay Parkway 4244641 , 4244642 [Non-SIS Priority 13 for Design]	US 98 (SR 30) in Walton Co	SR 79	Construct New Roadway	Capacity	Underway	$10,900,000	$490,000	$249,000,000
11	A-37		West Parkway Extension 4244644 [Non-SIS Priority 14 for PD&E]	SR 77	SR 75 (US 231)	Widen to 4 Lanes	Capacity	$8,458,323	$12,687,485	$16,916,647	$97,270,719
12	C-15		SR 77/SR 388 Intersection [Non-SIS Priority 16 for PD&E]			Intersection Realignment	Intersection	$252,524	$378,786	$1,262,620	$2,904,026
13	A-12		SR 388 4244646 [Non-SIS Priority 17 for r/w]	E. of Airport	E. of Burnt Mill Creek	Widen to 4 Lanes	Capacity	$982,823	$1,474,235	$2,457,058	$11,302,468
14	A-11		SR 388 4244647 [Non-SIS Priority 18 for r/w]	E. of Burnt Mill Creek	SR 77	Widen to 4 Lanes	Capacity	$3,271,196	$4,906,793	$8,177,989	$37,618,750

- We then began funding the projects on the priority list until funds reach the available $184.7M

	ROW	CST/CEI
Sub Totals	$103,764,587	$78,508,553
Total (R/W and Construction)	$182,273,140	
Available funds R/W and CST (Non-SIS + TMA / SU Funds 2026-2045)	**$184,672,539**	
Difference	$2,399,399	
Total (PD&E and Design)	$35,657,256	
Available funds PD&E and Design (Non-SIS + TMA / SU Funds 2026-2045) (calculated as 20% of R/W+CST)	**$36,934,508**	
Difference	$1,277,252	
Available funds Transit (2026-2045)	**$58,045,028**	

Discussion on Priorities Scenario:

- Keith Bryant questioned the need for Corridor Management / Complete Streets studies and projects as box funds noting that was a new category. This category was added in direct response to the types of projects being identified in the community and neighborhood plans. However, it was requested to bring forward an Option A (with) and Option B (without) these set-aside funds.
- There was discussion on the projects with greater funding demands such as SR 390 and US 98 at Thomas Drive. While these projects are SIS projects, the projects are on the TPO Non-SIS Priority list and the LRTP needs to recognize non-SIS funding contribution to the projects. However, in response to a question from Keith Bryant, Bryant Paulk said he might be able to make a recommendation on a percentage of non-SIS funding that should be allocated. However, it was agreed that both projects should remain on the non-SIS Scenario.
- In response to an observation from Gary Kramer, Bryant Paulk said he would further research the PD&E and Design funding allocations for some of large-scale projects such as Gulf to Bay Parkway (project A-6), and Gulf Coast Parkway (project A-25).
- Kelly Jenkins asked if Back Beach / PCB Parkway projects should be included? Gary Kramer noted that those projects will be included in the SIS alternative.
- Cory Wilkinson then reviewed the status of the draft **Evaluation Criteria Scenario**, under development. We are applying the Evaluation Criteria as adopted by TPO, with assistance of FDOT to evaluate the applicable projects using the Efficient Transportation Decision Making (ETDM) Environmental Screening Tool (EST).
- Cory Wilkinson then reviewed the draft **Multi-Modal Scenario** beginning with the set-aside funds.
    - Intelligent Transportation System (ITS) (Non-SIS Priority 1) at $600K / year for 20 years: $12M
    - Corridor Management Complete Streets (Studies) at $350K / year for 20 years: $7M
    - Corridor Management Complete Streets (Projects) at $1M / year for 20 years: $20M
    - Public Transportation Capital Improvements (Non-SIS Priority 2) at $350K / year for 20 years: $7M
    - Bicycle / Pedestrian projects at $350K / year for 20 years: $7M
    - Regional Trails at $350K / year for 20 years: $7M.
- We then began funding the projects in the Needs Plan for Transit, Bike / Ped, and other projects, until funds reach the available $184.7M.
- All of the transit projects were added (except water taxi was not funded).

Number for Map	Needs Plan #	PD&E / Design Status	Project Name	From	To	Improvement	Project Type	PD&E	Design	R/W	CST+CEI
1	D-1		Express Bus Service to Airport (Panama City)			Peak Hour Bus Service	Transit	NA	NA	NA	$755,944
2	D-2		Express Bus Service to Airport (Panama City Beach)			Peak Hour Bus Service	Transit	NA	NA	NA	$770,628
3	D-3		Express Bus Service to Walton County from Panama City			Peak Hour Bus Service	Transit	NA	NA	NA	$744,354
4	D-4		New Main Transfer Center on US 231 at SR 77			US Hwy 231 @ SR 77 (vicinity)	Transit	NA	NA	NA	$3,300,000
5	D-5		Express Bus Service between NSA and Tyndall Air Force Base			Express Bus Service	Transit	NA	NA	NA	$1,382,846
6	D-6		Inlet Beach Route from Front Beach & US 98 to Inlet Beach			Inlet Beach Route	Transit	NA	NA	NA	$1,852,037
7	D-7		Beach Transfer and Maintenance Center (Thomas Drive @ Front Beach Road)			Beach Transfer Maintenance Center on city-owned lot across from Ripley's	Transit	NA	NA	NA	$15,000,000
8	D-8		US 98A Front Beach Road Trolley Dedicated Lane from DeLuna Place to Thomas Drive			Trolley Dedicated Lane	Transit	NA	NA	NA	$68,300,000

- Bike / Ped projects were then added that would not already be covered by the box fund set-aside (such as Harvard Blvd., Cherry St., Sherman Ave., and 15th St.), including the elevated pedestrian crossings on US 98 on Back Beach.

Number for Map	Needs Plan #	PD&E / Design Status (TIP)	Project Name	From	To	Improvement	Project Type	PD&E	Design	R/W	CST+CEI
9	D-9		Water Transit (multiple locations)			Water taxi route	Transit	NA	NA	NA	$35,000,000
10	E-5		CR 2315 (Star Avenue)			Bicycle Lanes	Bike / Ped	$66,924	$133,848	$133,848	$1,472,325
11	E-6		Elevated Pedestrian Structure on Back Beach Road at Nautilus Street [SIS]			Pedestrian Overcrossing	Bike / Ped	$131,596	$197,394	$657,982	$1,447,559
12	E-7		Elevated Pedestrian Structure on Back Beach Road at Powell Adams [SIS]			Pedestrian Overcrossing	Bike / Ped	$131,596	$197,394	$197,394	$1,447,559
13	E-8		Elevated Pedestrian Structure on Back Beach Road N. Pier Park Dr. [SIS]			Pedestrian Overcrossing	Bike / Ped	$131,596	$197,394	$657,982	$1,447,559
14	A-53		Bay Parkway Phase 3 (Back Beach Bypass, US 98 at Clara Avenue and Chip Seal Parkway)			Construct new 2 Lane Facility	Capacity	$8,822,558	$17,645,116	$66,169,187	$101,459,419
15	A-54		US 98 Panama City Beach Pkwy Elevated Segment [connecting Back Beach / Bay Pkwy Phase 2 and 3] [**SIS**]			Construct new 4-lane elevated segment of US 98	Capacity	$3,708,216	$29,665,726	$74,164,315	$170,577,923

- Two capacity projects were added based on their known local importance:
    - Bay Parkway Phase 3
    - US 98 Elevated Segment connecting Bay Parkway Phases 2 and 3
- Intersection roundabout projects were then added as identified from the community and neighborhood plans for Panama City, Callaway, Springfield, and Parker).

Number for Map	Needs Plan #	PD&E / Design Status (TIP)	Project Name	From	To	Improvement	Project Type	PD&E	Design	R/W	CST+CEI
16	C-8		Roundabout: Beach Drive @ 6th Street (Panama City)			Roundabout	Intersection	$87,500	$262,500	$1,312,500	$2,012,500
17	C-9		Roundabout: Harrison Avenue @ 6th Street (Panama City)			Roundabout	Intersection	$87,500	$262,500	$1,312,500	$2,012,500
18	C-10		Roundabout: CR 3026 (Cherry Street) @ CR 2323 (N. Berthe Ave) (Callaway)			Roundabout	Intersection	$87,500	$262,500	$1,312,500	$2,012,500
19	C-11		Roundabout: CR 3026 (Cherry Street) @ N. Hwy 22A (N. Bob Little Rd) (Springfield, Parker, Callaway)			Roundabout	Intersection	$87,500	$262,500	$1,312,500	$2,012,500
20	C-12		Roundabout: CR 2322 (E. 7th Avenue) @ CR 2327 (Transmitter Rd) (Springfield)			Roundabout	Intersection	$87,500	$262,500	$1,312,500	$2,012,500
21	C-13		Roundabout: US 98B (US Business 98) @ Cedar Streets and Pitts Avenue (Parker)			Roundabout	Intersection	$87,500	$262,500	$1,312,500	$2,012,500
22	C-14		Roundabout: US 98B (US Business 98) @ Cheri Lane, Boat Race Road, and Luther Street (Parker)			Roundabout	Intersection	$87,500	$262,500	$1,312,500	$2,012,500

	R/W	CST+CEI
Sub Totals	$11,295,292	$173,008,311
Total (R/W and Construction)	$184,303,603	
Available funds R/W and CST (Non-SIS + TMA / SU Funds 2026-2045)	**$184,672,539**	
Difference	$368,936	
Total (PD&E and Design)	$33,813,634	
Available funds PD&E and Design (Non-SIS + TMA / SU Funds 2026-2045) (calculated as 20% of R/W+CST)	**$36,934,508**	
Difference	$3,120,874	
Available funds Transit (2026-2045)	**$58,045,028**	

Discussion on Multi-Modal Scenario:

- Keith Bryant did not feel that water taxi should be funded. While it is included on the list, it is not proposed to be funded.
- Keith Bryant and Kelly Jenkins discussed the pedestrian elevated crossings and felt that only one should be funded at Powell Adams.
- On the roundabout projects, Keith Bryant suggested to delete the PD&E funding and reduce the right-of-way by approximately 40%. Cory Wilkinson was to check on the construction cost estimate. Note: after the meeting, the roundabout cost was further researched and was based on a roundabout cost estimate in an ECRC Corridor Management Plan. An HDR PE recommended to leave the construction cost as stated at $1.75M consistent with the CMP.
- Richard McConnell favorably noted the transit options to the airport noting that future parking deficiencies are projected at the airport and asking about options for transit from the new Latitude Margaritaville project. Lamar Hobbs mentioned that Baytown Trolley is currently looking at options.
- There was discussion about the potential for Local Funding for projects such as the Beach Transfer Center (project D-7) and the Dedicated Transit Lane (project D-8). Kelly Jenkins will check to see if Local Funds can be shown on these projects.
- Keith Bryant asked about the need for the transfer center on US 231 at SR 77. Lamar said the project is needed with the major intersection reconfiguration anticipated to remove the existing transfer center in the old Sears parking lot.
- John Skaggs asked about the express transit route between NSA and Tyndall. It was agreed to retain the project as a long-term future need.

- Tim Smith asked if the projects were mapped. The on-line GIS map of all Needs Plan projects is available at: **https://hdr.maps.arcgis.com/apps/webappviewer/index.html?id=4d60e69ab2fc4324813faaca07e45cd8**

E. Comments from Public

- Larry Messinger (Citizens' Advisory Committee) remarked favorably on the transit options especially for the Beaches.

F. Next Steps

- Gary Kramer indicated public input will occur May 3-7.
- Future Steering Committee Meetings will be held on April 5 and May 12.
- The Draft 2045 Cost Feasible Plan will be presented as a review item to the TPO and Advisory Committees on April 28 and for action on June 16.

G. Adjournment

- The meeting was adjourned at 10:13 a.m.

APRIL 5, 2021 STEERING COMMITTEE MEETING

2045 Bay County Transportation Planning Organization Long Range Transportation Plan
Steering Committee #9
April 5, 2021 GoTo Meeting Summary

Members Attending
Bryant Paulk, FDOT Urban Liaison
Donna Green, FDOT Urban Liaison
Wayne Stubbs, Port Panama City
Keith Bryant, Technical Coordinating Committee
Cliff Johnson, Technical Coordinating Committee
Tim Smith, Technical Coordinating Committee
Kelly Jenkins, Technical Coordinating Committee

Members Not Attending
Rickey Fitzgerald, FDOT (Freight)
John Skaggs, Naval Coastal Systems Center
Richard McConnell, Northwest Florida Beaches International Airport
Lamar Hobbs, Bay Town Trolley
Traycee Verdun Chapman, Tyndall Air Force Base
John Lincoln, Citizens' Advisory Committee
Leon Miller, Citizens' Advisory Committee
Robert Waddell, Citizens' Advisory Committee
Thomas Robinson, Citizens' Advisory Committee

Others Attending
Larry Messinger, CAC
Josie Cyr, Bay County
Austin Mount, Emerald Coast Regional Council
Mary Beth Washnock, Emerald Coast Regional Council
Angela Bradley, Emerald Coast Regional Council
Brittany Ellers, Emerald Coast Regional Council
Caitlin Cerame, Emerald Coast Regional Council
Jill Nobles, Emerald Coast Regional Council
Gary Kramer, Emerald Coast Regional Council
Cory Wilkinson, HDR

A. Introductions and Welcome

- Gary Kramer welcomed the participants to the Steering Committee Meeting for the 2045 Bay County Transportation Planning Organization (TPO) Long Range Transportation Plan. He went through a rollcall for meeting participation purposes. He explained the purpose of the Steering Committee is to review and comment on the detailed Long Range Transportation Plan products prior to review by the TPO and Advisory Committees. The intent to have most of the questions answered before the products are presented to the TPO and Advisory Committee Meetings.

B. Overview of LRTP Process and Steering Committee

- Gary Kramer stated the 2045 Long Range Transportation Plan needs to be approved by the TPO by June 22, 2021 to maintain the five year requirement between Long Range Transportation Plan Updates.
- Gary Kramer mentioned of the six tasks identified in the 2045 Long Range Transportation Plan Scope of Services that was approved by the Bay County TPO on July 24, 2019, five (Goals and Objectives, Evaluation Criteria and Financial Resources, Performance Measures, Congestion Management Process Plan, and Needs Plan) have been approved by the TPO. The remaining task is the Cost Feasible Plan which is the topic of this Steering Committee Meeting.

C. Project Schedule

- Gary Kramer reviewed the project schedule to date:
  - Goals and Objectives: Adopted February 5, 2020
  - Evaluation Criteria and Financial Resources: Adopted May 27, 2020
  - Performance Measures: Adopted July 23, 2020
  - Congestion Management Process: Adopted September 23, 2020
  - Needs Plan: Adopted January 27, 2021
  - Cost Feasible Plan: must be adopted by June 22, 2021.
- Cory Wilkinson reviewed a summary of the eight previous Steering Committee Meetings.

Meeting #1 – September 25, 2019.
- Overview of LRTP Process & Steering Committee Role.
- Review of 2040 LRTP Goals & Objectives.
- Discussion regarding drafted Goals & Objectives.

Meeting #2 – November 14, 2019.
- Reviewed Draft Goals & Objectives.
- Recommended Goals & Objectives Draft for TPO Board & Committees.

Meeting #3 - January 17, 2020.
- Finalize Recommended Goals & Objectives.
- Review & Recommend Evaluation Criteria.
- Overview of Financial Resources Information.

Meeting #4 - April 27, 2020.
- Finalize Evaluation Criteria.
- Finalize Financial Resources Information.
- Community Profile update.
- Overview of Congestion Management Process and Needs Plan.

Meeting #5 – August 19, 2020.
- Congestion Management Process review for TPO approval.
- Review input for Needs Plan projects.
  - Freight, Airport, Port, Bay Town Trolley, Tyndall, Navy.

Meeting #6 – October 28, 2020.
- Review Needs Plan projects

Meeting #7 – November 17, 2020
- Review Needs Plan projects

Meeting #8 – March 1, 2021

- Updated available funding for Cost Feasible Plan
- Reviewed draft Priorities Scenario
- Reviewed draft Multi-Modal Scenario.

D. <u>Draft Cost Feasible Plan SIS Development</u>

- Cory Wilkinson reviewed the Cost Feasible Plan Scenarios and development.
- The Cost Feasible Plan will include:
  - Existing + Committed Network (E+C)
  - Transportation Improvement Program (TIP) Years (2020 – 2025)
  - Strategic Intermodal System (SIS) Projects (2026-2045)
  - Locally-funded Projects (2026-2045)
  - Non-SIS Projects (2026-2045)
- Strategic Intermodal System (SIS) projects are from: https://www.fdot.gov/planning/systems/programs/mspi/plans/default.shtm
  - SIS **First Five** Year Plan FY 2020/2021 through FY 2024/2025
  - SIS **Second Five** Year Plan FY 2025/2026 through FY 2029/2030
  - SIS **Long Range** Plan FY 2029 through 2045
  - SIS **Unfunded** Needs Plan Short-Term, Mid-Term, and Long-Term
- SIS First Five Year Plan includes segments on US 98, SR 390, US 231, SR 368 (23rd Street), and SR 389 (East Avenue).
- SIS Second Year Plan includes segments on US 231.
- SIS Long Range Plan includes segments on US 98, US 231, SR 368 (23rd Street), SR 389 (East Avenue), and CR 2327 (Transmitter Road).
- SIS Unfunded Needs Plan (Short-Term) includes segments on US 98 Tyndall Parkway, CR 2327 (Transmitter Road), and SR 390 from SR 77 to US 231.
- SIS Unfunded Needs Plan (Mid-Term) includes a segment on SR 368 from US 98 to SR 390
- SIS Unfunded Needs Plan (Long-Term) includes segments on SR 79, and SR 77 (both to I-10), SR 388 from SR 79 to Airport (6-lane capacity), Airport Connector, and I-10 Connector. The six-lane need on SR 388 was eliminated with the Federal Highway Administration (FHWA) National Environmental Policy Act (NEPA) determination on October 2, 2014.
- The costs for the SIS projects as reflected in the Needs Plan are either from the SIS Plans, or from updated project development on projects such as US 231.

E. <u>Draft Cost Feasible Plan Non-SIS Scenarios Development</u>

- Cory Wilkinson reviewed the Cost Feasible Plan Non-SIS Scenarios and development.
- The Cost Feasible Plan Scenarios will include:
  - Priorities (presented today) – based on the Adopted Priorities.
  - Evaluation Criteria (presented today) - based on the ranking of Needs Plan projects with the Adopted Evaluation Criteria.

- Multi-Modal (presented today) - emphasis on bus transit and non-motorized vehicles, with additional funding for Complete Streets / Corridor Management, trails, and public transportation box funds.
- Hybrid Non-SIS Scenario to be developed for Steering Committee meeting #10 and TPO consideration.

- The focus of today's Steering Committee is for projects in the Multi-Modal and Project Priorities Scenarios since the TPO has most control of the Non-SIS funds.
- Before the Scenarios were discussed, Cory Wilkinson refreshed the previous discussion srom Steering Committee #8 to explain how Non-SIS available revenue was determined. Available funds (Capacity) are from the FDOT 2045 Revenue Forecast (November 18, 2018), Table 5, specifically for the Bay TPO: $313.3M.

	Time Periods (Fiscal Years)					26-Year Total
Capacity Programs*	**2020**	**2021-25**	**2026-30**	**2031-35**	**2036-45**	**2020-2045**
Other Roads Construction & ROW	8.13	59.65	72.46	78.17	162.66	381.07
Transit	3.21	17.86	22.52	24.67	51.39	119.65
Total - Main Programs	11.35	77.51	94.98	102.84	214.05	500.72

- However, the funds are shown in Year of Expenditure (YOE) dollars. We must convert those to Present Day dollars since that is how project costs are estimated. The conversion is accomplished through the guidance in the FDOT *Revenue Forecast Guidebook*, Appendix C, Table 8A which provides the inflation factors to convert to 2018 Present Day Costs: FY26-30: 1.32; FY31-35: 1.55; and FY36-45: 2.05. The available funds were reduced from $313.3M to **$184.7M** according to the following:

Available Funds (non-SIS+TMA and SU)	YOE	Multiplier	Present Day Cost
FY 2021-2025	$59,650,000	1.19	$50,126,050
FY 2026-2030	$72,460,000	1.32	$54,893,939
FY 2031-2035	$78,170,000	1.55	$50,432,258
FY 2036-2045	$162,660,000	2.05	$79,346,341
FY26-45	**$313,290,000**		**$184,672,539**

- The Needs Plan contains Approximately **$4.4 Billion** *(present day costs)* for **105 projects.**

  Needs Plan Projects Costs

  Capacity projects $4.1B
  Complete Streets / Corridor Studies: $44.1M
  Intersections (major): $146.5M
  Transit projects: $127.1M
  Bike / Ped projects: $11.7M

- Of these projects, 26 are or may be on the Strategic Intermodal System (SIS) and may have separate funding for $1.8B (about 40% of the overall costs). This leaves approximately **$2.6 Billion** *(present day costs)* for **79 non-SIS projects.**
- We can now begin to address the question: What projects should be funded for PD&E and Design?
- Cory Wilkinson then reviewed the revised **Priorities Scenario**, based on the September 23, 2020 Adopted Priorities, and input from Steering Committee #8, recognizing that revised draft Priorities are also currently under review for TPO adoption.
- We begin with the set-aside or box funds. The following were identified:
  - Intelligent Transportation System (ITS) (Non-SIS Priority 1) at $600K / year for 20 years: $12M.

- Corridor Management Complete Streets (Studies) at $150K / year for 20 years: $3M.
- Corridor Management Complete Streets (Projects) were reduced from $1M / year for 20 years ($20M), to $700K / year for 20 years ($14M): The reduction was requested in Steering Committee #8. This set aside was added based upon local government outreach during development of the 2045 Needs Plan.
- Public Transportation Capital Improvements (Non-SIS Priority 2) at $350K / year for 20 years: $7M.
- Bicycle / Pedestrian projects were reduced from $450K / year for 20 years ($9M) to $350K / year for 20 years ($7M). The reduction was requested in Steering Committee #8.
- Regional Trails at $150K / year for 20 years: $3M.

Number for Map	Needs Plan #	PD&E / Design Status (TIP)	Project Name	From	To	Improvement	Project Type	PD&E	Design	R/W	CST+CEI
n/a	none	n/a	Operations and Maintenance of Current ITS System 4084123 [Non-SIS Priority 1]			$600,000/year for 20 years	Box Funds	NA	NA	NA	$12,000,000
n/a	none	n/a	Corridor Management Complete Streets (Studies)			$150,000/year for 20 years	Box Funds	$3,000,000	NA	NA	0
n/a	none	n/a	Corridor Management Complete Streets (Projects)			$700,000/year for 20 years	Box Funds	NA	NA	NA	$14,000,000
n/a	none	n/a	Public Transportation Capital Improvements 4282091 [Non-SIS Priority 3]			$350,000/year for 20 years	Box Funds	NA	NA	NA	$7,000,000
n/a	none	n/a	Bicycle/Pedestrian Projects and Sidewalk Construction			$350,000 /year for 20 years	Box Funds	NA	NA	NA	$7,000,000
n/a	none	n/a	Regional Trails			$150,000/year for 20 years	Box Funds	NA	$3,000,000	NA	0

Reduced from $1M/yr
Reduced from $450K/yr
Reduced from $20M
Reduced from $9M

- We then began funding the projects on the priority list until funds reach the available $184.7M. Changes from Steering Committee #8 are circled in yellow.
  - Design and R/W funding for SR 390 from SR 77 to US 231 are retained in this non-SIS plan based on feedback from FDOT D3. They are highlighted in orange for the purpose of this Steering Committee meeting to bring emphasis, but are included in the non-SIS funding and will be shown in green. Construction is not funded.
  - Transmitter Road was able to be brought into funding.
  - Gulf to Bay Parkway PD&E, Design, and R/W was updated to Complete.
  - Gulf Coast Parkway and West Bay Parkway PD&E was updated to Complete.
  - Gulf Coast Parkway Design, R/W, and Construction was updated to Complete or Funded.

- We then go down Priority list until funds run out. . . . **$184.7M**

Held funding

Number for Map	Needs Plan #	PD&E / Design Status (TIP)	Project Name	From	To	Improvement	Project Type	PD&E	Design	R/W	CST+CEI
1	A-10		SR 22 (Wewa Highway) 4258031 [Non-SIS Priority 4 for r/w]	SR 30A (US 98) Tyndall Pkwy.	Star Avenue	Widen to 4 Lanes	Capacity	$1,082,773	$1,624,160	$5,413,866	$12,451,891
2	A-3		SR 390 [SIS] 4212252 [Non-SIS Priority 5 for r/w]	SR 77	US 231	Widen to 6 Lanes	Capacity	Complete	$5,500,000	$71,500,000	$96,300,000
3	A-5		CR 389 (East Ave.) [Non-SIS Priority 6 for PD&E]	CR 2312 (Baldwin Road	SR 390	Widen to 4 Lanes	Capacity	$1,570,145	$2,355,217	$7,850,723	$18,056,662
4	C-2		US 98 at Thomas Dr. [SIS] 2179951, 2199952 [Non-SIS Priority 7 for r/w]			Interchange Phases II and III	Capacity	Complete	$1,220,000	$2,786,000	$114,614,000
5	A-41		Transmitter Road [Non-SIS Priority 8 for PD&E]	C Street	Brook Street	Widen to 4 Lanes	Capacity	Funded with US 231 from 23rd to Pipeline (SIS project)			
6	A-15		Transmitter Road [Non-SIS Priority 8 for PD&E] [SIS]	US 98 (E. 15th Street)	C Street	Widen to 4 Lanes	Capacity	$2,005,000	$2,295,479	$7,651,597	$17,598,673
7	A-14		Star Avenue [Non-SIS Priority 10 for PD&E]	SR 22 (Wewa Highway)	US 231 (SR 75)	Widen to 4 Lanes	Capacity	$2,977,450	$4,466,175	$14,887,249	$34,240,674
8	A-6		Gulf to Bay Parkway 4109115 [Non-SIS Priority 11 for construction]	CR 386	South of Tyndall Air Force Base	Construct New Roadway	Capacity	Complete 410911-2	Complete 410911-3	Complete 410911-3	$42,077,682

- Cory Wilkinson then reviewed the **Evaluation Criteria Scenario**. The adopted Evaluation Criteria were applied to all of the Needs Plan projects, and the projects scored and ranked.
- We begin with the set-aside or box funds following the Priorities Scenario.

Number for Map	Needs Plan #	Eval Score	Eval Rank	Project Name	From	To	Improvement	Project Type	PD&E	Design	R/W	CST+CEI
n/a	none	n/a	n/a	Operations and Maintenance of Current ITS System 4084123 [Non-SIS Priority 1]			$600,000/year for 20 years	Box Funds	NA	NA	NA	$12,000,000
n/a	none	n/a	n/a	Corridor Management Complete Streets (Studies)			$150,000/year for 20 years	Box Funds	NA	NA	NA	$3,000,000
n/a	none	n/a	n/a	Corridor Management Complete Streets (Projects)			$700,000/year for 20 years	Box Funds	NA	NA	NA	$14,000,000
n/a	none	n/a	n/a	Public Transportation Capital Improvements 4282091 [Non-SIS Priority 3]			$350,000/year for 20 years	Box Funds	NA	NA	NA	$7,000,000
n/a	none	n/a	n/a	Bicycle/Pedestrian Projects and Sidewalk Construction			$350,000 /year for 20 years	Box Funds	NA	NA	NA	$7,000,000
n/a	none	n/a	n/a	Regional Trails			$150,000/year for 20 years	Box Funds	NA	$3,000,000	NA	0

- The highest score / ranked projects with available funding are shown below.

	B-3	295	1	US 98 (15th Street) [SIS]	23rd Street	CR 2327 (Transmitter Rd)	Complete Streets / Corridor Study	Complete Streets / Corridor Study	Box Funds			
	D-3	268	2	Express Bus Service to Walton County	Panama City	South Walton County	Peak Hour Bus Service	Transit	NA	NA	NA	$744,354
	B-5	260	3	US 98B (US Business 98 / 5th Street)	US 98 (15th Street)	US 98 (SR 30)	Complete Streets / Corridor Study	Complete Streets / Corridor Study	Box Funds			
	A-22	243	4	US 98 (Panama City Beach Parkway) SR 30A [SIS]	Nautilus Street	Richard Jackson Blvd	Widen to 6 Lanes	Capacity	Complete	$2,900,205	$6,000,000	$18,805,564
	A-42	235	5	US 98 (Panama City Beach Parkway) SR 30A [SIS]	Richard Jackson Blvd	Hathaway Bridge	Widen to 6 Lanes	Capacity	Complete	$4,652,392	$8,000,000	$35,191,347
	D-8	233	6	US 98A Front Beach Road Trolley (Dedicated Lane)	DeLuna Place	SR 392 (Thomas Drive)	US 98 A Front Beach Road Trolley (Dedicated Lane)from DeLuna Place to Thomas Drive	Transit	NA	NA	NA	$68,300,000
	A-48	228	7	US 98 (SR 30) [SIS]	CR 2327 (Transmitter Road)	Tyndall Drive / Airey Avenue (on Tyndall AFB)	Widen to 6 Lanes	Capacity	$3,505,000	$7,842,765	$26,142,549	$60,127,862

Number for Map	Needs Plan #	Eval Score		Project Name	From	To	Improvement	Project Type	PD&E	Design	R/W	CST+CEI
	C-1	225	8	US 231 (SR 75) at US 98 (Harrison Avenue) [SIS]	US 231 (SR 75) at US 98 (Harrison Avenue)	US 231 (SR 75) at US 98 (Harrison Avenue)	Major Intersection Reconfiguration	Intersection	$0	$0	$0	Cost included in project A-16.
	C-2	225	9	US 98 (Thomas Drive) Interchange Phase II and III [SIS]	US 98	Thomas Drive (CR 3031)	Major Intersection Reconfiguration	Intersection	Complete	$1,220,000	$2,786,000	$114,614,000
	A-3	223	10	SR 390 (E. 14th Street) [SIS]	SR 77 (Ohio Avenue)	US 231 (SR 75)	Widen to 6 Lanes	Capacity	Complete	$5,500,000	$71,500,000	$96,300,000
	D-5	218	11	Express Bus Service between NSA and Tyndall Air Force Base	Naval Support Activity (NSA) Panama City	Tyndall Air Force Base	Express Bus Service	Transit	NA	NA	NA	$1,382,846
	B-10	210	12	US 98A (Front Beach Road) Segment 4.2	Hill Road	SR 2923A (Hutchison Blvd)	Complete Streets / Corridor Study	Complete Streets / Corridor Study	Box Funds			
	A-10	208	13	SR 22 (Wewa Highway) [Phase 1]	US 98 (Tyndall Parkway)	Star Avenue	Widen to 4 Lanes	Capacity	$1,082,773	$1,082,773	$3,789,706	$12,451,891
	A-16	208	14	US 231 (SR 75) [Segment 7] [SIS]	US 98 (SR 30A) / 15th Street / Harrison Avenue	23rd Street (SR 368)	Widen to 6 Lanes & intersection improvement	Capacity	Complete	Complete	Funded	$179,684,000
	A-51	208	15	US 98 (SR 30) [SIS]	Walton County Line	SR 79 (Arnold Drive)	Widen to 6 Lanes	Capacity	$2,100,000	$9,625,000	$14,682,000	$136,260,000

Number for Map	Needs Plan #	Eval Score	Eval Rank	Project Name	From	To	Improvement	Project Type	PD&E	Design	R/W	CST+CEI
	A-40	205	16	SR 77 (MLK Jr. Blvd)	US 98	23rd Street (SR 368)	Widen to 6 Lanes	Capacity	$585,854	$1,171,708	$5,858,541	$6,737,322
	B-17	195	17	SR 77 (MLK Jr. Blvd)	23rd Street (SR 368)	SR 390	Complete Streets / Corridor Study	Complete Streets / Corridor Study	Box Funds			
	D-1	195	18	Express Bus Service to Airport	Panama City	International Airport	Peak Hour Bus Service	Transit	NA	NA	NA	$755,944
	A-17	190	19	US 231 (SR 75) [Segment 8] [SIS]	23rd Street (SR 368)	Pipeline Road	Widen to 6 Lanes	Capacity	Complete	$1,264,000	40,158,000	$118,677,000
	A-38	190	20	US 98 Dupont Bridge Replacement over St. Andrews Bay and ICWW [SIS]	City of Parker	Tyndall Air Force Base	Dupont Bridge Replacement	Capacity	Complete	Funded	Funded	Funded

- Cory Wilkinson then reviewed the revised **Multi-Modal Scenario**.
- Corridor Management / Complete Streets projects were reduced from $1M to $700K / year.

Number for Map	Needs Plan #	PD&E / Design Status (TIP)	Project Name	From	To	Improvement	Project Type	PD&E	Design	R/W	CST+CEI
n/a	none	n/a	Operations and Maintenance of Current ITS System 4084123 [Non-SIS Priority 1]			$600,000/year for 20 years	Box Funds	NA	NA	NA	$12,000,000
n/a	none	n/a	Corridor Management Complete Streets (Studies)			$350,000/year for 20 years	Box Funds	NA	NA	NA	$7,000,000
n/a	none	n/a	Corridor Management Complete Streets (Projects)			$700,000/year for 20 years	Box Funds	NA	NA	NA	$14,000,000
n/a	none	n/a	Public Transportation Capital Improvements 4282091 [Non-SIS Priority 3]			$350,000/year for 20 years	Box Funds	NA	NA	NA	$7,000,000
n/a	none	n/a	Bicycle/Pedestrian Projects and Sidewalk Construction			$350,000 /year for 20 years	Box Funds	NA	NA	NA	$7,000,000
n/a	none	n/a	Regional Trails			$350,000/year for 20 years	Box Funds	NA	NA	NA	$7,000,000

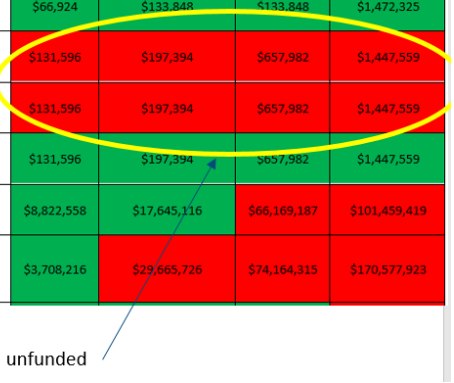
Reduced from $1M/yr

Reduced from $20M

- Based on Steering Committee #8, the two elevated pedestrian structures on Back Beach Road at Powell Adams and Nautilus Street were removed, leaving only the structure at Pier Park.

Number for Map	Needs Plan #	PD&E / Design Status (TIP)	Project Name	From	To	Improvement	Project Type	PD&E	Design	R/W	CST+CEI
	D-1		Express Bus Service to Airport (Panama City)			Peak Hour Bus Service	Transit	NA	NA	NA	$755,944
	D-2		Express Bus Service to Airport (Panama City Beach)			Peak Hour Bus Service	Transit	NA	NA	NA	$770,628
	D-3		Express Bus Service to Walton County from Panama City			Peak Hour Bus Service	Transit	NA	NA	NA	$744,354
	D-4		New Main Transfer Center on US 231 at SR 77			US Hwy 231 @ SR 77 (vicinity)	Transit	NA	NA	NA	$3,300,000
	D-5		Express Bus Service between NSA and Tyndall Air Force Base			Express Bus Service	Transit	NA	NA	NA	$1,382,846
	D-6		Inlet Beach Route from Front Beach & US 98 to Inlet Beach			Inlet Beach Route	Transit	NA	NA	NA	$1,852,037
	D-7		Beach Transfer and Maintenance Center (Thomas Drive @ Front Beach Road)			Beach Transfer Maintenance Center on city-owned lot across from Ripley's	Transit	NA	NA	NA	$15,000,000
	D-8		US 98A Front Beach Road Trolley Dedicated Lane from DeLuna Place to Thomas Drive			Trolley Dedicated Lane	Transit	NA	NA	NA	$68,300,000

Number for Map	Needs Plan #	PD&E / Design Status (TIP)	Project Name	From	To	Improvement	Project Type	PD&E	Design	R/W	CST+CEI
	E-5		CR 2315 (Star Avenue)			Bicycle Lanes	Bike / Ped	$66,924	$133,848	$133,848	$1,472,325
	E-6		Elevated Pedestrian Structure on Back Beach Road at Nautilus Street [SIS]			Pedestrian Overcrossing	Bike / Ped	$131,596	$197,394	$657,982	$1,447,559
	E-7		Elevated Pedestrian Structure on Back Beach Road at Powell Adams [SIS]			Pedestrian Overcrossing	Bike / Ped	$131,596	$197,394	$657,982	$1,447,559
	E-8		Elevated Pedestrian Structure on Back Beach Road N. Pier Park Dr. [SIS]			Pedestrian Overcrossing	Bike / Ped	$131,596	$197,394	$657,982	$1,447,559
	A-53		Bay Parkway Phase 3 (Back Beach Bypass, US 98 at Clara Avenue and Chip Seal Parkway)			Construct new 2 Lane Facility	Capacity	$8,822,558	$17,645,116	$66,169,187	$101,459,419
	A-54		US 98 Panama City Beach Pkwy Elevated Segment [connecting Back Beach / Bay Pkwy Phase 2 and 3] **[SIS]**			Construct new 4-lane elevated segment of US 98	Capacity	$3,708,216	$29,665,726	$74,164,315	$170,577,923



- Based on Steering Committee #8, the cost of the Roundabout projects were reduced.

Number for Map	Needs Plan #	PD&E / Design Status (TIP)	Project Name	From	To	Improvement	Project Type	PD&E	Design	R/W	CST+CEI
	A-43		CR 389 (East Avenue) [SIS] (PD&E Segment 2) from Port Entrance to US 98B (SR 30) / 5th Street			Widen to 4 Lanes	Capacity	Underway	$1,050,000	$4,024,307	$9,255,906
	A-44		SR 389 (East Avenue) [SIS] (PD&E Segment 1) from US 98B (SR 30) / 5th Street to CR 2337 (Sherman Avenue)			Widen to 4 Lanes	Capacity	Underway	$2,100,000	$7,900,635	$18,171,460
	A-24		Truck Parking US 231 Industrial Park			Truck Parking	Capacity	NA	$140,590	$702,949	$808,392
	A-10		SR 22 (Wewa Highway) [Phase 1] from US 98 (Tyndall Parkway) to Star Avenue			Widen to 4 Lanes	Capacity	$1,082,773	$1,082,773	$3,789,706	$12,451,891
	C-8		Roundabout: Beach Drive @ 6th Street (Panama City)			Roundabout	Intersection	NA	$175,000	$525,000	$1,925,000
	C-9		Roundabout: Harrison Avenue @ 6th Street (Panama City)			Roundabout	Intersection	NA	$175,000	$525,000	$1,925,000
	C-10		Roundabout: CR 3026 (Cherry Street) @ CR 2323 (N. Berthe Ave) (Callaway)			Roundabout	Intersection	NA	$175,000	$525,000	$1,925,000
	C-11		Roundabout: CR 3026 (Cherry Street) @ N. Hwy 22A (N. Bob Little Rd) (Springfield, Parker, Callaway)			Roundabout	Intersection	NA	$175,000	$525,000	$1,925,000

No PD&E, reduced PE from $262K, reduced r/w from $1.3M, reduced CST from $2M

	R/W	CST+CEI
Sub Totals	$20,884,426	$163,309,084
Total (R/W and Construction)	$184,193,510	
Available funds R/W and CST (Non-SIS + TMA / SU Funds 2026-2045)	**$184,672,539**	
Difference	$479,029	
Total (PD&E and Design)	$33,678,573	
Available funds PD&E and Design (Non-SIS + TMA / SU Funds 2026-2045) (calculated as 20% of R/W+CST)	**$36,934,508**	
Difference	$3,255,935	
Available funds Transit (2026-2045)	**$58,045,028**	

Number for Map	Needs Plan #	PD&E / Design Status (TIP)	Project Name	From	To	Improvement	Project Type	PD&E	Design	R/W	CST+CEI
	C-12		Roundabout: CR 2322 (E. 7th Avenue) @ CR 2327 (Transmitter Rd) (Springfield)			Roundabout	Intersection	NA	$175,000	$525,000	$1,925,000
	C-13		Roundabout: US 98B (US Business 98) @ Cedar Streets and Pitts Avenue (Parker)			Roundabout	Intersection	NA	$175,000	$525,000	$1,925,000
	C-14		Roundabout: US 98B (US Business 98) @ Cheri Lane, Boat Race Road, and Luther Street (Parker)			Roundabout	Intersection	NA	$175,000	$525,000	$1,925,000

F. Draft Cost Feasible Plan TIP and Local-Funded Project Development

Cory Wilkinson then reviewed the projects with Local Funding and projects in the current Transportation Improvement Program (TIP). Locally-funded projects are highlighted in green shading.

ID	Needs Plan	Project Name	From	To	Improvement	PD&E	PE	R/W	CST+CEI	Total
1	A-45	SR 20	Washington County Line	US 231 (SR 75)	Widen to 4 lanes	$2,100,000				$2,100,000
2	B-2	SR 30 (US 98A) Front Beach Road Segment 3 [Non-SIS] Community Redevelopment Agency Project Priority **LOCAL FUNDS**	West of SR 79	East of Lullwater Drive	Phase 3 Widen/Reconstruct SR 30 (US 98A) Front Beach Road for mobility and safety. [Complete Streets]				$7,691,110	$7,691,110
3	B-10	SR 30 (US 98A) Front Beach Road Segment 4.2 [Non-SIS] Community Redevelopment Agency Project Priority **LOCAL FUNDS**	Hill Road	SR 392A Hutchison Blvd.	Phase 4.2 Widen/Reconstruct SR 30 (US 98A) Front Beach Road for mobility and safety. [Complete Streets]		$1,000,000			$1,000,000
4	B-11	SR 30 (US 98A) Front Beach Road Segment 4.1 [Non-SIS] Community Redevelopment Agency Project Priority **LOCAL FUNDS**	East of Lullwater Drive	Hill Road	Phase 4.1Widen/Reconstruct SR 30 (US 98A) Front Beach Road for mobility and safety. [Complete Streets]			$6,227,000	$18,842,525	$25,069,525

ID	Needs Plan	Project Name	From	To	Improvement	PD&E	PE	R/W	CST+CEI	Total
5	B-12	SR 30 (US 98A) Front Beach Road Segment 4.3 [Non-SIS] Community Redevelopment Agency Project Priority **LOCAL FUNDS**	SR 392A Hutchison Blvd.	Richard Jackson Blvd.	Phase 4.1Widen/Reconstruct SR 30 (US 98A) Front Beach Road for mobility and safety. [Complete Streets]		$100,000			$100,000
6	A-8	Bay Parkway Phase 2 (Back Beach Bypass) TPO Non-SIS Project Priority #13. Includes **LOCAL FUNDS**	Bay Parkway (Phase 1) / W. Pier Park Drive	SR 30A (US 98) Panama City Beach Pkwy / Nautilus St.	Construct new 2 Lane Facility				$4,000,000	$4,000,000
7	E+C	Jenks Avenue **LOCAL FUNDS**	Baldwin Road	SR 390	Widen to 4 lanes				$10,486,069	$10,486,069
8	A-39	Titus Road Connector **LOCAL FUNDS**	SR 390	CR 2321	Construct new 2 Lane Facility				$3,100,000	$3,100,000
9	A-3	SR 390 [SIS] [Non-SIS Priority 5 for r/w]	SR 77 (Ohio Avenue)	US 231	Widen to 6 Lanes; and Bridge 460020 Replacement over Mill Bayou [Non-SIS Bridge Replacement]		$5,500,000	$779,900	$5,640,081	$11,919,981
10	A-46	Gulf Coast Parkway TPO Committed Non-SIS Project Priority	US 98 (SR 30)	SCR 2315 (Star Avenue)	Construct New Roadway [Capacity]				$17,941,097	$17,941,097

ID	Needs Plan	Project Name	From	To	Improvement	PD&E	PE	R/W	CST+CEI	Total
11	A-38	US 98 Dupont Bridge Replacement over St. Andrews Bay and ICWW [SIS]	City of Parker	Tyndall Air Force Base	DuPont Bridge 460019 Replacement [Capacity]		$3,332,000	$10,000,000	$178,676,896	$192,008,896
12	A-21	US 98 (Panama City Beach Parkway) SR 30A [SIS] TPO Non-SIS Project Priority #5.	Mandy Lane	Nautilus Street	Widen to 6 Lanes			$5,000,000		$5,000,000
13	A-22	US 98 (Panama City Beach Parkway) SR 30A [SIS] TPO Non-SIS Project Priority #8.	Nautilus Street	Richard Jackson Blvd	Widen to 6 Lanes		$2,900,205			$2,900,205
14	E+C	SR 390 St. Andrews [Committed TPO SIS Project Priority]	SR 368 23rd Street	CR 2312 Baldwin Road	Widen to 6 Lanes				$45,927,451	$45,927,451
15	E+C	SR 390 St. Andrews [Committed TPO SIS Project Priority]	CR 2312 Baldwin Road	Jenks Avenue	Widen to 6 Lanes			$2,861,917		$2,861,917
16	A-18	US 231 (SR 75) [SIS] TPO SIS Project Priority #2.	Pipeline Road	Penny Road	Widen to 6 Lanes		$314,068	$1,633,594	$25,000	$1,972,662
17	A-16, A-17	US 231 (SR 75) [SIS] TPO SIS Project Priority #1.	US 98 (SR 30A) / 15th Street / Harrison Avenue	Pipeline Road	Widen to 6 Lanes		$84,426	$5,239,842	$25,000	$5,349,268
18	A-16	US 231 (SR 75) [SIS] TPO SIS Project Priority #1.	US 98 (SR 30A) / 15th Street /	23rd Street (SR 368)	Widen to 6 Lanes			$122,819,900		$122,819,900

ID	Needs Plan	Project Name	From	To	Improvement	PD&E	PE	R/W	CST+CEI	Total
19	A-17	US 231 (SR 75) [SIS] TPO SIS Project Priority #1.	23rd Street (SR 368)	Pipeline Road	Widen to 6 Lanes			$28,616,261		$28,616,261
20	A-51	US 98 (SR 30) [SIS]	Walton County Line	SR 79 (Arnold Drive)	Widen to 6 Lanes (PD&E)	$2,100,000				$2,100,000
21	A-44	SR 389 (East Avenue) [SIS] (PD&E Segment 1) TPO Port Panama City Project Priority #4 in FY 19/20.	US 98B (SR 30) / 5th Street	CR 2337 (Sherman Avenue)	Widen to 4 Lanes	$1,050,000				$1,050,000
22	A-43	CR 389 (East Avenue) [SIS] (PD&E Segment 2) TPO Port Panama City Project Priority #4 in FY 19/20.	Port Entrance	US 98B (SR 30) / 5th Street	Widen to 4 Lanes	$525,000				$525,000
23	A-1	SR 368 (23rd Street) at US 98 [SIS]	US 98 / 23rd Street Interchange Flyover TPO SIS Project Priority #7.	SR 390 (St Andrews Boulevard)	Widen to 6 Lanes	$1,050,000				$1,050,000

	PD&E	PE	R/W	CST+CEI
Sub Totals	$6,825,000	$13,230,699	$183,178,414	$292,355,229
LOCAL FUNDS	$0	$1,100,000	$6,227,000	$44,119,704
subtotal (R/W and Construction)	$20,055,699		$475,533,643	
subtotal (PD&E and Design)	$20,055,699		n/a	
Total	$495,589,342			
Total **LOCAL FUNDS**	$51,446,704			

G. Committee and Public Comment

- Bay County (Keith Bryant, Cliff Johnson, 03/29/21) provided the following input prior to the meeting:
  - Fund Philip Griffitts, Sr. Parkway [Bay Parkway / Back Beach Bypass] Phase III from North Clara Ave. to Chip Seal Parkway (R/W and CST + CEI) at $101.5 M, with assumption that **r/w** to be **Local Funded**. [Needs Plan #A-53, Capacity]
  - Fund Elevated Pedestrian Structure on Back Beach Rd. at N. Pier Park Dr at $2.5M. [Needs Plan #E-8, Bike / Ped]
  - Fund Roundabout at Harrison Ave. and 6th Street at $4M. [Needs Plan #C-9, Intersection, from City of Panama City Long-Term Recovery Plan, (Dover, Kohl & Partners)]
- Larry Messinger (Citizens' Advisory Committee) previously provided input prior to the meeting regarding concerns for continued congestion on the Beach.
- Keith Bryant made the following recommendations:
  - Project A-53, Bay Parkway Phase 3 (Back Beach Bypass, Philip Griffitts Sr. Parkway): Reduce PD&E cost to $4M, and bring into Hybrid CFP Scenario. Keith will provide updated Design Cost since St. Joe donated ROW.
  - Project E-8, Elevated Pedestrian Structure on Back Beach Road at N. Pier Park Dr: bring into Hybrid CFP Scenario.
  - Reduce Box Funds for Corridor Management / Complete Streets projects from $700K to $500K/yr.
  - Project C-2: US 98 (Thomas Drive) Interchange Phase II and III: Bring in design phase or as much as possible into Hybrid CFP Scenario (current Design is outdated).
  -

H. Next Steps

- Gary Kramer indicated public input will occur May 3-7.
- The next Steering Committee Meetings will be held on May 12.
- The Draft 2045 Cost Feasible Plan will be presented as a review item to the TPO and Advisory Committees on April 28 and for action on June 16.

I. Adjournment

- The meeting was adjourned at 10:00 a.m.

MAY 12, 2021 STEERING COMMITTEE MEETING

2045 Bay County Transportation Planning Organization Long Range Transportation Plan
Steering Committee #10
May 12, 2021 GoTo Meeting Summary

Members Attending
Bryant Paulk, FDOT Urban Liaison
Donna Green, FDOT Urban Liaison
Cliff Johnson, Technical Coordinating Committee
Tim Smith, Technical Coordinating Committee
Wyatt Rothwell for Kelly Jenkins, Technical Coordinating Committee
Robert Waddell, Citizens' Advisory Committee
Richard McConnell, Northwest Florida Beaches International Airport
Lamar Hobbs, Bay Town Trolley

Members Not Attending
Rickey Fitzgerald, FDOT (Freight)
Wayne Stubbs, Port Panama City
Keith Bryant, Technical Coordinating Committee
John Skaggs, Naval Coastal Systems Center
Traycee Verdun Chapman, Tyndall Air Force Base
John Lincoln, Citizens' Advisory Committee
Leon Miller, Citizens' Advisory Committee
Thomas Robinson, Citizens' Advisory Committee

Others Attending
Larry Messinger, CAC
Sandra Culbreth, Bay Town Trolley
Austin Mount, Emerald Coast Regional Council
Mary Beth Washnock, Emerald Coast Regional Council
Angela Bradley, Emerald Coast Regional Council
Brittany Ellers, Emerald Coast Regional Council
Rae Emary-McFee, Emerald Coast Regional Council
Caitlin Cerame, Emerald Coast Regional Council
Jill Nobles, Emerald Coast Regional Council
Gary Kramer, Emerald Coast Regional Council
Cory Wilkinson, HDR

A. Introductions and Welcome

- Gary Kramer welcomed the participants to the Steering Committee Meeting for the 2045 Bay County Transportation Planning Organization (TPO) Long Range Transportation Plan. He went through a rollcall for meeting participation purposes. He explained the purpose of the Steering Committee is to review and comment on the detailed Long Range Transportation Plan products prior to review by the TPO and Advisory Committees. The intent to have most of the questions answered before the products are presented to the TPO and Advisory Committee Meetings.

B. Overview of LRTP Process and Steering Committee

- Gary Kramer stated the 2045 Long Range Transportation Plan needs to be approved by the TPO by June 22, 2021 to maintain the five year requirement between Long Range Transportation Plan Updates.
- Gary Kramer mentioned the six tasks identified in the 2045 Long Range Transportation Plan Scope of Services that was approved by the Bay County TPO on July 24, 2019, five (Goals and Objectives, Evaluation Criteria and Financial Resources, Performance Measures, Congestion Management Process Plan, and Needs Plan) have been approved by the TPO. The remaining task is the Cost Feasible Plan which is the topic of this Steering Committee Meeting.

C. Overview of LRTP Public Outreach for Cost Feasible Plan

- Brittany Ellers reviewed the results of the LRTP Cost Feasible Plan Public Meeting held on May 6, 2021 as a hybrid meeting with an in-person component at the Panama City Beach City Hall, and an on-line component. The public input survey (open until Friday, May 14) was summarized based on the input received to date:
  - Most respondents (75%) believe traffic congestion and delay is the most significant transportation issue.
  - Most respondents (75%) believe the draft Priorities Scenario is the version that should be adopted for the Long Range Transportation Plan.
- Public comment received at the meeting was reviewed:
  - Larry Messinger recommended support for US 98 Back Beach segments through right-of-way, prioritized as:
    - Mandy Lane to Nautilus (SIS Priority 5)
    - Nautilus to Richard Jackson (SIS Priority 4)
    - Richard Jackson to Hathaway Bridge (SIS Priority 6).
  - These segments need to be funded before US 98 from Walton County Line to SR 79.
  - Bryant Paulk (FDOT) responded that the recommendation has been submitted to the FDOT Strategic Intermodal System (SIS) Office for support of the prioritization and funding.

D. Project Schedule

- Gary Kramer reviewed the project schedule to date:
  - Goals and Objectives: Adopted February 5, 2020
  - Evaluation Criteria and Financial Resources: Adopted May 27, 2020
  - Performance Measures: Adopted July 23, 2020
  - Congestion Management Process: Adopted September 23, 2020
  - Needs Plan: Adopted January 27, 2021
  - Cost Feasible Plan: must be adopted by June 22, 2021.
- Cory Wilkinson reviewed a summary of the nine previous Steering Committee Meetings, recognizing this last meeting and thanking the Steering Committee for the extra work that has been put in.

Meeting #1 – September 25, 2019.
- Overview of LRTP Process & Steering Committee Role.
- Review of 2040 LRTP Goals & Objectives.
- Discussion regarding drafted Goals & Objectives.

Meeting #2 – November 14, 2019.
- Reviewed Draft Goals & Objectives.
- Recommended Goals & Objectives Draft for TPO Board & Committees.

Meeting #3 - January 17, 2020.
- Finalize Recommended Goals & Objectives.
- Review & Recommend Evaluation Criteria.
- Overview of Financial Resources Information.

Meeting #4 - April 27, 2020.
- Finalize Evaluation Criteria.
- Finalize Financial Resources Information.
- Community Profile update.
- Overview of Congestion Management Process and Needs Plan.

Meeting #5 – August 19, 2020.
- Congestion Management Process review for TPO approval.
- Review input for Needs Plan projects.
    - Freight, Airport, Port, Bay Town Trolley, Tyndall, Navy.

Meeting #6 – October 28, 2020.
- Review Needs Plan projects.

Meeting #7 – November 17, 2020.
- Review Needs Plan projects.

Meeting #8 – March 1, 2021.
- Reviewed draft Priorities and Multi-Modal Scenarios.

Meeting #9 – April 5, 2021.
- Reviewed draft Priorities and Multi-Modal Scenarios.
- Reviewed draft Evaluation Criteria Scenario.
- Reviewed SIS Projects.
- Reviewed TIP and Local-Funded projects.

E. <u>Comments Since Last Steering Committee Meeting</u>

- Cory Wilkinson reviewed comments incorporated based on input received at or after Steering Committee #9:
    - Costs adjusted for [A-53] Bay Parkway Phase 3 (Back Beach Bypass, US 98 at Clara Avenue and Chip Seal Parkway).
    - R/W was calculated at 75% of CST ($88.2M). Reduced to 50% of CST which changed it to $44.1M.
    - PE was calculated at 20% of CST. Reduced to 10% of CST which changed it to $8.8M.
    - PD&E was at $8.8M. Reduced to $4M based on Steering Committee #9 input.
    - Fund Philip Griffitts, Sr. Parkway [Bay Parkway / Back Beach Bypass] Phase III from North Clara Ave. to Chip Seal Parkway (R/W and CST + CEI) at $101.5 M, with assumption that **r/w** to be **Local Funded**. [Needs Plan #A-53, Capacity]. Reduce PD&E to $4M, bring into Hybrid Scenario.

- Fund Elevated Pedestrian Structure on Back Beach Rd. at N. Pier Park Dr at $2.5M. [Needs Plan #E-8, Bike / Ped]. Bring into Hybrid Scenario.
- Fund Roundabout at Harrison Ave. and 6th Street at $4M. [Needs Plan #C-9, Intersection, from City of Panama City Long-Term Recovery Plan, (Dover, Kohl & Partners).
- Reduce Box Funds for Corridor Management / Complete Streets Projects from $700K/yr to $500K/yr.
- US 98 (Thomas Drive) Interchange Phase II and III [C-2] bring in Design Phase or as much as possible into Hybrid Scenario.

- Cory Wilkinson reviewed comments received at the April 28, 2021 TPO CAC Meeting:
  - Concern for future development along Star Avenue corridor. In response, the Needs Plan includes a capacity widening project on Star Avenue.
  - Request to re-prioritize these segments of US 98 from Nautilus to Richard Jackson [Needs Plan project A-22], from Richard Jackson to the Hathaway Bridge [Needs Plan project A-42] rather than construction funding on the segment from the County Line to SR 79.

F. Draft Cost Feasible Plan Development: TIP and Local-Funded Projects

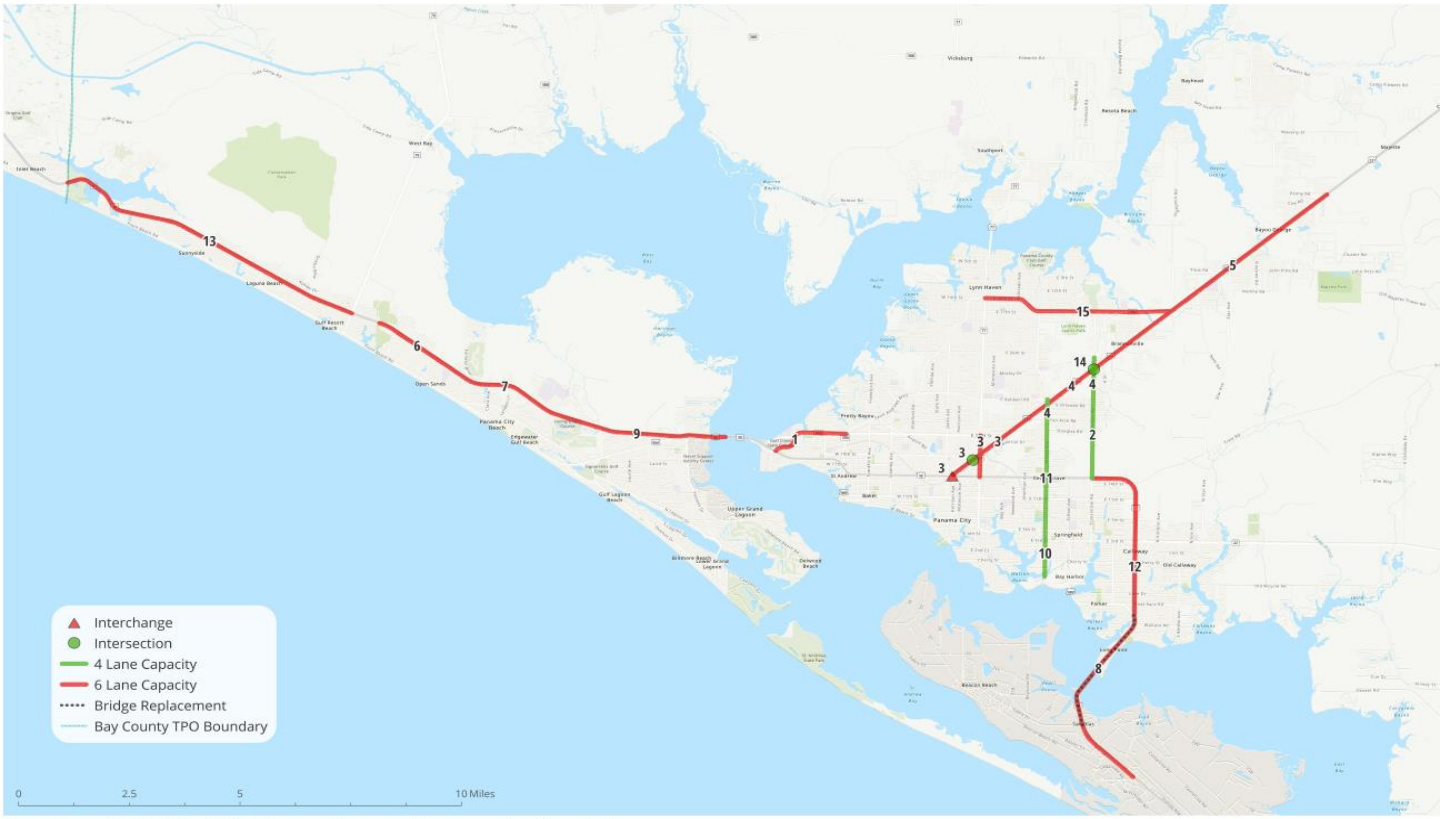
- Cory Wilkinson reviewed the **TIP and Local-Funded Projects** which are part of the LRTP.
  - Emphasis was placed on the Local contribution which equates to about 10% from Bay County and the City of Panama City Beach Community Redevelopment Agency.
  - SR 20 from the County Line to 231: PD&E for capacity widening.
  - US 98 from County Line to 79: PD&E for capacity widening.
  - Front Beach from 79 to Richard Jackson, various phases Locally-funded from Design, to Right-of-Way, to Construction.
  - Bay Parkway Phase 2 (Back Beach Bypass): new 2-lane construction.
  - US 98 Panama City Beach Parkway from Nautilus to Richard Jackson for Design.



Bay County TPO - 2045 Long Range Transportation Plan
Cost Feasible Plan - Transportation Improvement Program (TIP) and Local Funds Projects

- In the Panama City Beach / Lynn Haven Area: 23rd at 98 to 390, PD&E for capacity widening.
- 390 from 23rd to Baldwin: 6-lane construction.
- 390 from Baldwin to Jenks: 6-lane construction.
- Jenks from Baldwin to 390: 4-lane construction.
- 231 from 98 to Penny, 6-lane capacity widening for Design and Right-of-Way.
- Titus Road at 231: New 2-lane construction.
- East Avenue from the Port to south of 231: PD&E Study for capacity widening.
- In Springfield, Gulf Coast Parkway from 98 to Star: new 2-lane construction.
- In Parker extending to Tyndall AFB: US 98 Dupont Bridge Replacement.

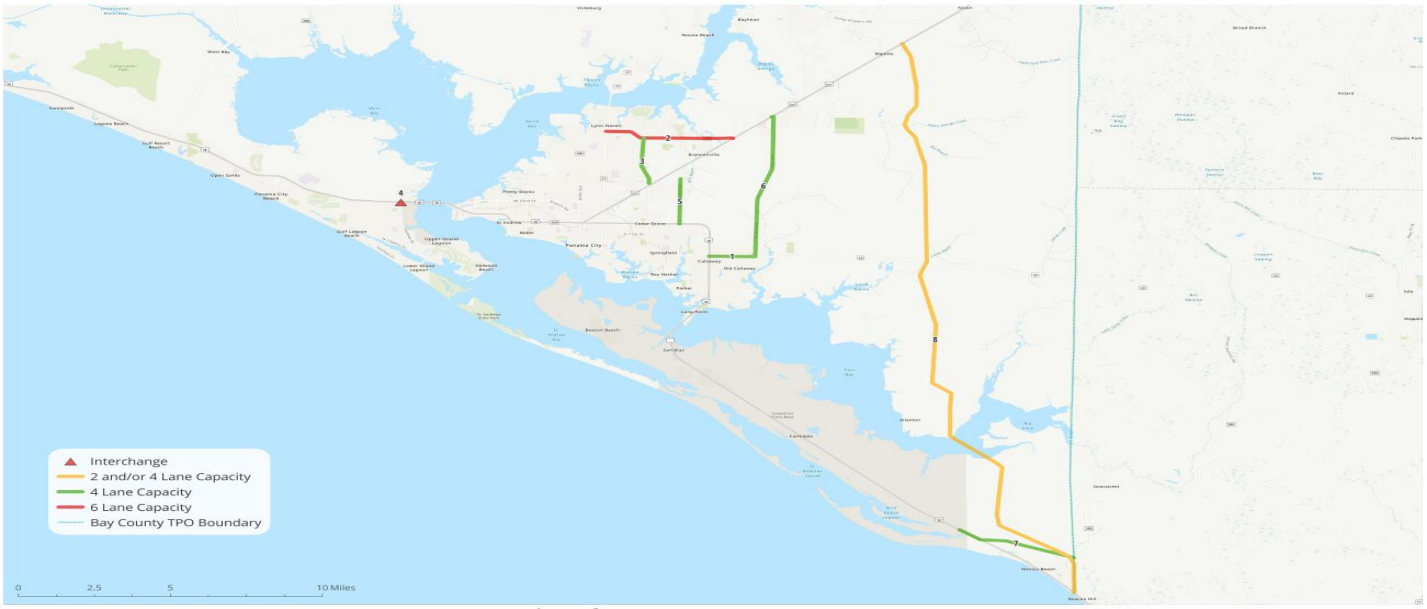
- Cory Wilkinson reviewed the **SIS Projects** which are part of the LRTP.
  - US 98 from County Line to Hathaway Bridge: various phases from PD&E to Construction.
  - 23rd Street from 98 to 390: 6-lane capacity for construction.
  - 390 from 77 to 231: not yet on SIS, but includes Mill Bayou Bridge replacement.
  - 231 and related projects and interchanges, partially funded for right-of-way, but not yet funded for construction.
  - East Avenue from the Port to 231: Design for capacity widening.
  - In Springfield, Transmitter from 98 to 231: PD&E for capacity widening.
  - US 98 Tyndall Parkway: PD&E for capacity widening.
  - Dupont Bridge Replacement to Tyndall AFB.
  - US 98 from County Line to Hathaway Bridge: various phases from PD&E to Construction.
  - 23rd Street from 98 to 390: 6-lane capacity for construction
  - 390 from 77 to 231: not yet on SIS, but includes Mill Bayou Bridge replacement
  - 231 and related projects and interchanges, partially funded for right-of-way, but not yet funded for construction.



Bay County TPO - 2045 Long Range Transportation Plan
Cost Feasible Plan - Strategic Intermodal Systems (SIS) Projects

- 231 and related projects and interchanges, partially funded for right-of-way, but not yet funded for construction.
- East Avenue from the Port to 231: Design for capacity widening
- In Springfield, Transmitter from 98 to 231: PD&E for capacity widening
- US 98 Tyndall Parkway: PD&E for capacity widening
- Dupont Bridge Replacement to Tyndall AFB.

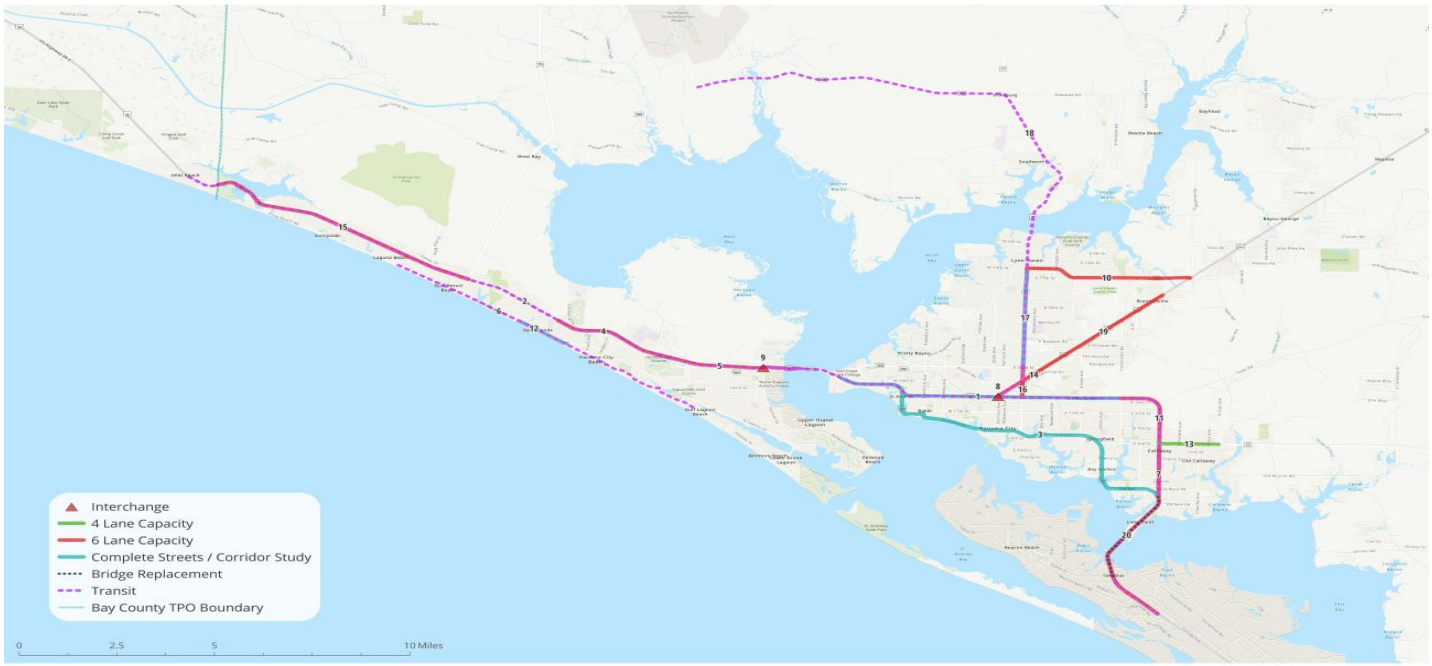
- Cory Wilkinson reviewed the **three Non-SIS Scenarios** for consideration in the LRTP beginning with a summary of the Needs Plan and costs:
  - Capacity: $4.1B
  - Complete Streets / Corridor Studies: $44.1M
  - Intersections (major): $146.5M
  - Transit projects: $127.1M
  - Bike / Ped: $11.7M
  - Approximately $4.4 Billion *(present day costs)* for 105 projects.
  - Of these projects, 26 are or may be on the Strategic Intermodal System (SIS) and may have separate funding for $1.8B (about 40% of the overall costs). Approximately $2.6 Billion *(present day costs)* for 79 non-SIS projects.
  - Available funding (present day cost) is $184.6M (FY 26-45) allocated as:
    - FY20-25: $50.2M
    - FY26-30: $54.9M
    - FY31-35: $50.4M
    - FY36-45: $79.3M
  - FY 26-45 Non-SIS Needs: approximately $2.6B, 79 projects. Therefore, only about 7% of non-SIS projects can be funded with anticipated funding. FDOT will determine funding for SIS projects.
- Cory Wilkinson reviewed the **Non-SIS <u>Priorities</u> Scenario**. This scenario is based on the Adopted (September 2020) Priorities, recognizing updated priorities are currently under consideration.
  - Box Fund changes were reviewed.
  - Corridor / Complete Streets category was reduced from $700K/yr to $500K/yr.Projects were mapped and reviewed.



Bay County TPO - 2045 Long Range Transportation Plan
Cost Feasible Plan - Scenario 1: Non-SIS Priorities

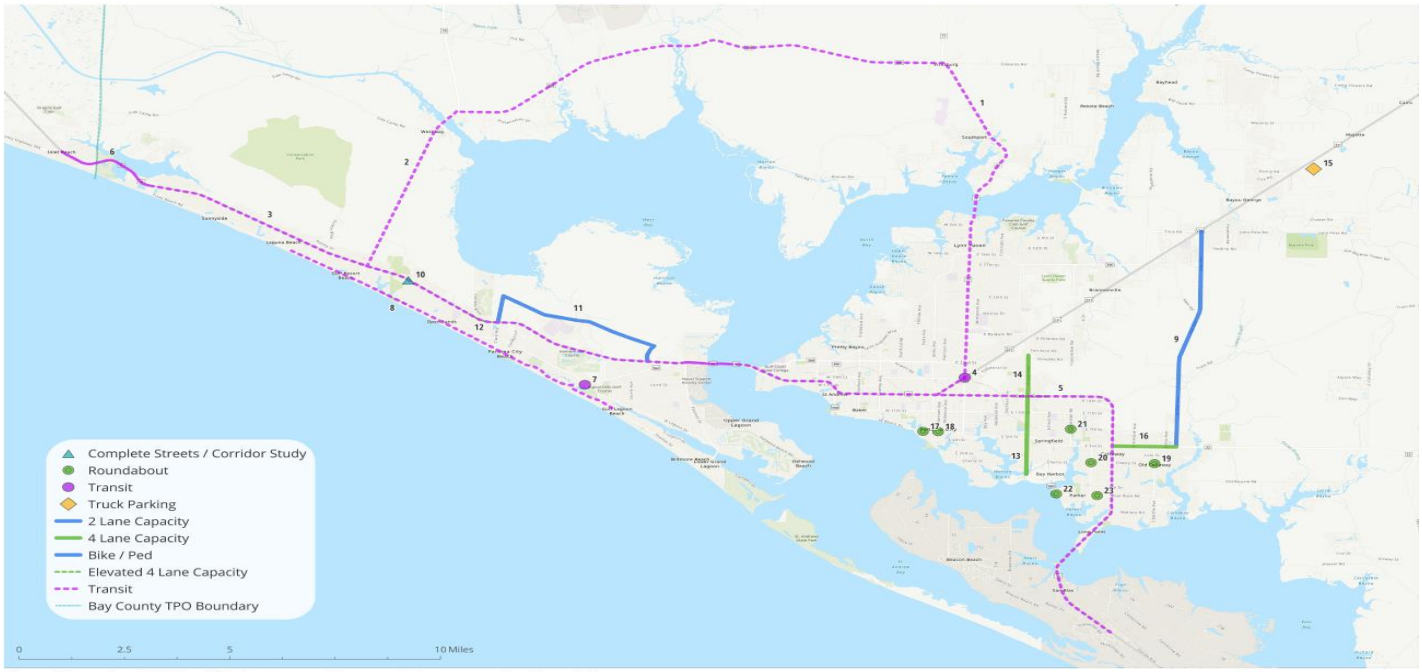
- Since the last Steering Committee meeting, Project A-10 was updated to show PD&E complete, and Design underway. These funds were re-allocated.
- At the last Bay TPO CAC meeting, a member felt the widening of SR 22 should be expanded to the Gulf County Line before of the growth occurring east of Star Avenue. ECRC staff recommends the expansion of the SR 22 be reviewed during the next Long Range Transportation Range Transportation Plan update when updated growth numbers will be available.
- Gulf Coast Parkway [Needs Plan project A-25] was partially funded for Design.
- Projects were reviewed:
  - US 98 at Thomas Drive, Priority 7 for R/W.
  - 390 from 77 to 231, Priority 5 for R/W.
  - East Avenue from Baldwin to 390, Priority 6 for PD&E but able to fund through construction in this scenario.
  - In Springfield, Transmitter from 98 to 231 (at C Street), Priority 8 for PD&E but able to fund through construction in this scenario.
  - In Callaway, Star from 22 to 231, Priority 10 for PD&E, but able to fund through Design in this scenario.
  - Wewa Highway SR 22 from 98 to Star, Priority 4 for R/W, but able to fund through Construction in this scenario.
  - Gulf Coast Parking connecting to Mexico Beach, Priority 12 for PE, but only partially funded.
  - Gulf to Bay Parkway around Mexico Beach, Priority 12 for Construction, but not funded in this scenario.

- Cory Wilkinson reviewed the **Non-SIS <u>Evaluation Criteria</u> Scenario**. Evaluation Criteria were adopted May 27, 2020 with seven categories, 23 criteria, 335 points possible. All 105 Needs Plan projects were evaluated, scored, and ranked. The top 20 are presented in this Scenario.
- In this Scenario, the box funds are the same as the Priorities Scenario.



Bay County TPO - 2045 Long Range Transportation Plan
Cost Feasible Plan - Scenario 2: Evaluation Criteria

- Projects were reviewed:
  - In this scenario, the number on the map is the ranking number. There are a number of transit projects (dashed lines) that show up in this Scenario.
  - US 98 various segments from county line to Hathaway Bridge.
  - US 98 transit connecting Panama City Beach to South Walton (Inlet Beach). This project is the #2 ranked project in this scenario.
  - US 98 Thomas Drive Intersection.
  - US 98A Front Beach Trolley Dedicated Lane.
  - US 98A Front Beach form Hill to Hutchison.
  - US 98 23rd to Transmitter. This project was the #1 ranked in the Evaluation Criteria Scenario for a corridor / complete streets projects (not capacity widening).
  - US 98 transit between Naval Support Activity (NSA) Panama City and Tyndall Air Force Base.
  - In Springfield, Callaway, Parker area: US 98 from Transmitter to Tyndall Air Forces Base capacity widening and the Dupont Bridge replacement.
  - SR 22 Wewa Highway Phase 1 capacity widening between Tyndall Parkway and Star.
  - Business 98 through the St. Andrews community and marina area. This project was the #3 ranked project in this scenario for corridor / complete streets evaluation (not capacity widening) as a result of the post-hurricane community and neighborhoods plans developed by Dover and Kohl and others.
  - 231 corridor to Pipeline, and related projects.
  - SR 77 in Lynn Haven as a corridor / complete streets study (not capacity widening).
  - Transit to the airport from Panama City.
  - 390 from 77 to 231 for Design.
- Cory Wilkinson reviewed the **Non-SIS <u>Multi-Modal</u> Scenario**.
- In this Scenario, the box funds were adjusted to bring emphasis to Complete Streets studies and trails.



Bay County TPO - 2045 Long Range Transportation Plan
Cost Feasible Plan - Scenario 3: Multi-Modal (Non-SIS)

- Projects were reviewed:
  - US 98 to Inlet Beach transit.
  - US 98 transit to Panama City from Walton County Line.
  - US 98 Back Beach Pedestrian Overpass at Pier Park for construction.
  - US 98 elevated segment for partial Design.
  - Bay Parkway Phase 3 (Back Beach Bypass) for partial R/W.
  - Front Beach dedicated trolley lane.
  - Transfer Center on Front Beach.
  - Transit to the airport from both Panama City and Panama City Beach.
  - Transfer Center on US 231 at SR 77.
  - US 98 transit between the two military bases (NSA Panama City and Tyndall AFB).
  - In Springfield, East Avenue capacity widening for R/W.
  - In Callaway, Wewa Highway Phase 1 between Tyndall Parkway and Star for R/W for capacity widening.
  - Star Avenue bike lanes.
  - Several roundabout projects in the Downtown North CRA area of Panama City based on the post-hurricane community and neighborhood plans developed by Dover and Kohl and others:
    - Roundabouts on 6th at Beach and Harrison.
    - In Callaway, roundabout on Cherry and Berthe.
    - In Parker / Springfield / Callaway, roundabout on Cherry at Bob Little.
    - In Springfield, roundabout on Transmitter at 7th.
    - In Parker, two roundabouts on Business 98.
- Cory Wilkinson reviewed the **draft <u>Hybrid</u> Scenario**.
- In this Scenario, the box funds are the same as the Priorities scenario.

Number for Map	Needs Plan #	Project Name	From	To	Improvement	Project Type	PD&E	Design	R/W	CST+CEI
n/a	none	Operations and Maintenance of Current ITS System 4084123 **[Non-SIS Priority 1]**			$600,000/year for 20 years	Box Funds	NA	NA	NA	$12,000,000
n/a	none	Corridor Management Complete Streets (Studies)			$150,000/year for 20 years	Box Funds	$3,000,000	NA	NA	0
n/a	none	Corridor Management Complete Streets (Projects)			$500,000/year for 20 years	Box Funds	NA	NA	NA	$10,000,000
n/a	none	Public Transportation Capital Improvements 4282091 **[Non-SIS Priority 3]**			$350,000/year for 20 years	Box Funds	NA	NA	NA	$7,000,000
n/a	none	Bicycle/Pedestrian Projects and Sidewalk Construction			$350,000 /year for 20 years	Box Funds	NA	NA	NA	$7,000,000
n/a	none	Regional Trails			$150,000/year for 20 years	Box Funds	NA	$3,000,000	NA	0

- Projects were reviewed (not yet mapped):
  - [A-10] SR 22 from Tyndall Parkway to Star: funded through CST.
  - [A-3] SR 390 from SR 77 to US 231: funded through R/W.
  - [A-5] East Avenue between Baldwin Road and 390: Funded through CST.
  - [C-2] US 98 at Thomas Drive: funded through R/W.
  - [A-41, A-15] Transmitter Road: funded through CST.
  - [A-14] Star Avenue from SR 22 to US 231: Funded through PE.
  - [A-6] Gulf to Bay Parkway from CR 386 to Tyndall: funded through R/W.
  - [A-25] Gulf Coast Parkway from US 98 to US 213: not funded past PD&E (complete).

- [A-46] Gulf Coast Parkway connecting to Star: funded through CST.
- [A-53] Bay Parkway Phase 3: funded for PD&E.
- [A-54] US 98 Elevated Segment: partially funded for PD&E.
- [E-8] US 98 Elevated Pedestrian Structure at Pier Park: funded for CST.
- [C-9] Harrison Street Roundabout at 6th: funded for CST (**note**: this was an error on the slide presented at Steering Committee #10 which showed CST not funded, but the funding amount was included in the spreadsheet).

Needs Plan #	Project Name	From	To	Improvement	Project Type	PD&E	Design	R/W	CST+CEI
A-10	SR 22 (Wewa Highway) 4258031 [**Non-SIS Priority 4** for r/w]	SR 30A (US 98) Tyndall Pkwy.	Star Avenue	Widen to 4 Lanes	Capacity [from Priorities and Evaluation Criteria]	Complete	Underway	$5,413,866	$12,451,891
A-3	SR 390 [**SIS**] 4212252 [**Non-SIS Priority 5** for PE]	SR 77	US 231	Widen to 6 Lanes	Capacity [from Priorities and Evaluation Criteria]	Complete	$5,500,000	$71,500,000	$96,300,000
A-5	CR 389 (East Ave.) [**Non-SIS Priority 6** for PD&E]	CR 2312 (Baldwin Road	SR 390	Widen to 4 Lanes	Capacity [from Priorities]	$1,570,144	$2,355,216	$7,850,722	$18,056,662
C-2	US 98 at Thomas Dr. [**SIS**] 2179951, 2199952 [Non-SIS Priority 7 for PE]			Interchange Phases II and III	Capacity [from Priorities and Evaluation Criteria]	Complete	$1,220,000	$2,786,000	$114,614,000
A-41	Transmitter Road [**Non-SIS Priority 8** for PD&E]	C Street	Brook Street	Widen to 4 Lanes	Capacity [from Priorities]	Funded with US 231 from 23rd to Pipeline (SIS project)			
A-15	Transmitter Road [**Non-SIS Priority 8** for PD&E] [**SIS**]	US 98 (E. 15th Street)	C Street	Widen to 4 Lanes	Capacity [from Priorities]	$2,005,000	$2,295,479	$7,651,597	$17,598,673
A-14	Star Avenue [**Non-SIS Priority 9** for PD&E]	SR 22 (Wewa Highway)	US 231 (SR 75)	Widen to 4 Lanes	Capacity [from Priorities]	$2,977,450	$4,466,175	$14,887,249	$34,240,674
A-6	Gulf to Bay Parkway 4109115 [**Non-SIS Priority 10** for construction]	CR 386	South of Tyndall Air Force Base	Construct New Roadway	Capacity [from Priorities]	Complete 410911-2	Complete 410911-3	Complete 410911-3	$42,077,682
A-46	Gulf Coast Parkway 4109818 TPO Committed **Non-SIS Priority 11** for CST	US 98 (SR 30)	Star Ave.	Construct New Roadway	Capacity [from Priorities]	Complete 410981-2	Complete	Complete	FY22

- The following projects are <u>not</u> cost-feasible in the draft Hybrid Scenario:

Needs Plan #	Project Name	From	To	Improvement	Project Type	PD&E	Design	R/W	CST+CEI
A-25	Gulf Coast Parkway 4109812 [Non-SIS Priority 12 for Design]	US 98 (SR 30)	US 231 (SR 75)	Construct New Roadway	Capacity	Complete 410981-2	$20,596,000	$29,900,000	$404,200,000
A-23	West Bay Parkway 4244641 , 4244642 [Non-SIS Priority 13 for Design]	US 98 (SR 30) in Walton Co	SR 79	Construct New Roadway	Capacity	Complete	$10,900,000	$490,000	$249,000,000
A-37	West Parkway Extension 4244644 [Non-SIS Priority 14 for PD&E]	SR 77	SR 75 (US 231)	Widen to 4 Lanes	Capacity	$8,458,323	$12,687,485	$16,916,647	$97,270,719
C-15	SR 77/SR 388 Intersection [Non-SIS Priority 16 for PD&E]			Intersection Realignment	Intersection	$252,524	$378,786	$1,262,620	$2,904,026
A-12	SR 388 4244646 [Non-SIS Priority 17 for r/w]	E. of Airport	E. of Burnt Mill Creek	Widen to 4 Lanes	Capacity	$982,823	$1,474,235	$2,457,058	$11,302,468
A-11	SR 388 4244647 [Non-SIS Priority 18 for r/w]	E. of Burnt Mill Creek	SR 77	Widen to 4 Lanes	Capacity	$3,271,196	$4,906,793	$8,177,989	$37,618,750

- Discussion followed on the draft Hybrid Scenario.
  - How can we fund Design and R/W for Bay Parkway Phase 3? Are there any contributions that can be made from Local sources? Can R/W be locally funded and/or donated by St. Joe?
- Gary noted that the project C-15, SR 77 at SR 388 Intersection (Non-SIS Priority 16 for PD&E) is <u>not</u> funded. He asked the Steering Committee for input if this project should be advanced. No input was received.
- Tim Smith (Bay County) said he would review the draft Hybrid Scenario with Keith Bryant.

- David Campbell will review Panama City Beach CRA projects. The Steering Committee was asked if the PD&E and Design costs for Back Beach Phase 3 could be reduced. No input was received. The cost has already been adjusted down once based on input from Steering Committee #9.

G. Comments from Committee Members and Public

- Larry Messinger (Citizens' Advisory Committee) reminded the group of his previous comments regarding the need to prioritize r/w funding for the east end of US 98 project segments over the west end. He asked if there is a conceptual design yet for the Elevated Segment of US 98. There is no concept at this point – the project is being considered in the LRTP so that concepts can be developed. Cory Wilkinson clarified that the cost estimate for this LRTP was developed by an HDR Engineer (P.E.) based on FDOT Long Range Estimating (LRE) guidelines. The construction cost is a valid planning basis. Larry also asked when the draft hybrid option will be made available to the public? Gary clarified that it will be presented to the TPO and Committees in June.

H. Next Steps

- Gary Kramer indicated the next steps is for the 2045 Long Range Transportation Plan Cost Feasible Plan to be presented for action at the June 16, 2021 TPO and Advisory Committee Meetings.
- The 2045 Long Range Transportation Cost Feasible Plan consists of the following:
  - TIP (2020-2025) including Local Projects.
  - SIS (2026-2045).
  - Non-SIS Hybrid Scenario (2026-2045).
  - Local Projects (2026-2045).
- Need guidance on the Non-SIS Hybrid Scenario Costs and Funding sources for Bay Parkway III only partially funded in the hybrid scenario, Panama City Beach Parkway Elevated Segment only partially funded in the hybrid scenario; CR 388/SR 77 realignment continuous connection no phases funded in the hybrid scenario.
- Need guidance on CRA projects on Panama City. Any additional projects or costs that need updating?
- Gary Kramer and Cory Wilkinson will reach out to Keith Bryant and Kelly Jenkins on these questions as they could not attend this meeting.

I. Adjournment:

- The meeting was adjourned at 10:00 a.m.

APPENDIX C – PUBLIC OUTREACH

ADVERTISEMENT



Bay County 2045 LRTP Public Workshop

Thursday, May 06, 2021
5:30 pm

Panama City Beach City Hall
Panama City Beach, FL

Virtual Event URL: http://www.ecrc.org/Bay2045LRTP

Note: Virtual Event.



The Bay County Transportation Planning Organization (TPO) is currently updating the 2045 Long Range Transportation Plan (LRTP). To ensure the transportation needs for your community are considered, we need your input.

The final step of the LRTP update process is developing the Cost Feasible Plan. This is the final list of LRTP projects with the highest probability of being funded, based on their costs and funding sources. The TPO will be adopting the Cost Feasible Plan in June 2021.

The Bay County Transportation Planning Organization (TPO) will hold a hybrid public workshop at 5:30 p.m., Thurs., May 6, 2021.

Show Full Description

Contact Info
Public Involvement
Bay County Transportation Planning Organization (TPO)
publicinvolvement@ecrc.org
850-332-7976

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Bay County 2045 LRTP Public Workshop

COMMENTS AND RESPONSES

May 6, 2021 Public Workshop. A comment was made to prioritize Right-of-Way funding for the east end of US 98 project segments over the west end.

FDOT has indicated the eastern segments of Panama City Beach Parkway are a priority of the District and are also the top three projects for the Advanced Production List.

May 6, 2021 Public Workshop. A comment was made if a conceptual design for the Elevated Segment of US 98 is available.

The Elevated segment of US 98 is currently only in the 2045 Needs Plan Once project is funded in the Cost Feasible Plan and ultimately for PD&E and Design a conceptual design will be rendered. The cost in the 2045 Needs Plan was created by a Professional Engineer from the General Planning Consultant firm who has expertise on developing cost estimates for elevated structures.

WJHG.COM CHANNEL 7 NEWS ARTICLE MAY 6, 2021

Locals weigh in on talks to widen Panama City Beach Parkway

By Dani Travis
Updated: May. 6, 2021 at 10:43 PM CDT
PANAMA CITY BEACH, Fla. (WJHG/WECP)

If you've driven on Panama City Beach Parkway recently, also known to locals as Back Beach Road, you may have found yourself at a standstill at times. A public workshop was held Thursday hoped to address traffic issues on the busy roadway.

The Bay County Transportation Planning Organization hears residents' traffic and road concerns. The TPO and local officials held a long-range transportation plan workshop to get input from the community on what they'd like to see. Officials said they're pushing hard to get the state to commit to widening Back Beach Road to six lanes. Vice Mayor Geoff McConnell said this is a fantastic step toward easing traffic congestion.

"Getting funds for this and widening this road is going to be good, not just for Panama City Beach, but for everyone here in Bay County," said McConnell.

McConnell said a project like this costs hundreds of millions of dollars.

He said there wasn't a person in the room who wasn't for the expansion. One excited local resident is Holly Spring, who believes widening Back Beach to six lanes would also benefit tourism.

"The Beach is a money-maker for the entire county. Tourism needs to always be important and I'm sure as a tourist I would not enjoy sitting in front of Pier Park for hours and hours and hours," said Spring.

McConnell said they'll take this input to the Bay County Transportation Planning Organization meeting next month. He said he wants people to understand no decision was made Thursday and this long-range plan goes until 2045.

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APPENDIX D – ADOPTED 2045 LONG RANGE TRANSPORTATION PLAN COST FEASIBLE PLAN

Bay County TPO - 2045 Long Range Transportation Plan - Adopted Cost Feasible Plan



10/21/2021

Bay_LRTP_2045 paulj

Adopted Cost Feasible Plan: Non-Strategic Intermodal System (SIS) Projects *Projects not shown in priority order*				
ID	**Project Name**	**From**	**To**	**Improvement**
1	Operations and Maintenance of Current ITS System 4084123			Regional Advanced Traffic Management System (ATMS) $600,000/year for 20 years
2	Corridor Management Complete Streets (Studies)			Corridor Management / Complete Streets Studies $150,000/year for 20 years
3	Corridor Management Complete Streets (Projects)			Corridor Management / Complete Streets Projects $500,000/year for 20 years
4	Public Transportation Capital Improvements 4282091			Public Transportation Capital Improvements $350,000/year for 20 years
5	Bicycle/Pedestrian Projects and Sidewalk Construction			Bicycle/Pedestrian Improvements $350,000 /year for 20 years
6	Regional Trails			Regional Trail Projects $150,000/year for 20 years
7	SR 22 (Wewa Highway) [A-8] Phase I 4258031	SR 30A (US 98) Tyndall Pkwy.	Star Avenue	Widen to 4 Lanes
8	SR 390 [A-2] 4212252	SR 77	US 231	Widen to 6 Lanes
9	CR 389 (East Avenue) [A-4]	CR 2312 (Baldwin Road	SR 390	Widen to 4 Lanes

Adopted Cost Feasible Plan: Non-Strategic Intermodal System (SIS) Projects *Projects not shown in priority order*				
ID	**Project Name**	**From**	**To**	**Improvement**
10	US 98 at Thomas Dr. [C-2] 2179951, 2199952			Interchange Phases II and III
11	Star Avenue [A-11]	SR 22 (Wewa Highway)	US 231 (SR 75)	Widen to 4 Lanes
12	Transmitter Road [A-12]	US 98 (E. 15th Street)	C Street	Widen to 4 Lanes
13	Gulf to Bay Parkway [A-5] 4109115	CR 386	South of Tyndall Air Force Base	Construct New Roadway
14	Bay Parkway Phase 3 [A-49] Back Beach Bypass, Philip Griffitts Sr. Parkway between Clara Avenue and Chip Seal Parkway			Construct new 4 Lane Facility
15	US 98 Panama City Beach Pkwy Elevated Segment [A-50] Connecting Back Beach / Bay Pkwy Phase 2 and 3]			Construct new 4-lane elevated segment of Back Beach US 98
16	Elevated Pedestrian Structure on US 98 (Back Beach Road) at N. Pier Park Drive [E-8]			Construct Pedestrian Overcrossing
17	Harrison Street Roundabout at 6Th Street [C-9]			Roundabout
18	SR 20	Washington County Line	US 231 (SR 75)	Widen to 4 Lanes
19	Transit Funds for Existing Service Levels			System-wide funding to maintain existing service.

Adopted Cost Feasible Plan: Strategic Intermodal System (SIS) Projects * *Projects not shown in priority order*				
ID	**Project Name**	**From**	**To**	**Improvement**
20	SR 368 (23rd Street) at US 98 [A-1] 441037-1, 441037-2, SIS #3325	US 98 / 23rd Street Interchange Flyover	SR 390 (St Andrews Boulevard)	Widen to 6 Lanes
21	Transmitter Road [A-38]	C Street	Brooke Lane	Widen to 4 Lanes
22	CR 2327 (Transmitter Road) [SIS Military Access Facility] [A-12] 446922-1, SIS #3453	US 98 / SR 30A (E. 15th Street)	C Street	Widen to 4 Lanes
23	US 231 (SR 75) Segment 7 [A-13] 217910-4; 217910-7	US 98 (SR 30A) / 15th Street / Harrison Avenue	23rd Street (SR 368)	Widen to 6 Lanes & intersection improvement
24	SR 77 (MLK Jr. Boulevard) [A-37]	US 98	23rd Street (SR 268)	Widen to 6 Lanes [in association with 217910-7]
25	US 231 (SR 75) at US 98 (Harrison Avenue) [C-1] 217910-2, 217910-4, 217910-7	US 231 (SR 75) at US 98 (Harrison Avenue)	US 231 (SR 75) at US 98 (Harrison Avenue)	Major Interchange Improvements
26	US 231 (SR 75) at 19th Street and SR 77 Intersection [C-4] 438138-1	US 231 (SR 75) at 19th Street and SR 77 Intersection	US 231 (SR 75) at 19th Street and SR 77 Intersection	Intersection Improvement (Add Turn Lane)
27	US 231 (SR 75) Segment 8 [A-14] 217910-4, 217910-8	23rd Street (SR 368)	Pipeline Road	Widen to 6 Lanes
28	SR 389 (East Avenue) [A-3]	CR 2337 (Sherman Avenue)	Baldwin Road	Widen to 4 Lanes [in association with 217910-8]

Adopted Cost Feasible Plan: Strategic Intermodal System (SIS) Projects * *Projects not shown in priority order*				
ID	**Project Name**	**From**	**To**	**Improvement**
29	CR 2327 (Transmitter Road) [A-38]	C Street	Brooke Lane	Widen to 4 Lanes [in association with 217910-8]
30	US 231 (SR 75) [A-15] 217910-2, 217910-3, SIS #3317	Pipeline Road	Penny Road	Widen to 6 Lanes
31	US 98 (Panama City Bch Pkwy) SR 30A [A-18] 217838-3, 217838-2, SIS #3486	Mandy Lane	Nautilus Street	Widen to 6 Lanes
32	US 98 (Panama City Bch Pkwy) SR 30A [A-19] 217838-4, 217838-2, SIS #3487	Nautilus Street	Richard Jackson Boulevard	Widen to 6 Lanes
33	US 98 Dupont Bridge Replacement Over St. Andrews Bay and ICWW [A-35] 442667-1	City of Parker	Tyndall Air Force Base	DuPont Bridge Replacement
34	US 98 (Panama City Beach Parkway) SR 30A [A-39] 217838-5, 217838-2, SIS #3496	Richard Jackson Boulevard	Hathaway Bridge	Widen to 6 Lanes
35	CR 389 (East Avenue) (PD&E Segment 2) [A-40] 440300-4, SIS #3385	Port Entrance	US 98B (SR 30) / 5th Street	Widen to 4 Lanes
36	SR 389 (East Avenue) (PD&E Segment 1) [A-41] 440300-3, SIS #3386	US 98B (SR 30) / 5th Street	CR 2337 (Sherman Avenue)	Widen to 4 Lanes
37	US 98 (SR 30) [A-44] SIS #3454	CR 2327 (Transmitter Road)	Tyndall Drive / Airey Avenue (on Tyndall Air Force Base)	Widen to 6 Lanes
38	US 98 (SR 30) [A-47] 437179-2, SIS 3495, 437759-1	Walton County Line	SR 79 (Arnold Drive)	Widen to 6 Lanes

Adopted Cost Feasible Plan: Strategic Intermodal System (SIS) Projects * *Projects not shown in priority order*				
ID	**Project Name**	**From**	**To**	**Improvement**
39	US 231 (SR 75) at CR 2327 (Transmitter Rd) Intersection [C-5] 439892-1	US 231 (SR 75) at CR 2327 (Transmitter Road) Intersection	US 231 (SR 75) at CR 2327 (Transmitter Road) Intersection	Intersection Improvement (Add Turn Lane)
40	SR 390 (E. 14th Street) [A-2]	SR 77 (Ohio Avenue)	US 231 (SR 75)	440487-1 Mill Bayou Bridge Replacement

* The Florida Department of Transportation (FDOT) is currently updating the SIS Needs and Cost Feasible Plans.

Adopted Cost Feasible Plan: Local-Funded Projects *Projects not shown in priority order*				
ID	**Project Name**	**From**	**To**	**Improvement**
41	SR 30 (US 98A) Front Beach Road Segment 4.2 [B-9] Panama City Beach Community Redevelopment Agency Project 4263913	Hill Road	SR 392A Hutchison Boulevard	Phase 4.2 Widen / Reconstruct Front Beach Road for mobility and safety.
42	SR 30 (US 98A) Front Beach Road Segment 4.1 [B-10] Panama City Beach Community Redevelopment Agency Project 4263917	East of Lullwater Drive	Hill Road	Phase 4.1 Widen / Reconstruct Front Beach Road for mobility and safety.
43	SR 30 (US 98A) Front Beach Road Segment 4.3 [B-11] Panama City Beach Community Redevelopment Agency Project 4263918	SR 392A Hutchison Boulevard	Richard Jackson Boulevard	Phase 4.3 Widen / Reconstruct Front Beach Road for mobility and safety.
44	Titus Road Connector [A-36]	SR 390	CR 2321	Construct new 2 Lane Facility
45	Powell Adams Road Segment 2 [A-7] Panama City Beach Community Redevelopment Agency Project	Front Beach Road	L.C. Hilton, Jr. Drive	Widen to 3 Lanes (2 southbound, 1 northbound), sidewalk, utility undergrounding, landscape, lighting. [Capacity]

APPENDIX E – 2045 COST FEASIBLE PLAN YEAR OF EXPENDITURE DOLLARS

Non-SIS Projects (Includes State and Federal Funds, FY26-45 + TIP): Year of Expenditure (YOE)

CFP Map # [Needs Plan #]	Project	FPID	Improvement	Phase	TIP FY20-24, & 21-25	Fed Fund Codes	Fed Fund Amt.	2026-2030	2031-2035	2036-2045	FY 26-45 Totals	FY20-45 Totals (adding TIPs)	Beyond 2045
	Box Fund Set-Aside												
1 [n/a]	Regional ITS Program [Non-SIS Priority 1] [TPO TSM Project Priority #1]	4084123	Operations and Maintenance of Intelligent Transportation System (ITS) at $600,000/year for 20 years	ATMS	$ 950,000			$ 3,960,000	$ 4,650,000	$ 12,300,000	$ 20,910,000	$ 21,860,000	$ -
2 [n/a]	Corridor Mgmt / Complete Streets **Studies**	n/a	Complete mobility **studies** and plans throughout the TPO area at $150,000/year for 20 years [funded from PD&E dollars]	OPS	$ -			$ 990,000	$ 1,162,500	$ 3,075,000	$ 5,227,500	$ 5,227,500	$ -
3 [n/a]	Corridor Mgmt / Complete Streets **Projects**	n/a	Implement **projects** in transportation studies/plans at $500,000/year for 20 years	OPS	$ -			$ 3,300,000	$ 3,875,000	$ 10,250,000	$ 17,425,000	$ 17,425,000	$ -
4 [n/a]	Public Transportation Capital Improvements [Non-SIS Priority 3]	4282091	Public Transportation Capital projects at $350,000/year for 20 years	OPS	$ -	CM, FTAT, SL	$ 4,987,500	$ 2,310,000	$ 2,712,500	$ 7,175,000	$ 12,197,500	$ 12,197,500	$ -
5 [n/a]	Bicycle and Pedestrian Projects	n/a	Implement projects from TPO bicycle and pedestrian plan at $350,000 /year for 20 years	OPS	$ -			$ 2,310,000	$ 2,712,500	$ 7,175,000	$ 12,197,500	$ 12,197,500	$ -
6 [n/a]	Regional Trail Program	n/a	Develop regional trail system/network at $150,000/year for 20 years [funded from PE dollars]	OPS	$ -			$ 990,000	$ 1,162,500	$ 3,075,000	$ 5,227,500	$ 5,227,500	$ -

CFP Map # [Needs Plan #]	Project	FPID	From	To	Improvement	Phase	TIP FY20-24, & 21-25	Fed Fund Codes	Fed Fund Amt.	2026-2030	2031-2035	2036-2045	FY 26-45 Totals	FY20-45 Totals (adding TIPs)	Beyond 2045
TIP and Local Projects (Non-SIS)															
18 [A-42]	SR 20	2206356	Washington County Line	US 231 (SR 75)	Widen to 4 lanes [Capacity]	PD&E	$2,100,000	ACFP	$2,100,000	$ -	$ -	$ -	$ -	$ 2,100,000	$ -
						PE	$ -			$ -	$ -	$ -	$ -	$ -	$11,842,870
						RW	$ -			$ -	$ -	$ -	$ -	$ -	$11,842,870
						CST/CEI	$ -			$ -	$ -	$ -	$ -	$ -	$136,193,001
n/a [E+C]	SR 30 (US 98A) Front Beach Road Segment 3 [Non-SIS] PCB Community Redevelopment Agency Project Priority **LOCAL FUNDS** Includes South Arnold Road between US 98 (Panama City Beach Parkway) and US 98A (Front Beach Road).	4263912	West of SR 79; and north of Front Beach Road US 98A	East of Lullwater Drive; and south of Panama City Beach Parkway US 98	Phase 3 Widen/Reconstruct SR 30 (US 98A) Front Beach Road for mobility and safety. [Complete Streets]. Includes South Arnold Road between US 98 and US 98A widen to 4 lanes and roundabout. This segment was SR 79, transferred to City of Panama City Beach as South Arnold Road.	PD&E	$ -			$ -	$ -	$ -	$ -	$ -	$ -
						PE	$ -			$ -	$ -	$ -	$ -	$ -	$ -
						RW	$ -			$ -	$ -	$ -	$ -	$ -	$ -
						CST/CEI	$ 14,600,000			$ -	$ -	$ -	$ -	$ 14,600,000	$ -
40 [B-9]	SR 30 (US 98A) Front Beach Road Segment 4.2 [Non-SIS] PCB Community Redevelopment Agency Project Priority **LOCAL FUNDS**	4263913	Hill Road	SR 392A Hutchison Blvd.	Phase 4.2 Widen/Reconstruct SR 30 (US 98A) Front Beach Road for mobility and safety. [Complete Streets]	PD&E				$ -	$ -	$ -	$ -	$ -	$ -
						PE	$ 1,551,128			$ -	$ -	$ -	$ -	$ 1,551,128	$ -
						RW	$ 6,000,000			$ -	$ -	$ -	$ -	$ 6,000,000	$ -
						CST/CEI	$ 33,550,000			$ -	$ -	$ -	$ -	$ 33,550,000	$ -
41 [B-10]	SR 30 (US 98A) Front Beach Road Segment 4.1 [Non-SIS] PCB Community Redevelopment Agency Project Priority **LOCAL FUNDS**	4263917	East of Lullwater Drive	Hill Road	Phase 4.1Widen/Reconstruct SR 30 (US 98A) Front Beach Road for mobility and safety. [Complete Streets]	PD&E	$ -			$ -	$ -	$ -	$ -	$ -	$ -
						PE	$ 1,303,389			$ -	$ -	$ -	$ -	$ 1,303,389	$ -
						RW	$ 3,000,000			$ -	$ -	$ -	$ -	$ 3,000,000	$ -
						CST/CEI	$ 37,500,000			$ -	$ -	$ -	$ -	$ 37,500,000	$ -

CFP Map # [Needs Plan #]	Project	FPID	From	To	Improvement	Phase	TIP FY20-24, & 21-25	Fed Fund Codes	Fed Fund Amt.	2026-2030	2031-2035	2036-2045	FY 26-45 Totals	FY20-45 Totals (adding TIPs)	Beyond 2045
TIP and Local Projects (Non-SIS)															
42 [B-11]	SR 30 (US 98A) Front Beach Road Segment 4.3 [Non-SIS] PCB Community Redevelopment Agency Project Priority **LOCAL FUNDS**	4263918	SR 392A Hutchison Blvd.	Richard Jackson Blvd.	Phase 4.1Widen/Reconstruct SR 30 (US 98A) Front Beach Road for mobility and safety. [Complete Streets]	PD&E	$ -			$ -	$ -	$ -	$ -	$ -	$ -
						PE	$ 2,000,000			$ -	$ -	$ -	$ -	$ 2,000,000	$ -
						RW	$ 8,000,000			$ -	$ -	$ -	$ -	$ 8,000,000	$ -
						CST/CEI	$ 42,574,000			$ -	$ -	$ -	$ -	$ 42,574,000	$ -
n/a [E+C]	Jenks Avenue **LOCAL FUNDS** (Bay County Half-Cent Surtax project)	Local3	Baldwin Road	SR 390	Widen to 4 lanes [Capacity]	PD&E	$ -			$ -	$ -	$ -	$ -	$ -	$ -
						PE	$ -			$ -	$ -	$ -	$ -	$ -	$ -
						RW	$ -			$ -	$ -	$ -	$ -	$ -	$ -
						CST/CEI	$ 10,486,069			$ -	$ -	$ -	$ -	$ 10,486,069	$ -
43 [A-36]	Titus Road Connector **LOCAL FUNDS** (Bay County Half-Cent Surtax project)	Local4	SR 390	CR 2321	Construct new 2 Lane Facility [Capacity]	PD&E	$ -			$ -	$ -	$ -	$ -	$ -	$ -
						PE	$ -			$ -	$ -	$ -	$ -	$ -	$ -
						RW	$ -			$ -	$ -	$ -	$ -	$ -	$ -
						CST/CEI	$ 3,100,000			$ -	$ -	$ -	$ -	$ 3,100,000	$ -
44 [A-7]	Powell Adams Road Segment 2 PCB Community Redevelopment Agency Project LOCAL FUNDS Community Redevelopment Agency Project Priority **LOCAL FUNDS**	4263918	US 98A (Front Beach Road)	L.C. Hilton, Jr. Drive	Widen to 3 Lanes (2 southbound, 1 northbound), sidewalk, utility undergrounding, landscape, lighting. [Capacity]	PD&E	$ -			$ -	$ -	$ -	$ -	$ -	$ -
						PE	$ -			$ -	$ -	$ -	$ -	$ -	$ -
						RW	$ -			$ -	$ -	$ -	$ -	$ -	$ -
						CST/CEI	$ 7,000,000			$ -	$ -	$ -	$ -	$ 7,000,000	$ -
n/a [E+C]	CR 30H (Alf Coleman Road) PCB Community Redevelopment Agency Project and Hurricane Michael Recovery Plan Project # 103 **LOCAL FUNDS**	n/a	US 98 (Panama City Beach Parkway / Back Beach Road)	Hutchison Boulevard	Widen to 4 Lanes [Capacity]	PD&E	$ -			$ -	$ -	$ -	$ -	$ -	$ -
						PE	$ -			$ -	$ -	$ -	$ -	$ -	$ -
						RW	$ -			$ -	$ -	$ -	$ -	$ -	$ -
						CST/CEI	$ 2,100,000			$ -	$ -	$ -	$ -	$ 2,100,000	$ -

Hybrid Non-SIS Scenario as approved by TPO June 16, 2021

CFP Map # [Needs Plan #]	Project	FPID	From	To	Improvement	Phase	TIP FY20-24, & 21-25	Fed Fund Codes	Fed Fund Amt.	2026-2030	2031-2035	2036-2045	FY 26-45 Totals	FY20-45 Totals (adding TIPs)	Beyond 2045
7 [A-8]	SR 22 (Wewa Highway) Phase I [Non-SIS Priority 4 for r/w]	4258031	SR 30A (US 98) Tyndall Pkwy.	Star Avenue	Widen to 4 Lanes [Capacity]	PD&E	Complete			$ -	$ -	$ -	$ -	$ -	$ -
						PE	Underway			$ -	$ -	$ -	$ -	$ -	$ -
						RW	$ -			$ -	$33,518,905	$ -	$ 33,518,905	$ 33,518,905	$ -
						CST/CEI	$ -			$ -	$ -	$22,329,725	$ 22,329,725	$ 22,329,725	$ -
8 [A-2]	SR 390 [SIS] [Non-SIS Priority 5 for PE]	4212252; (4404871 for Bridge Replacement)	SR 77 (Ohio Avenue)	US 231	Widen to 6 Lanes; and Bridge 460020 Replacement over Mill Bayou [Non-SIS Bridge Replacement] [Capacity]	PD&E	Complete	SA	$946,811	$ -	$ -	$ -	$ -	$ -	$ -
						PE	$ -			$ 7,260,000	$ -	$ -	$ 7,260,000	$ 7,260,000	$ -
						RW	$ 779,900	ACBR	$ 779,900	$23,595,000	$27,706,250	$73,287,500	$124,588,750	$ 125,368,650	$ -
						CST/CEI	$5,640,081	ACBR	$5,640,081	$ -	$ -	$ -	$ -	$ 5,640,081	$ 96,300,000
9 [A-4]	CR 389 (East Ave.) [Non-SIS Priority 6 for PD&E] Hurricane Recovery Project #28	n/a	CR 2312 (Baldwin Road)	SR 390	Widen to 4 Lanes [Capacity]	PD&E	$ -			$ 2,072,590	$ -	$ -	$ 2,072,590	$ 2,072,590	$ -
						PE	$ -			$ 3,108,885	$ -	$ -	$ 3,108,885	$ 3,108,885	$ -
						RW	$ -			$ 10,362,953	$ -	$ -	$ 10,362,953	$ 10,362,953	$ -
						CST/CEI	$ -			$ 23,834,794	$ -	$ -	$ 23,834,794	$ 23,834,794	$ -
10 [C-2]	US 98 at Thomas Dr. [SIS] [Non-SIS Priority 7 for PE & Hurricane Recovery Project #29]	2179951, 2199952	US 98 at Thomas Dr.	US 98 at Thomas Dr.	Interchange Phases II and III [Intersection]	PD&E	Complete			$ -	$ -	$ -	$ -	$ -	$ -
						PE	$ -			$ -	$ 1,891,000	$ -	$ 1,891,000	$ 1,891,000	$ -
						RW	$ -			$ -	$ 4,318,300	$ -	$ 4,318,300	$ 4,318,300	$ -
						CST/CEI	$ -			$ -	$ -	$ -	$ -	$ -	$ 114,614,000
20 [A-38]	Transmitter Road [Non-SIS Priority 8 for PD&E] Funded with US 231 from 23rd to Pipeline (**SIS** project)	n/a	C Street	Brooke Lane	Widen to 4 Lanes [Capacity]	PD&E	Complete			$ -	$ -	$ -	$ -	$ -	$ -
						PE	$ -			$ -	$ -	$ -	$ -	$ -	$ -
						RW	$ -			$ -	$ -	$ -	$ -	$ -	$ -
						CST/CEI	$ -			$ -	$ -	$ -	$ -	$ -	$ -
12 [A-12]	Transmitter Road [Non-SIS Priority 8 for PD&E] **[SIS]** [SIS Military Access Facility]	n/a	US 98 (E. 15th Street)	C Street	Widen to 4 Lanes [Capacity]	PD&E	$ -			$ -	$ -	$ 4,110,250	$ 4,110,250	$ 4,110,250	$ -
						PE	$ -			$ -	$ -	$ 4,705,732	$ 4,705,732	$ 4,705,732	$ -
						RW	$ -			$ -	$ -	$ -	$ -	$ -	$ 7,651,597
						CST/CEI	$ -			$ -	$ -	$ -	$ -	$ -	$ 17,598,673
11 [A-11]	Star Avenue [Non-SIS Priority 9 for PD&E]	n/a	SR 22 (Wewa Highway)	US 231 (SR 75)	Widen to 4 Lanes [Capacity]	PD&E	$ -			$ -	$ 4,615,048	$ -	$ 4,615,048	$ 4,615,048	$ -
						PE	$ -			$ -	$ -	$ 9,155,657	$ 9,155,657	$ 9,155,657	$ -
						RW	$ -			$ -	$ -	$ -	$ -	$ -	$ 14,887,249
						CST/CEI	$ -			$ -	$ -	$ -	$ -	$ -	$ 34,240,673

CFP Map # [Needs Plan #]	Project	FPID	From	To	Improvement	Phase	TIP FY20-24, & 21-25	Fed Fund Codes	Fed Fund Amt.	2026-2030	2031-2035	2036-2045	FY 26-45 Totals	FY20-45 Totals (adding TIPs)	Beyond 2045
Hybrid Non-SIS Scenario as approved by TPO June 16, 2021 (continued)															
13 [A-5]	Gulf to Bay Parkway [Non-SIS Priority 10 for construction]	**4109115**, 4109112 (PD&E), 4109113 (PE & /W)	CR 386	South of Tyndall Air Force Base	Construct New Roadway [Capacity]	PD&E	Complete 410911-2			$ -	$ -	$ -	$ -	$ -	$ -
						PE	Complete 410911-3			$ -	$ -	$ -	$ -	$ -	$ -
						RW	Complete 410911-3			$ -	$ -	$ -	$ -	$ -	$ -
						CST/CEI	$ -			$ -	$ -	$ -	$ -	$ -	$ 42,077,681
n/a [A-22]	Gulf Coast Parkway [Non-SIS Priority 11 for Design] [Hurricane Recovery Project #25] Design Phase underway for 4109817 from Wewa Hwy to Star Ave.	4109812	US 98 (SR 30)	US 231 (SR 75)	Construct New Roadway [Capacity]	PD&E	Complete 410981-2			$ -	$ -	$ -	$ -	$ -	$ -
						PE	$ -			$ -	$ -	$ -	$ -	$ -	$ 20,596,000
						RW	$ -			$ -	$ -	$ -	$ -	$ -	$ 29,900,000
						CST/CEI	$ -			$ -	$ -	$ -	$ -	$ -	$ 404,200,000
n/a [E+C]	Gulf Coast Parkway TPO Committed Non-SIS Project Priority for CST [Hurricane Recovery Project #25]	4109818	US 98 (SR 30)	CR 2315 (Star Avenue)	Construct New Roadway [Capacity]	PD&E	Complete			$ -	$ -	$ -	$ -	$ -	$ -
						PE	Complete	HPP	$2,414,895	$ -	$ -	$ -	$ -	$ -	$ -
						RW	Complete	HPP	$2,395,307	$ -	$ -	$ -	$ -	$ -	$ -
						ENV	$1,626,501	HPP	$ 518,444	$ -	$ -	$ -	$ -	$ 1,626,501	$ -
						CST/CEI	$17,941,097	HPP, SL, TIMP	$17,941,097	$ -	$ -	$ -	$ -	$ 17,941,097	$ -
14 [A-49]	Bay Parkway Phase 3 (Back Beach Bypass, US 98 at Clara Avenue and Chip Seal Parkway) Philip Griffitts Sr. Parkway between Clara Avenue and Chip Seal Parkway [Hurricane Michael Recovery Plan Project #101, 102]	n/a	(Back Beach Bypass, US 98 at Clara Avenue and Chip Seal Parkway)	(Back Beach Bypass, US 98 at Clara Avenue and Chip Seal Parkway)	Construct new 4-Lane Facility [Capacity]	PD&E (Local)	$ -			$ 3,000,000	$ -	$ -	$ 3,000,000	$ 3,000,000	$ -
						PE	$ -			$ -	$ 6,200,000	$ -	$ 6,200,000	$ 6,200,000	$ -
						PE (Local)	$ -			$ -	$ 4,000,000	$ -	$ 4,000,000	$ 4,000,000	$ -
						RW	$ -			$ -	$ -	$ -	$ -	$ -	$ 15,000,000
						RW (Local)	$ -			$ -	$ -	$ -	$ -	$ -	$ -
						ENV	$ -			$ -	$ -	$ -	$ -	$ -	$ -
						CST/CEI	$ -			$ -	$ -	$ -	$ -	$ -	$ 101,459,419

CFP Map # [Needs Plan #]	Project	FPID	From	To	Improvement	Phase	TIP FY20-24, & 21-25	Fed Fund Codes	Fed Fund Amt.	2026-2030	2031-2035	2036-2045	FY 26-45 Totals	FY20-45 Totals (adding TIPs)	Beyond 2045
Hybrid Scenario as approved by TPO June 16, 2021 (continued)															
15 [A-50]	US 98 Panama City Beach Pkwy Elevated Segment [connecting Back Beach / Bay Pkwy Phase 2 and 3] [SIS]	n/a	Connecting Back Beach / Bay Pkwy Phase 2 and 3	Connecting Back Beach / Bay Pkwy Phase 2 and 3	Construct new 4-lane elevated segment of US 98 [Capacity]	PD&E	$ -			$ -	$ -	$ 6,849,163	$ 6,849,163	$ 6,849,163	$ 367,161
						PE	$ -			$ -	$ -	$ -	$ -	$ -	$ 29,665,726
						RW	$ -			$ -	$ -	$ -	$ -	$ -	$ 74,164,315
						ENV	$ -			$ -	$ -	$ -	$ -	$ -	$ -
						CST/CEI	$ -			$ -	$ -	$ -	$ -	$ -	$ 170,577,923
16 [E-8]	Elevated Pedestrian Structure on US 98 (Back Beach Road) at N. Pier Park Dr. [SIS] [Hurricane Recovery Project #18]	n/a	US 98 (Back Beach Road) at N. Pier Park Dr.	US 98 (Back Beach Road) at N. Pier Park Dr.	Construct Pedestrian Overcrossing [Bike / Ped]	PD&E	$ -			$ 173,707	$ -	$ -	$ 173,707	$ 173,707	$ -
						PE	$ -			$ 260,560	$ -	$ -	$ 260,560	$ 260,560	$ -
						RW	$ -			$ -	$ 868,536	$ -	$ 868,536	$ 868,536	$ -
						ENV	$ -			$ -	$ -	$ -	$ -	$ -	$ -
						CST/CEI	$ -			$ -	$ -	$ 1,910,778	$ 1,910,778	$ 1,910,778	$ -

CFP Map # [Needs Plan #]	Project	FPID	From	To	Improvement	Phase	TIP FY20-24, & 21-25	Fed Fund Codes	Fed Fund Amt.	2026-2030	2031-2035	2036-2045	FY 26-45 Totals	FY20-45 Totals (adding TIPs)	Beyond 2045
Hybrid Scenario as approved by TPO June 16, 2021 (continued)															
17 [C-9]	Harrison Street Roundabout at 6th Street [Panama City Long Term Recovery Plan Project]	n/a	Harrison Street at 6th Street	Harrison Street at 6th Street	Roundabout [Intersection]	PD&E	$ -			$ -	$ -	$ -	$ -	$ -	$ -
						PE	$ -			$ -	$ -	$ 1 793,750	$ 1 793,750	$ 1 793,750	$ -
						RW	$ -			$ -	$ -	$ 2,152,500	$ 2,152,500	$ 2,152,500	$ -
						ENV	$ -			$ -	$ -	$ -	$ -	$ -	$ -
						CST/CEI	$ -			$ -	$ -	$ 3,119,375	$ 3,119,375	$ 3,119,375	$ -
n/a [A-20]	West Bay Parkway [Non-SIS Priority 12 for Design]	4244641 4244642	US 98 (SR 30) in Walton Co	SR 79	Construct New Roadway [Capacity] Federal Earmark	PD&E	Complete			$ -	$ -	$ -	$ -	$ -	$ -
						PE	$ -			$ -	$ -	$ -	$ -	$ -	$ 10,900,000
						RW	$ -			$ -	$ -	$ -	$ -	$ -	$ 490,000
						CST/CEI	$ -			$ -	$ -	$ -	$ -	$ -	$ 249,000,000
n/a [A-34]	West Parkway Extension [Non-SIS Priority 13 for PD&E]	4244644	SR 77	SR 75 (US 231)	Widen to 4 Lanes [Capacity]	PD&E	$ -			$ -	$ -	$ -	$ -	$ -	$ 8,458,323
						PE	$ -			$ -	$ -	$ -	$ -	$ -	$ 12,687,485
						RW	$ -			$ -	$ -	$ -	$ -	$ -	$ 16,916,647
						CST/CEI	$ -			$ -	$ -	$ -	$ -	$ -	$ 97,270,718
n/a [C-15]	SR 77/SR 388 Intersection [Non-SIS Priority 15 for PD&E]	n/a	SR 77/SR 388 Intersection	SR 77/SR 388 Intersection	Intersection Realignment [Intersection]	PD&E	$ -			$ -	$ -	$ -	$ -	$ -	$ 252,523
						PE	$ -			$ -	$ -	$ -	$ -	$ -	$ 378,785
						RW	$ -			$ -	$ -	$ -	$ -	$ -	$ 1,262,619
						CST/CEI	$ -			$ -	$ -	$ -	$ -	$ -	$ 2,904,025
n/a [A-10]	SR 388 [Non-SIS Priority 16 for r/w]	4244646	E. of Airport	E. of Burnt Mill Creek	Widen to 4 Lanes [Capacity]	PD&E	$ -			$ -	$ -	$ -	$ -	$ -	$ 982,823
						PE	$ -			$ -	$ -	$ -	$ -	$ -	$ 1,474,235
						RW	$ -			$ -	$ -	$ -	$ -	$ -	$ 2,457,058
						CST/CEI	$ -			$ -	$ -	$ -	$ -	$ -	$ 11,302,468
n/a [A-9]	SR 388 [Non-SIS Priority 17 for r/w]	4244647	E. of Burnt Mill Creek	SR 77	Widen to 4 Lanes [Capacity]	PD&E	$ -			$ -	$ -	$ -	$ -	$ -	$ 3,271,196
						PE	$ -			$ -	$ -	$ -	$ -	$ -	$ 4,906,793
						RW	$ -			$ -	$ -	$ -	$ -	$ -	$ 8,177,989
						CST/CEI	$ -			$ -	$ -	$ -	$ -	$ -	$ 37,618,750

		TIP FY20-24, & 21-25	Federal Funding	2026-2030 YOE*	2031-2035 YOE*	2036-2045 YOE*	FY 26-45 Totals	FY20-45 Totals (adding TIPs)	Beyond 2045
	Totals	$ 201,802,165	$ 37,724,035	$ 87,528,492	$ 99,393,039	$ 172,464,429	$ 359,385,959	$ 561,188,124	**$ 1,803,891,601**
RW and CST+CEI Capacity $	Box funds (Capacit	$ -		$ 8,295,000	$ 9,300,000	$ 24,600,000	$ 41,820,000	$ 41,820,000	
	ATMS	$ 950,000		$ 3,960,000	$ 4,650,000	$ 12,300,000	$ 20,910,000	$ 21,860,000	
includes Local	ROW & CST	$ 183,171,147		$ 57,792,748	$ 66,411,991	$ 102,799,878	$ 227,004,617	$ 410,175,764	
includes Local	*subtotal Capacity Fu*	$ 184,121,147		$ 70,047,748	$ 80,361,991	$ 139,699,878	$ 289,734,617	$ 473,855,764	
RW and CST+CEI Capacity Available Revenue (Non SIS + TMA / SU 2026-2045)									
Adjusted down from YOE to Present Day 2018 Dollars			**YOE**	**$72,460,000**	**$78,170,000**	**$162,660,000**	**$ 313,290,000**		
	Balance difference			**$ 2,412,252**	**$ 220,261**	**$ 22,960,122**	$ 23,555,383		
	Local Funds (all	$ 172,764,586		$ 3,000,000	$ 4,000,000	$ -	$ 7,000,000	$ 179,764,586	$ -
	PE Funds (all)	$ 4,854,517	$ 2,414,895	$ 10,629,447	$ 12,091,000	$ 15,655,139	$ 38,375,585	$ 43,230,102	
	PD&E Funds (al	$ 2,100,000	$ 9,895,974	$ 12,095,460	$ 11,464,210	$ 11,326,574	$ 20,820,757	$ 22,920,757	$ -
PD&E and PE $ (20% of RW and CST+CEI)	Box funds (PD&E an	$ -	$ -	$ 1,605,000	$ 2,325,000	$ 6,150,000	$ 10,455,000	$ 10,455,000	
does not includes Local	PD&E (not local	$ 2,100,000	$ 3,046,811	$ 2,246,297	$ 4,615,048	$ 10,959,413	$ 17,820,757	$ 19,920,757	
does not includes Local	PE (not local)	$ -	$ 2,414,895	$ 10,629,447	$ 8,091,000	$ 15,655,139	$ 34,375,585	$ 34,375,585	
	subtotal			$ 14,480,743	$ 15,031,048	$ 32,764,551	$ 62,276,342	$ 62,276,342	
$750K for Trails box funds split between PD&E/PE and RW/CST ($375K each) for FY 26-30 only.									
PE and PD&E Available Revenue (Non SIS + TMA / SU 2026-2045)		$ -		$ 14,492,000	$ 15,634,000	$ 32,532,000	**$ 62,658,000**		
	Balance difference			**$ 11,257**	**$ 614,209**	**$ 381,658**	$ 381,658		

Available Funds (non-SIS+TMA and SU)	YOE	Multiplier	Present Day Cost
FY 2021-2025	$59,650,000	1.19	$50,126,050
FY 2026-2030	$72,460,000	1.32	$54,893,939
FY 2031-2035	$78,170,000	1.55	$50,432,258
FY 2036-2045	$162,660,000	2.05	$79,346,341
FY26-45	**$313,290,000**		**$184,672,539**

Available Funds (Transit)	YOE	Multiplier	Present Day Cost
FY 2021-2025	$17,860,000	1.19	$15,008,403
FY 2026-2030	$22,520,000	1.32	$17,060,606
FY 2031-2035	$24,670,000	1.55	$15,916,129
FY 2036-2045	$51,390,000	2.05	$25,068,293
FY26-45	$98,580,000		**$58,045,028**

***YOE Inflation Factor (Table 8A, Page C-2, *Revenue Forecasting Guidebook*)**	
not applied to Local Funds	
2026-2030	**1.32**
2031-2035	**1.55**
2036-2045	**2.05**

Color Code:

$0,000.00 = State and Federal Funds

$0,000.00 = PE Funds

$0,000.00 = Local Funds

$0,000.00 = Federal Funds Only (from TIP)

$0,000.00 = PD&E

For Table in Section 7.7.1 of LRTP Report	
Bay 2045 CFP $ to YOE	
Roadway (Capacity + Intersection + ITS + **SIS**)	$ 1,690,942,945
Public Transportation (includes box funds)	$ 12,197,500
Bike / Ped (includes box funds)	$ 20,638,581
Mobility (Complete Streets)	$ 172,731,017
Total (SIS and Non-SIS)	**$ 1,896,510,043**

SIS Projects (Includes State and Federal Funds, FY26-45 + TIP): Year of Expenditure (YOE)

CFP Map # [Needs Plan #]	Project	FPID	From	To	Improvement	Phase	TIP FY20-24, & 21-25	SIS 1st 5YP FY21-25	SIS 2nd 5YP FY26-30	Fed Fund Code	Fed Fund Amt.	2026-2030 YOE*	2031-2035 YOE*	2036-2045 YOE*	FY26-45 Totals YOE*	FY20-45 Totals YOE*	Beyond 2045
19 [A-1]	SR 368 (23rd Street) at US 98 [SIS] TPO SIS Project Priority #7 for PE. SIS LRTP #3325	4410371	US 98 / 23rd Street Interchange Flyover	SR 390 (St Andrews Boulevard)	Widen to 6 Lanes	PD&E	$ 1,050,000	$ -	$ -		$ -	$ -	$ 1,705,000	$ -	$ 1,705,000	$ 2,755,000	$ -
						PE	$ -	$ -	$ -		$ -	$ -	$ 4,688,750	$ -	$ 4,688,750	$ 4,688,750	$ -
						ENV	$ -	$ -	$ -		$ -	$ -	$ -	$ -	$ -	$ -	
						RRU	$ -	$ -	$ -		$ -	$ -	$ -	$ -	$ -	$ -	
						DSB	$ -	$ -	$ -		$ -	$ -	$ -	$ -	$ -	$ -	
						R/W	$ -	$ -	$ -		$ -	$ -	$ -	$ 74,292,000	$ 74,292,000	$ 74,292,000	
						CST/CEI	$ -	$ -	$ -		$ -	$ -	$ -	$ 48,423,050	$ 48,423,050	$ 48,423,050	
21 [A-12]	CR 2327 (Transmitter Road) [SIS Military Access Facility] 446922-1, SIS #3453	4469221	US 98 / SR 30A (E. 15th Street)	C Street	Widen to 4 Lanes	PD&E	$ -	$ -	$ -		$ -	$ -	$ 3,107,750	$ -	$ 3,107,750	$ 3,107,750	$ -
						PE	$ -	$ -	$ -		$ -	$ -	$ -	$ -	$ -	$ -	$ 2,295,479
						ENV	$ -	$ -	$ -		$ -	$ -	$ -	$ -	$ -	$ -	
						RRU	$ -	$ -	$ -		$ -	$ -	$ -	$ -	$ -	$ -	
						DSB	$ -	$ -	$ -		$ -	$ -	$ -	$ -	$ -	$ -	
						R/W	$ -	$ -	$ -		$ -	$ -	$ -	$ -	$ -	$ -	$ 7,651,597
						CST/CEI	$ -	$ -	$ -		$ -	$ -	$ -	$ -	$ -	$ -	$ 17,598,673
22, 26 [A-13, A-14]	US 231 (SR 75) [SIS] TPO SIS Project Priority #2.	2179104	US 98 (SR 30A) / 15th Street / Harrison Avenue	Pipeline Road	Widen to 6 Lanes	PD&E	Complete	$ -	$ -		$ -	$ -	$ -	$ -	$ -	$ -	$ -
						PE	$ 84,426	$ 1,264,000	$ -	ACNP	$ 83,532	$ -	$ -	$ -	$ -	$ 1,348,426	$ -
						ENV	$ -	$ -	$ -		$ -	$ -	$ -	$ -	$ -	$ -	
						RRU	$ -	$ -	$ -		$ -	$ -	$ -	$ -	$ -	$ -	
						DSB	$ -	$ -	$ -		$ -	$ -	$ -	$ -	$ -	$ -	
						R/W	$ 5,239,842	$ -	$ -	ACNP	$ 515,000	$ -	$ -	$ -	$ -	$ 5,239,842	$ -
						CST/CEI	$ 25,000	$ -	$ -		$ -	$ -	$ -	$ -	$ -	$ 25,000	$ -
22 [A-13]	US 231 (SR 75) [SIS] TPO SIS Project Priority #1 for CST.	2179107	US 98 (SR 30A) / 15th Street / Harrison Avenue	23rd Street (SR 368)	Widen to 6 Lanes (see note 1)	PD&E	Complete	$ -	$ -		$ -	$ -	$ -	$ -	$ -	$ -	$ -
						PE	Complete	$ -			$ -	$ -	$ -	$ -	$ -	$ -	$ -
						ENV	$ -	$ -	$ -		$ -	$ -	$ -	$ -	$ -	$ -	
						RRU	$ -	$ -	$ -		$ -	$ -	$ -	$ -	$ -	$ -	
						DSB	$ -	$ -	$ -		$ -	$ -	$ -	$ -	$ -	$ -	
						R/W	$ 122,819,900	$ 131,486,000	$ -	ACFP, ACNP	$ 35,593,300	$ -	$ -	$ -	$ -	$ 122,819,900	$ -
						CST/CEI	$ -	$ -	$ -		$ -	$ -	$ -	$ -	$ -	$ -	$ 179,684,000

SIS Projects (continued)

CFP Map # [Needs Plan #]	Project	FPID	From	To	Improvement	Phase	TIP FY20-24, & 21-25	SIS 1st 5YP FY21-25	SIS 2nd 5YP FY26-30	Fed Fund Code	Fed Fund Amt.	2026-2030	2031-2035	2036-2045	FY26-45 Totals	FY20-45 Totals	Beyond 2045
23 [A-37]	SR 77 (MLK Jr. Blvd)	2179107	US 98	23rd Street (SR 368)	Widen to 6 Lanes [funded in association with 2179107]	PD&E	Complete	$ -	$ -		$ -	$ -	$ -	$ -	$ -	$ -	$ -
						PE	$ -	$ -	$ -		$ -	$ -	$ -	$ -	$ -	$ -	$ -
						ENV	$ -	$ -	$ -		$ -	$ -	$ -	$ -	$ -	$ -	$ -
						RRU	$ -	$ -	$ -		$ -	$ -	$ -	$ -	$ -	$ -	$ -
						DSB	$ -	$ -	$ -		$ -	$ -	$ -	$ -	$ -	$ -	$ -
						R/W	$132,522,034	$ -	$ -	ACFP, ACNP	$ 41,974,064	$ -	$ -	$ -	$ -	$132,522,034	$ -
						CST/CEI	$ -	$ -	$ -		$ -	$ -	$ -	$ -	$ -	$ -	$ -
24 [C-1]	US 231 (SR 75) at US 98 (Harrison Avenue)	2179102 2179104 2179107	US 231 (SR 75) at US 98 (Harrison Avenue)	US 231 (SR 75) at US 98 (Harrison Avenue)	Major Interchange Improvements [funded in association with 2179107]	PD&E	Complete	$ -	$ -		$ -	$ -	$ -	$ -	$ -	$ -	$ -
						PE	$ -	$ -	$ -		$ -	$ -	$ -	$ -	$ -	$ -	$ -
						ENV	$ -	$ -	$ -		$ -	$ -	$ -	$ -	$ -	$ -	$ -
						RRU	$ -	$ -	$ -		$ -	$ -	$ -	$ -	$ -	$ -	$ -
						DSB	$ -	$ -	$ -		$ -	$ -	$ -	$ -	$ -	$ -	$ -
						R/W	$ -	$ -	$ -		$ -	$ -	$ -	$ -	$ -	$ -	$ -
						CST/CEI	$ -	$ -	$ -		$ -	$ -	$ -	$ -	$ -	$ -	$ -
25 [C-4]	US 231 (SR 75) at 19th Street and SR 77 Intersection	4381381	US 231 (SR 75) at 19th Street and SR 77 Intersection	US 231 (SR 75) at 19th Street and SR 77 Intersection	Intersection Improvement (Add Turn Lane) [funded in association with 2179107]	PD&E	Complete	$ -	$ -		$ -	$ -	$ -	$ -	$ -	$ -	$ -
						PE	$ -	$ -	$ -		$ -	$ -	$ -	$ -	$ -	$ -	$ -
						ENV	$ -	$ -	$ -		$ -	$ -	$ -	$ -	$ -	$ -	$ -
						RRU	$ -	$ -	$ -		$ -	$ -	$ -	$ -	$ -	$ -	$ -
						DSB	$ -	$ -	$ -		$ -	$ -	$ -	$ -	$ -	$ -	$ -
						R/W	$ -	$ -	$ -		$ -	$ -	$ -	$ -	$ -	$ -	$ -
						CST/CEI	$ -	$ -	$ -		$ -	$ -	$ -	$ -	$ -	$ -	$ -
26 [A-14]	US 231 (SR 75) [SIS] TPO SIS Project Priority #2 for CST.	2179108	23rd Street (SR 368)	Pipeline Road	Widen to 6 Lanes (see note 2)	PD&E	Complete	$ -	$ -		$ -	$ -	$ -	$ -	$ -	$ -	$ -
						PE	Complete	$ -	$ -		$ -	$ -	$ -	$ -	$ -	$ -	$ -
						ENV	$ -	$ -	$ -		$ -	$ -	$ -	$ -	$ -	$ -	$ -
						RRU	$ -	$ -	$ -		$ -	$ -	$ -	$ -	$ -	$ -	$ -
						DSB	$ -	$ -	$ -		$ -	$ -	$ -	$ -	$ -	$ -	$ -
						R/W	$ 28,616,261	$ -	$ 10,225,000	ACNP	$ 18,670,000	$ 10,225,000	$ -	$ -	$ 10,225,000	$ 38,841,261	$ 9,731,200
						CST/CEI	$ -	$ -	$118,677,000		$ -	$118,677,000	$ -	$ -	$118,677,000	$118,677,000	$ 88,862,468

SIS Projects (continued)

CFP Map # [Needs Plan #]	Project	FPID	From	To	Improvement	Phase	TIP FY20-24, & 21-25	SIS 1st 5YP FY21-25	SIS 2nd 5YP FY26-30	Fed Fund Code	Fed Fund Amt.	2026-2030	2031-2035	2036-2045	FY26-45 Totals	FY20-45 Totals	Beyond 2045
27 [A-3]	SR 389 (East Avenue)	2179108	CR 2337 (Sherman Avenue)	Baldwin Road	Widen to 4 Lanes [funded in association with 2179108]	PD&E	Complete	$ -	$ -		$ -	$ -	$ -	$ -	$ -	$ -	$ -
						PE	Complete	$ -	$ -		$ -	$ -	$ -	$ -	$ -	$ -	$ -
						ENV	$ -	$ -	$ -		$ -	$ -	$ -	$ -	$ -	$ -	$ -
						RRU	$ -	$ -	$ -		$ -	$ -	$ -	$ -	$ -	$ -	$ -
						DSB	$ -	$ -	$ -		$ -	$ -	$ -	$ -	$ -	$ -	$ -
						R/W	$ -	$ -	$ -		$ -	$ -	$ -	$ -	$ -	$ -	$ -
						CST/CEI	$ -	$ -	$ -		$ -	$ -	$ -	$ -	$ -	$ -	$ -
28 [A-38]	CR 2327 (Transmitter Road)	2179108	C Street	Brooke Lane	Widen to 4 Lanes [funded in association with 2179108]	PD&E	Complete	$ -	$ -		$ -	$ -	$ -	$ -	$ -	$ -	$ -
						PE	Complete	$ -	$ -		$ -	$ -	$ -	$ -	$ -	$ -	$ -
						ENV	$ -	$ -	$ -		$ -	$ -	$ -	$ -	$ -	$ -	$ -
						RRU	$ -	$ -	$ -		$ -	$ -	$ -	$ -	$ -	$ -	$ -
						DSB	$ -	$ -	$ -		$ -	$ -	$ -	$ -	$ -	$ -	$ -
						R/W	$ -	$ -	$ -		$ -	$ -	$ -	$ -	$ -	$ -	$ -
						CST/CEI	$ -	$ -	$ -		$ -	$ -	$ -	$ -	$ -	$ -	$ -
29 [A-15]	US 231 (SR 75) [SIS] TPO SIS Project Priority #3 for r/w. SIS #3317	2179103	Pipeline Road	Penny Road	Widen to 6 Lanes	PD&E	Complete	$ -	$ -		$ -	$ -	$ -	$ -	$ -	$ -	$ -
						PE	$ 7,627,000	$ 627,000	$ -	ACNP	$ 313,537	$ -	$ -	$ -	$ -	$ 7,627,000	$ -
						ENV	$ -	$ -	$ -		$ -	$ -	$ -	$ -	$ -	$ -	$ -
						RRU	$ -	$ -	$ -		$ -	$ -	$ -	$ -	$ -	$ -	$ -
						DSB	$ -	$ -	$ -		$ -	$ -	$ -	$ -	$ -	$ -	$ -
						R/W	$ 1,666,548	$ -	$ -		$ -	$ -	$ -	$ -	$ -	$ 1,666,548	$ 40,235,000
						CST/CEI	$ 25,000	$ -	$ -		$ -	$ -	$188,872,150	$ -	$188,872,150	$188,872,150	$ 146,770,443
30 [A-18]	US 98 (Panama City Beach Parkway) SR 30A [SIS] TPO Non-SIS Project Priority #5 for r/w. SIS #3486	2178383	Mandy Lane	Nautilus Street	Widen to 6 Lanes	PD&E	Complete	$ -	$ -		$ -	$ -	$ -	$ -	$ -	$ -	$ -
						PE	$ -	$ 97,000	$ -		$ -	$ -	$ -	$ -	$ -	$ 97,000	$ -
						ENV	$ -	$ -	$ -		$ -	$ -	$ -	$ -	$ -	$ -	$ -
						RRU	$ -	$ -	$ -		$ -	$ -	$ -	$ -	$ -	$ -	$ -
						DSB	$ -	$ -	$ -		$ -	$ -	$ -	$ -	$ -	$ -	$ -
						R/W	$ -	$ -	$ -		$ -	$10,000,000	$ -	$ -	$ 10,000,000	$ 10,000,000	$ -
						CST/CEI	$ -	$ -	$ -		$ -	$ -	$43,145,800	$ -	$43,145,800	$43,145,800	$ -

SIS Projects (continued)

CFP Map # [Needs Plan #]	Project	FPID	From	To	Improvement	Phase	TIP FY20-24, & 21-25	SIS 1st 5YP FY21-25	SIS 2nd 5YP FY26-30	Fed Fund Code	Fed Fund Amt.	2026-2030	2031-2035	2036-2045	FY26-45 Totals	FY20-45 Totals	Beyond 2045
31 [A-19]	US 98 (Panama City Beach Parkway) SR 30A [SIS] TPO Non-SIS Project Priority #4 for r/w. SIS #3487	2178384	Nautilus Street	Richard Jackson Blvd	Widen to 6 Lanes	PD&E	Complete	$ -	$ -		$ -	$ -	$ -	$ -	$ -	$ -	$ -
						PE	$ 2,900,000	$ -	$ -		$ -	$ -	$ -	$ -	$ -	$ 2,900,000	$ -
						ENV	$ -	$ -	$ -		$ -	$ -	$ -	$ -	$ -	$ -	$ -
						RRU	$ -	$ -	$ -		$ -	$ -	$ -	$ -	$ -	$ -	$ -
						DSB	$ -	$ -	$ -		$ -	$ -	$ -	$ -	$ -	$ -	$ -
						R/W	$ -	$ -	$ -		$ -	$ -	$ 9,300,000	$ -	$ 9,300,000	$ 9,300,000	$ -
						CST/CEI	$ -	$ -	$ -		$ -	$ -	$ -	$ -	$ -	$ -	$ 18,805,564
32 [A-35]	US 98 Dupont Bridge Replacement over St. Andrews Bay and ICWW [SIS]	4426671	City of Parker	Tyndall Air Force Base	DuPont Bridge 460019 Replacement [Capacity]	PD&E	Complete	$ -	$ -		$ -	$ -	$ -	$ -	$ -	$ -	$ -
						PE	$ 3,332,000	$ 128,000	$ -	ACBR	$ 3,332,000	$ -	$ -	$ -	$ -	$ 3,332,000	$ -
						ENV	$ -	$ -	$ -		$ -	$ -	$ -	$ -	$ -	$ -	$ -
						RRU	$ -	$ -	$ -		$ -	$ -	$ -	$ -	$ -	$ -	$ -
						DSB	$178,676,896	$ -	$ -	ACBR	$ 28,676,896	$ -	$ -	$ -	$ -	$178,676,896	$ -
						R/W	$ 10,000,000	$ -	$ -	ACBR	$ 10,000,000	$ -	$ -	$ -	$ -	$ 10,000,000	$ -
						CST/CEI	$ -	$ -	$ -		$ -	$ -	$ -	$ -	$ -	$ -	$ -
33 [A-39]	US 98 (Panama City Beach Parkway) SR 30A [SIS] TPO Non-SIS Project Priority #6 for r/w. SIS # 3496	2178385	Richard Jackson Blvd	Hathaway Bridge	Widen to 6 Lanes	PD&E	Complete	$ -	$ -		$ -	$ -	$ -	$ -	$ -	$ -	$ -
						PE	$ -	$ -	$ -		$ -	$ -	$ 7,211,208	$ -	$ 7,211,208	$ 7,211,208	$ -
						ENV	$ -	$ -	$ -		$ -	$ -	$ -	$ -	$ -	$ -	$ -
						RRU	$ -	$ -	$ -		$ -	$ -	$ -	$ -	$ -	$ -	$ -
						DSB	$ -	$ -	$ -		$ -	$ -	$ -	$ -	$ -	$ -	$ -
						R/W	$ -	$ -	$ -		$ -	$ -	$ 12,400,000	$ -	$ 12,400,000	$ 12,400,000	$ -
						CST/CEI	$ -	$ -	$ -		$ -	$ -	$ -	$ -	$ -	$ -	$ 35,191,347
34 [A-40]	CR 389 (East Avenue) (PD&E Segment 2) SIS #3385. SIS Priority 8 for PE.	4403004	Port Entrance	US 98B (SR 30) / 5th Street	Widen to 4 Lanes	PD&E	$ 525,000	$ -	$ -		$ -	$ -	$ 1,221,400	$ -	$ 1,221,400	$ 1,746,400	$ -
						PE	$ -	$ -	$ -		$ -	$ -	$ 1,627,500	$ -	$ 1,627,500	$ 1,627,500	$ -
						ENV	$ -	$ -	$ -		$ -	$ -	$ -	$ -	$ -	$ -	$ -
						RRU	$ -	$ -	$ -		$ -	$ -	$ -	$ -	$ -	$ -	$ -
						DSB	$ -	$ -	$ -		$ -	$ -	$ -	$ -	$ -	$ -	$ -
						R/W	$ -	$ -	$ -		$ -	$ -	$ -	$ -	$ -	$ -	$ 4,024,307
						CST/CEI	$ -	$ -	$ -		$ -	$ -	$ -	$ -	$ -	$ -	$ 9,255,906

SIS Projects (continued)

CFP Map # [Needs Plan #]	Project	FPID	From	To	Improvement	Phase	TIP FY20-24, & 21-25	SIS 1st 5YP FY21-25	SIS 2nd 5YP FY26-30	Fed Fund Code	Fed Fund Amt.	2026-2030	2031-2035	2036-2045	FY26-45 Totals	FY20-45 Totals	Beyond 2045
35 [A-41]	CR 389 (East Avenue) (PD&E Segment 1) SIS #3386. SIS Priority 9 for PE.	4403003	US 98B (SR 30) / 5th Street	CR 2337 (Sherman Avenue)	Widen to 4 Lanes	PD&E	$ 1,050,000	$ -	$ -		$ -	$ -	$ 2,441,252	$ -	$ 2,441,250	$ 3,491,250	$ -
						PE	$ -	$ -	$ -		$ -	$ -	$ 3,255,000	$ -	$ 3,255,000	$ 3,255,000	$ -
						ENV	$ -	$ -	$ -		$ -	$ -	$ -	$ -	$ -	$ -	$ -
						RRU	$ -	$ -	$ -		$ -	$ -	$ -	$ -	$ -	$ -	$ -
						DSB	$ -	$ -	$ -		$ -	$ -	$ -	$ -	$ -	$ -	$ -
						R/W	$ -	$ -	$ -		$ -	$ -	$ -	$ -	$ -	$ -	$ 7,900,635
						CST/CEI	$ -	$ -	$ -		$ -	$ -	$ -	$ -	$ -	$ -	$ 18,171,460
36 [A-44]	US 98 (SR 30) SIS #3454, and SIS Unfunded Needs #120	n/a	CR 2327 (Transmitter Road)	Tyndall Drive / Airey Avenue (on Tyndall AFB)	Widen to 6 Lanes	PD&E	$ -	$ -	$ -		$ -	$ -	$ 5,432,750	$ -	$ 5,432,750	$ 5,432,750	$ -
						PE	$ -	$ -	$ -		$ -	$ -	$ -	$ -	$ -	$ -	$ 7,842,765
						ENV	$ -	$ -	$ -		$ -	$ -	$ -	$ -	$ -	$ -	$ -
						RRU	$ -	$ -	$ -		$ -	$ -	$ -	$ -	$ -	$ -	$ -
						DSB	$ -	$ -	$ -		$ -	$ -	$ -	$ -	$ -	$ -	$ -
						R/W	$ -	$ -	$ -		$ -	$ -	$ -	$ -	$ -	$ -	$ 26,142,549
						CST/CEI	$ -	$ -	$ -		$ -	$ -	$ -	$ -	$ -	$ -	$ 60,127,862
37 [A-47]	US 98 (SR 30) SIS 3495	4371792	Walton County Line	SR 79 (Arnold Drive)	Widen to 6 Lanes	PD&E	$ 2,100,000	$ 2,100,000	$ -	ANCP	$ 2,100,000	$ -	$ 2,387,000	$ -	$ 2,387,000	$ 4,487,000	$ -
						PE	$ -	$ -	$ -		$ -	$ -	$ 14,918,750	$ -	$ 14,918,750	$ 14,918,750	$ -
						ENV	$ -	$ -	$ -		$ -	$ -	$ -	$ -	$ -	$ -	$ -
						RRU	$ -	$ -	$ -		$ -	$ -	$ -	$ -	$ -	$ -	$ -
						DSB	$ -	$ -	$ -		$ -	$ -	$ -	$ -	$ -	$ -	$ -
						R/W	$ -	$ -	$ -		$ -	$ -	$ 22,757,100	$ -	$ 22,757,100	$ 22,757,100	$ -
						CST/CEI	$ -	$ -	$ -		$ -	$ -	$ -	$211,203,000	$211,203,000	$211,203,000	$ -

SIS Projects (continued)

CFP Map # [Needs Plan #]	Project	FPID	From	To	Improvement	Phase	TIP FY20-24, & 21-25	SIS 1st 5YP FY21-25	SIS 2nd 5YP FY26-30	Fed Fund Code	Fed Fund Amt.	2026-2030	2031-2035	2036-2045	FY26-45 Totals	FY20-45 Totals	Beyond 2045
38 [C-5]	US 231 (SR 75) at CR 2327 (Transmitter Rd) Intersection	4398921	US 231 (SR 75) at CR 2327 (Transmitter Road) Intersection	US 231 (SR 75) at CR 2327 (Transmitter Road) Intersection	Intersection Improvement (Add Turn Lane)	PD&E	$ -	$ -	$ -		$ -	$ -	$ -	$ -	$ -	$ -	$ -
						PE	$ -	$ 2,000	$ -		$ -	$ -	$ -	$ -	$ -	$ -	$ -
						ENV	$ -	$ -	$ -		$ -	$ -	$ -	$ -	$ -	$ -	$ -
						RRU	$ -	$ -	$ -		$ -	$ -	$ -	$ -	$ -	$ -	$ -
						DSB	$ -	$ -	$ -		$ -	$ -	$ -	$ -	$ -	$ -	$ -
						R/W	$ -	$ -	$ -		$ -	$ -	$ -	$ -	$ -	$ -	$ -
						CST/CEI	$ -	$ 1,288,000	$ -		$ -	$ -	$ -	$ -	$ -	$ -	$ -
39 [A-2]	SR 390 (E. 14th Street) [SIS]	4212252, and 4404871 (Bridge Replacement)	SR 77 (Ohio Avenue)	US 231 (SR 75)	Widen to 6 Lanes [SIS]; and Bridge 460020 Replacement over Mill Bayou [SIS Bridge Replacement]	PD&E	Complete	$ -	$ -		$ -	$ -	$ -	$ -	$ -	$ -	$ -
						PE	$ 5,500,000	$ -	$ -		$ -	$ -	$ -	$ -	$ -	$ 5,500,000	$ -
						ENV	$ -	$ -	$ -		$ -	$ -	$ -	$ -	$ -	$ -	$ -
						RRU	$ -	$ -	$ -		$ -	$ -	$ -	$ -	$ -	$ -	$ -
						DSB	$ -	$ -	$ -		$ -	$ -	$ -	$ -	$ -	$ -	$ -
						R/W	$ 779,900	$ -	$ -	ACBR	$ 779,900	$ -	$ -	$ -	$ -	$ 779,900	$ -
						CST/CEI	$ 5,640,081	$ -	$ -	ACBR	$ 5,640,081	$ -	$ -	$ -	$ -	$ 5,640,081	$ -
n/a [E+C]	SR 390 St. Andrews [Committed TPO SIS Project Priority]	2178752	SR 368 23rd Street	CR 2312 Baldwin Road	Widen to 6 Lanes	PD&E	$ -	$ -	$ -		$ -	$ -	$ -	$ -	$ -	$ -	$ -
						PE	$ -	$ -	$ -		$ -	$ -	$ -	$ -	$ -	$ -	$ -
						ENV	$ -	$ -	$ -		$ -	$ -	$ -	$ -	$ -	$ -	$ -
						RRU	$ -	$ -	$ -		$ -	$ -	$ -	$ -	$ -	$ -	$ -
						DSB	$ -	$ -	$ -		$ -	$ -	$ -	$ -	$ -	$ -	$ -
						R/W	$ -	$ -	$ -		$ -	$ -	$ -	$ -	$ -	$ -	$ -
						CST/CEI	$ 45,927,451	$ -	$ -	ACNP	$ 35,873,869	$ -	$ -	$ -	$ -	$ 45,927,451	$ -
n/a [E+C]	SR 390 St. Andrews [Committed TPO SIS Project Priority]	2178753	CR 2312 Baldwin Road	Jenks Avenue	Widen to 6 Lanes	PD&E	$ -	$ -	$ -		$ -	$ -	$ -	$ -	$ -	$ -	$ -
						PE	$ -	$ -	$ -		$ -	$ -	$ -	$ -	$ -	$ -	$ -
						ENV	$ -	$ -	$ -		$ -	$ -	$ -	$ -	$ -	$ -	$ -
						RRU	$ -	$ -	$ -		$ -	$ -	$ -	$ -	$ -	$ -	$ -
						DSB	$ -	$ -	$ -		$ -	$ -	$ -	$ -	$ -	$ -	$ -
						R/W	$ 2,861,917	$ -	$ -		$ -	$ -	$ -	$ -	$ -	$ 2,861,917	$ -
						CST/CEI	$ -	$ -	$ -		$ -	$ -	$ -	$ -	$ -	$ -	$ -

SIS Project Listing Adjusted to Year of Expenditure (YOE)

Phase	TIP FY20-24, & 21-25	SIS 1st 5YP FY21-25	SIS 2nd 5YP FY26-30		Fed Fund Amt.	2026-2030 YOE*	2031-2035 YOE*	2036-2045 YOE*	FY26-45 Totals YOE*	FY20-45 Totals YOE*	Beyond 2045
Totals	$ 558,969,461	$ 136,992,000	$ 128,902,000		$ 183,552,179	$ 138,902,000	$ 324,471,408	$ 333,918,050	$ 797,291,458	$ 1,357,621,919	$ 848,091,255
PD&E	$ 4,725,000	$ 2,100,000	$ -		$ 2,100,000	$ -	$ 16,295,150	$ -	$ 16,295,150	$ 21,020,150	$ -
ROW & CST (including Design Build)	$ 534,800,830	$ 132,774,000	$ 128,902,000		$ 177,723,110	$ 138,902,000	$ 276,475,050	$ 333,918,050	$ 749,295,100	$ 1,284,095,930	$ 837,953,011
ENV, Other	$ -	$ -	$ -		$ -	$ -	$ -	$ -	$ -	$ -	$ -
subtotal	$ 539,525,830	$ 134,874,000	$ 128,902,000		$ 179,823,110	$ 138,902,000	$ 292,770,200	$ 333,918,050	$ 765,590,250	$ 1,305,116,080	$ 837,953,011
Local Funds	0	0	0		0	0	0	0	0	0	0
PE Funds	$ 19,443,631	$ 2,118,000	$ -		$ 3,729,069	$ -	$ 31,701,208	$ -	$ 31,701,208	$ 52,505,839	$ 10,138,244
total check					$ 183,552,179	$ 138,902,000	$ 324,471,408	$ 333,918,050	$ 797,291,458	$ 1,357,621,919	$ 848,091,255

Color Code:

$0,000.00 = State and Federal Funds

$0,000.00 = PE Funds

$0,000.00 = Local Funds

$0,000.00 = Federal Funds Only (from TIP)

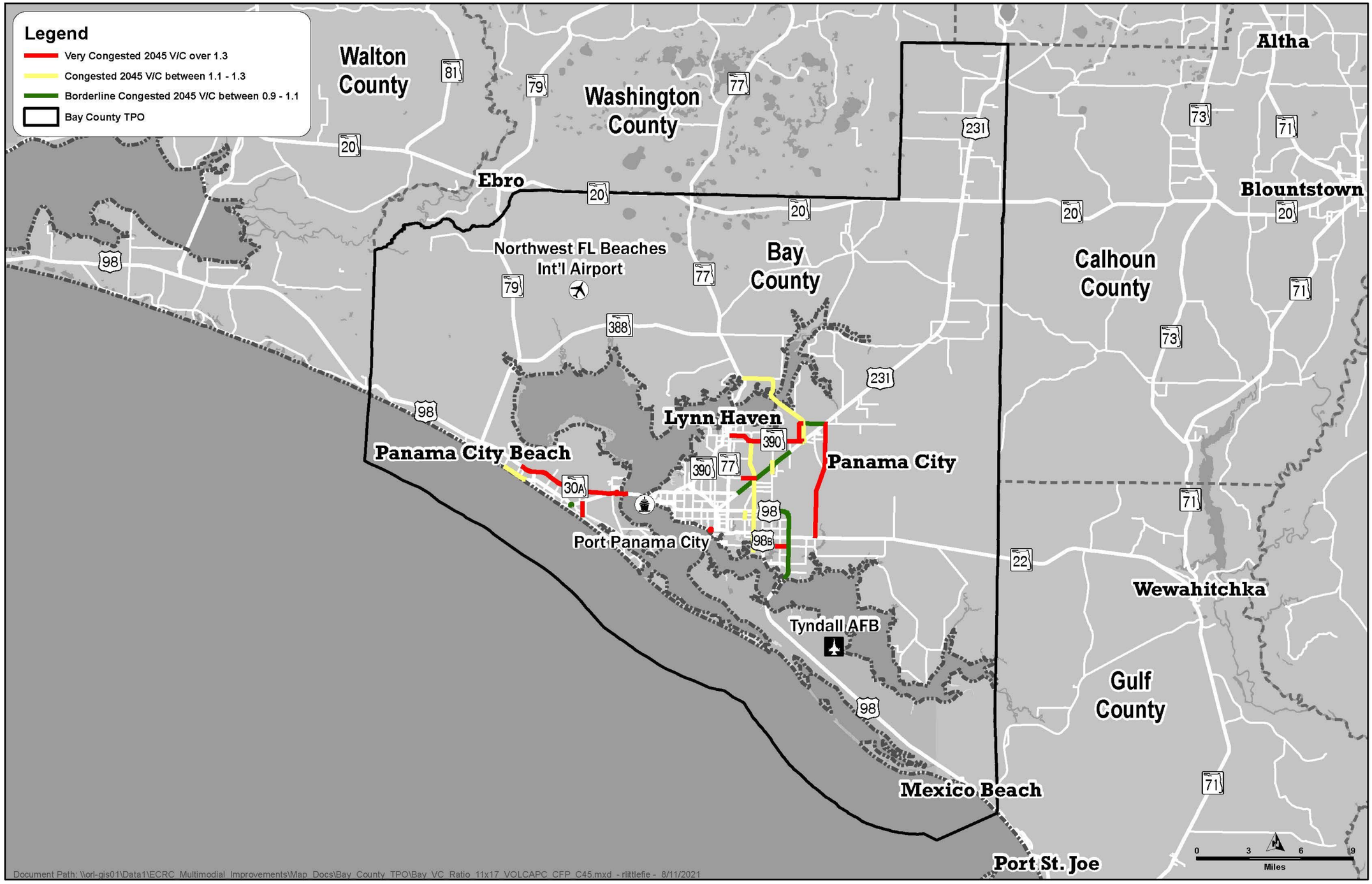
$0,000.00 = PD&E

***YOE Inflation Factor (Table 8A, Page C-2, *Revenue Forecasting Guidebook*)**

2026-2030	**1.32**	*SIS Plan First 5 and Second 5 are already YOE, so the YOE Multiplier is not applied*
2031-2035	**1.55**	*SIS Long Range CFP is Present Day so the YOE Multiplier is applied*
2036-2045	**2.05**	*SIS Long Range CFP is Present Day so the YOE Multiplier is applied*

Bay 2045 CFP $ to YOE	
Roadway (SIS)	$ 1,357,621,919
Public Transportation (includes box funds)	$ -
Bike / Ped (includes box funds)	$ -
Mobility (Complete Streets)	$ -
subtotal Bay SIS	**$ 1,357,621,919**

APPENDIX F – 2045 COST FEASIBLE PLAN DEFICIENCY MAP


Legend
Very Congested 2045 V/C over 1.3
Congested 2045 V/C between 1.1 - 1.3
Borderline Congested 2045 V/C between 0.9 - 1.1
Bay County TPO
Walton County
Washington County
Ebro
Northwest FL Beaches Int'l Airport
Bay County
Lynn Haven
Panama City
Panama City Beach
Port Panama City
Tyndall AFB
Mexico Beach
Port St. Joe
Calhoun County
Altha
Blountstown
Wewahitchka
Gulf County
81
79
77
231
73
71
20
98
388
390
30A
98B
22
0 3 6 9
Miles
Document Path: \\orl-gis01\Data1\ECRC_Multimodal_Improvements\Map_Docs\Bay_County_TPO\Bay_VC_Ratio_11x17_VOLCAPC_CFP_C45.mxd - rlittlefie - 8/11/2021

APPENDIX G – RESOLUTION 21-17 COST FEASIBLE PLAN

RESOLUTION BAY 21-17

A RESOLUTION OF THE BAY COUNTY TRANSPORTATION PLANNING ORGANIZATION ADOPTING THE 2045 BAY LONG-RANGE TRANSPORTATION PLAN COST FEASIBLE PLAN

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

WHEREAS, the Bay County Transportation Planning Organization (TPO) 2045 Long-Range Transportation Plan is developed pursuant to Part 23 Section 450.324, 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 2045 Cost Feasible Plan was presented at a virtual public workshop and a questionnaire was disseminated online, through community groups, and at local libraries within TPO area; and

WHEREAS, the 2045 Cost Feasible Plan was presented and reviewed by the Steering Committee members on March 1, 2021, April 5, 2021, and May 12, 2021; and

WHEREAS, the 2045 Cost Feasible Plan contains multi-modal projects;

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

The Bay County TPO adopts the 2045 Cost Feasible Plan.

Passed and duly adopted by the Bay County Transportation Planning Organization on this 16th day of June 2021.



BAY COUNTY TRANSPORTATION PLANNING ORGANIZATION

BY: _____
Pamn Henderson, Chairperson

ATTEST: _____