Goals & Objectives

Bay County Transportation Planning Organization

2050 Long Range Transportation Plan

BAY COUNTY TRANSPORTATION PLANNING ORGANIZATION

GOALS AND OBJECTIVES TECHNICAL REPORT

FOR THE

2050 LONG-RANGE TRANSPORTATION PLAN UPDATE

Florida Department of Transportation (FDOT) District Three

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This report was financed in part by the U.S. Department of Transportation, Federal Highway Administration, the Florida Department of Transportation, and local participating governments. This document does not necessarily reflect the official views or policies of the U.S. Department of Transportation.

Table of Contents

1.0 Introduction 1
2.0 Federal Guidance 4
2.1 Federal Planning Factors 4
2.2 Federal Emphasis Areas 6
3.0 Guiding Documents 8
3.1 Statewide plans 8
3.1.1 Florida Transportation Plan 2055 8
3.1.2 Florida Strategic Highway Safety Plan (SHSP) 9
3.1.3 Florida Bicycle and Pedestrian Strategic Safety Plan (2021) 10
3.1.4 Florida Greenways and Trails System Plan 10
3.1.5 Florida Intelligent Transportation Systems (ITS) Strategic Plan 11
3.1.6 FDOT Planning Emphasis Areas 11
3.1.7 FDOT Shared Use Non-Motorized (SUN) Trail 12
3.2 Regional & Local Plans 13
3.2.1 Bay County Comprehensive Plan 13
3.2.2 Bay County Bicycle Pedestrian Master Plan 16
3.2.3 Bay County Joint Land Use Study 17
3.2.4 Bay County Strategic Plan 17
3.2.5 Bay County Transportation Disadvantaged Service Plan 18
3.2.6 Bay County RESTORE Act Multi-Year Implementation Plan 19
3.2.7 Bay County Long-Term Recovery Plan 20
3.2.8 Bay-Walton Sector Plan 21
3.2.9 Comprehensive Economic Development Strategy 22
3.2.10 Callaway Comprehensive Plan 23
3.2.11 Lynn Haven Comprehensive Plan 25
3.2.12 Mexico Beach Comprehensive Plan 27
3.2.13 Panama City Beach Comprehensive Growth Development Plan 28
3.2.14 Panama City Beach Strategic Plan 2020 29
3.2.15 Panama City Beach Front Beach Road Community Redevelopment Plan 29
3.2.16 Panama City Comprehensive Plan 2018 30
3.2.17 Panama City Forest Park District Mobility Plan 31
3.2.18 A Strategic Vision for Panama City's Historic Downtown and its Waterfront 32
3.2.19 Panama City Port Authority 32
3.2.20 City of Parker 2040 Comprehensive Plan 32
3.2.21 City of Parker Land Development Regulations 33

3.2.22 City of Springfield Comprehensive Plan 34
3.2.23 City of Springfield Master Plan 35
3.2.24 ECRC Smart Regions Plan 35
3.2.25 ECRC Safety Action Plan 36
3.2.26 ECRC Data Analytics Plan 36
4.0 Goals & Objectives 37
4.1 Incorporation of Federal Planning Factors 44
4.2 Incorporation of Federal Emphasis Areas 48
5.0 Appendices A-1
Appendix A: 2045 Adopted Vision, Mission, Goals and Objectives A-1
Appendix B: Steering Committee Formation B-1
Appendix C: 2050 Steering Committee Meeting #1 ..... C-1
Appendix D: 2050 Steering Committee Meeting #2 ..... D-1
Appendix E: 2050 Final Goals and Objectives for Approval E-1
Appendix F: 2050 Goals and Objectives Approval Resolution F-1

List of Tables and Figures

Figure 1: Bay County Transportation Planning Area 1

Table 1: Federal Planning Factors 4
Table 2: Federal Emphasis Areas 6
Table 3: Florida SHSP Emphasis Areas 9
Table 4: Florida Greenways and Trails System Plan 11
Table 5: FDOT Shared Use Non-Motorized (SUN) Trail Objectives 12
Table 6: Bay County Comprehensive Plan Transportation Element Objectives 14
Table 7: Bay County TDSP Objectives 19
Table 8: Callaway Comprehensive Plan Transportation Element Objectives 25
Table 9: Lynn Haven Comprehensive Plan Objectives 26
Table 10: Mexico Beach Comp Plan – Objectives 27
Table 11: PCB Comp Growth Development Plan – Objectives 28
Table 12: Panama City Comprehensive Plan Transportation Element Objectives 31
Table 13: City of Parker Comp Plan – Transportation Element Objectives 33
Table 14: Springfield Comprehensive Plan Transportation Element Objectives 34
Table 15: Goals and Objectives 39
Table 16: Incorporation of Federal Planning Factors 44
Table 17: Incorporation of Federal Emphasis Areas 48
Table 18: 2045 Goals and Objectives A-2
Table 19: Steering Committee Members B-1
Table 20: 2050 Final Goals and Objectives for approval E-1

Acronyms, Abbreviations, Initialisms

ACES	Automated and Connected Vehicles
ADA	Americans with Disabilities Act
ADS	Automated Driving System
AV	Automated Vehicles
BIL	Bipartisan Infrastructure Law
CAC	Citizens Advisory Committee
CFR	Code of Federal Regulations
CO2	Carbon Dioxide
CV	Connected Vehicles
DOT	Department of Transportation (US)
DoD	Department of Defense
ECRC	Emerald Coast Regional Council
EO	Executive Order
FAST	Fixing America's Surface Transportation
FDEP	Florida Department of Environmental Protection
FDOT	Florida Department of Transportation
FEGN	Florida Ecological Greenways Network
FGTS	Florida Greenways and Trails System
FHWA	Federal Highway Administration
FLMA	Federal Land Management Agency
FS	Florida Statutes (or F.S.)
FTA	Federal Transit Administration
FTP	Florida Transportation Plan
HSIP	Highway Safety Improvement Program
IIJA	Infrastructure Investment and Jobs Act
ITS	Intelligent Transportation System
JLUS	Joint Land Use Study
LRTP	Long Range Transportation Plan
MAF	Military Access Facility
MAP-21	Moving Ahead for Progress in the 21st Century
MOD	Mobility on Demand
MPO	Metropolitan Planning Organization
MPOAC	MPO Advisory Council
NAS	Naval Air Station
NHS	National Highway System
NPS	National Park Service
PEA	Planning Emphasis Area
PEL	Planning and Environmental Linkages
PPP	Public Participation Plan
S.R.	State road (or SR)
SHSP	Strategic Highway Safety Plan
SIS	Strategic Intermodal System
SRPP	Strategic Regional Policy Plan
SS4A	Safe Streets for All
STIP	State Transportation Improvement Program
STRAHNET	Strategic Highway Network
SUN	FL Shared-Use Nonmotorized (trail)
SWIM	Surface Water Improvement and Management
TCC	Technical Coordinating Committee
TIP	Transportation Improvement Program
TMA	Transportation Management Area
TPO	Transportation Planning Organization
TSM	Transportation Systems Management
UPWP	Unified Planning Work Program
U.S.	United States (or US)
U.S.C.	United States Code (or USC)
USACE	US Army Corps of Engineers
VMT	Vehicle Miles Travelled

1.0 INTRODUCTION

Federal and state metropolitan planning regulations require the Bay County Transportation Planning Organization (TPO) to develop a metropolitan transportation plan every five years. The Bay County 2050 Long Range Transportation Plan (LRTP) fulfills this requirement. The Goals & Objectives included in this report form one component of the 2050 LRTP update. These Goals & Objectives are set to help guide the TPO in fulfilling the mission and vision of the LRTP. The Bay County TPO area includes the entirety of Bay County including its municipalities. **Figure 1** shows the boundary and urban area of the Bay County Transportation Planning Area.

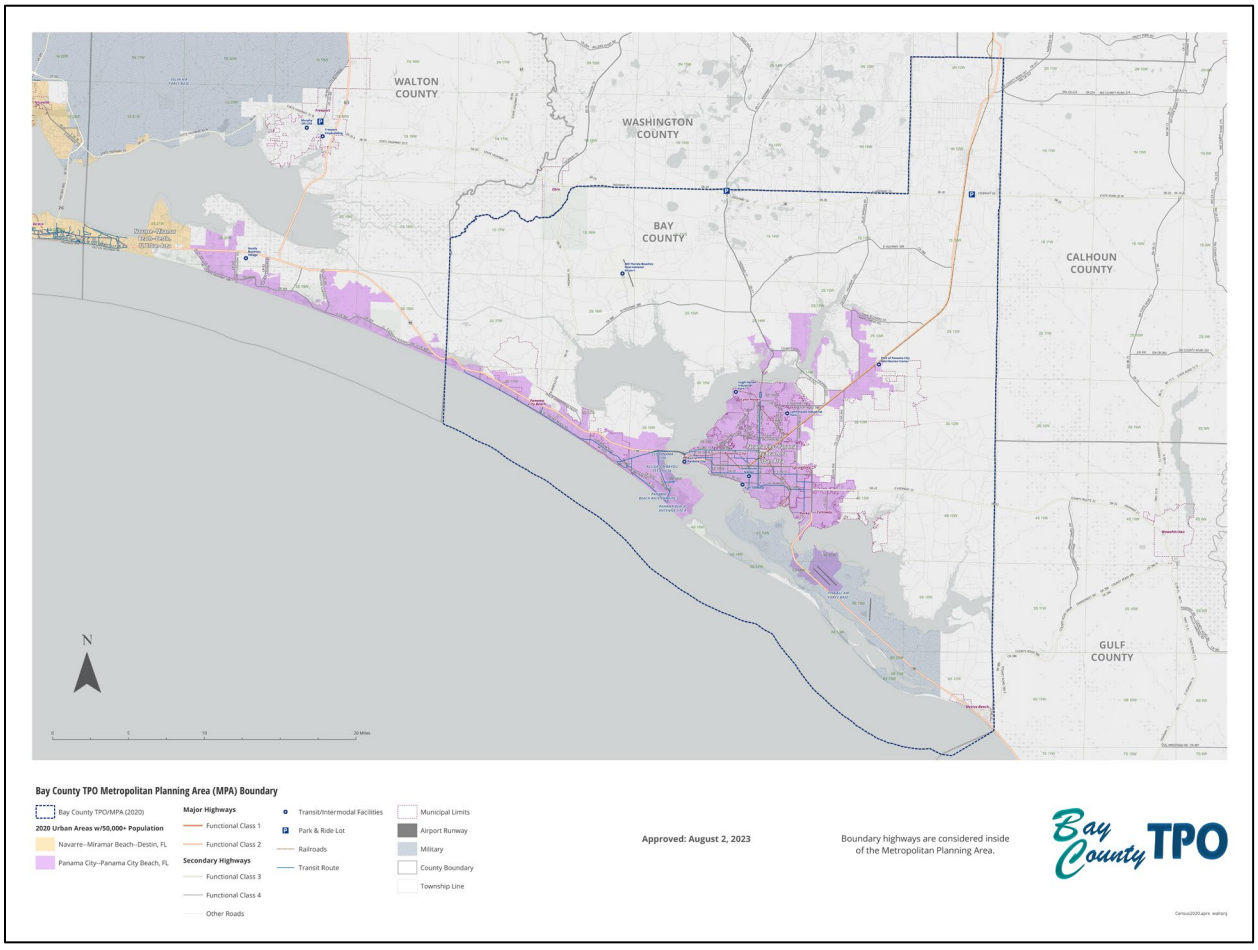


Figure 1: Bay County Transportation Planning Area

Many sources were used to shape the 2050 LRTP goals and objectives: federal transportation legislation, the Florida Transportation Plan, the Florida Department of Transportation (FDOT) Metropolitan Planning Organization (MPO) Program Management Handbook, local government comprehensive plans, and the Bay County 2045 LRTP goals and objectives. The following is a synopsis of the process used to develop the 2050 Goals and Objectives.

- New and updated federal and state requirements were evaluated for policy-level changes **(Section 2.0).**
- Evaluation was conducted of other guiding documents such as state, regional, and local plans that provide overall direction or guidance on transportation policy **(Section 3.1 & Section 3.2).**
- The 2045 adopted Goals and Objectives **(Appendix A)** were edited to suggest recommended changes for review by the Bay County TPO staff and the 2050 LRTP Steering Committee.
- Steering Committee 1 reviewed the proposed 2050 Goals and Objectives with suggested edits. See December 2024 meeting minutes in **Appendix C.**
- Steering Committee 2 continued to to review the proposed 2050 Goals and Objectives. See January 2025 meeting minutes in **Appendix D.**
- A public workshop was held to provide the public an opportunity to review the draft 2050 Goals and Objectives recommendations.
- The TPO Board reviewed the draft 2050 Goals and Objectives. No changes were made to the draft goals and objectives.
- The 2050 Goals and Objectives for the LRTP were adopted by the Bay County TPO on February 5, 2025, at the recommendation of the Steering Committee, as Resolution Bay 25-01 (**Appendix F).**

The vision & mission statements and subsequent goals, objectives, and strategies serve as the guiding principles of the Bay County TPO 2050 LRTP. These statements guide the development of the plan update. For the 2050 LRTP the vision and mission statements were not modified from the 2045 LRTP:

Vision: Our vision is to provide a safe and efficient multi-modal transportation system that supports the economic vitality of the area, protects the environment, promotes efficient system management and operation, and emphasizes modernization of the Bay County TPO area transportation system.

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

Based on review of the 2045 Goals and Objectives, and review of the federal, state, local, and regional planning documents and requirements, there were no changes to the Goals, and 12 changes to the Objectives. The final 2050 Goals and Objectives are listed in **Section 4.0.** A crosscheck matrix of how the Goals and Objectives implement the federal and state requirements is provided in **Section 4.1 and Section 4.2.** The Bay County TPO and the committees reviewed the draft and adopted the final version February 5, 2025, with issuance of Resolution Bay 25-01 **(Appendix F).**

2.0 FEDERAL GUIDANCE

2.1 FEDERAL PLANNING FACTORS

Federal law[1] requires a MPO to address ten Planning Factors as a part of its planning processes. These factors are shown in **Table 1** as summarized from the FDOT MPO Program Management Handbook (June 2024)[2]. The degree of consideration and analysis of the factors should be based on the scale and complexity of the issues addressed and the unique conditions of the area.

Table 1: Federal Planning Factors

Item	Planning Factor	Description	CFR Source
1	Economic Vitality	Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency	§450.306 (b) (1)
2	Safety	Increase the safety of the transportation system for motorized and non-motorized users	§450.306 (b) (2)
3	Security	Increase the security of the transportation system for motorized and non-motorized users	§450.306 (b) (3)
4	Accessibility/Mobility	Increase accessibility and mobility of people and freight	§450.306 (b) (4)
5	Environmental Quality	Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth, housing, and economic development patterns	§450.306 (b) (5); §134(h)(1)(E)
6	Multimodal Connectivity	Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight	§450.306 (b) (6)
7	System Efficiency	Promote efficient system management and operation	§450.306 (b) (7)

[1] Code of Federal Regulations Title 23 § 450.306 [81 FR 34135, May 27, 2016, as amended at 81 FR 93470, Dec. 20, 2016; 82 FR 56543, Nov. 29, 2017]; United States Code Title 23 134(h)(1)(E), as amended October 1, 2021
[2] Florida Department of Transportation – MPO Program Management Handbook Section 5.1.1 July 2024

8	System Preservation	Emphasize the preservation of the existing transportation system	§450.306 (b) (8)
9	Resiliency & Reliability	Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation	§450.306 (b) (9)
10	Travel & Tourism	Enhance travel and tourism	§450.306 (b) (10)

2.2 FEDERAL EMPHASIS AREAS

The Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) jointly issued their *2021 Planning Emphasis Areas for use in the development of Metropolitan and Statewide Planning and Research Work programs* (December 2021)[3]. The memo documents the federal expectations for meeting these requirements in the next cycle of LRTP updates and describes the basic requirements of the scope of the metropolitan transportation planning process. **Table 2** summarizes the Federal Emphasis Areas.

Table 2: Federal Emphasis Areas

Item	Planning Factor	Description	CFR Source
E1	Complete Streets	Current policies, rules, and procedures should be reviewed to determine their impact on safety for all road users. This should include provisions for safety in future transportation infrastructure.	Dec. 30th, 2021, USDOT Memo
E2	Public Involvement	Plans should include early, effective, and continuous public involvement to bring diverse viewpoints into the decision-making process.	Dec. 30th, 2021, USDOT Memo
E3	Strategic Highway Network, DOD Coordination	Coordination with representatives from DOD in the transportation planning and project programming process on infrastructure and connectivity needs for STRAHNET routes and other public roads that connect to DOD facilities is encouraged.	Dec. 30th, 2021, USDOT Memo
E4	Federal Land Management Agency	Coordination with FLMAs in the transportation planning and project programming process on infrastructure and connectivity needs related to access routes and other public roads and transportation services that connect to Federal lands is encouraged.	Dec. 30th, 2021, USDOT Memo

[3] USDOT FHWA 2021 Planning Emphasis Areas for use in the development of Metropolitan and Statewide Planning and Research Work programs. (Dec. 2021)

E5	Planning & Environmental Linkages	The implementation of PEL as part of the transportation planning and environmental review processes is encouraged.	Dec. 30th, 2021, USDOT Memo
E6	Data	Data sharing and consideration should be incorporated into the transportation planning process because data assets have value across multiple programs.	Dec. 30th, 2021, USDOT Memo

3.0 GUIDING DOCUMENTS

3.1 STATEWIDE PLANS

3.1.1 Florida Transportation Plan 2055

The Florida Transportation Plan (FTP)[4] is the single overarching statewide plan guiding Florida's transportation future. It is a plan for all of Florida's transportation system created by, and providing direction to, the Florida Department of Transportation (FDOT) and all organizations that are involved in planning and managing Florida's transportation system including statewide, regional, and local partners. FDOT recently began the process of updating the FTP. The 2055 FTP contains statewide goals and regional objectives, empowering our communities to develop unique local strategies that align with the FTP. The 2055 Florida Transportation Plan Objectives are listed below:

1. Eliminate transportation-related fatalities and serious injuries
2. Reduce the number and severity of crashes and safety incidents
3. Strengthen transportation infrastructure and supply chains
4. Prioritize timely and efficient response and recovery for disasters, threats, and hazards
5. Prevent cybersecurity and other risks to transportation users, assets, and supply chains
6. Maintain transportation infrastructure in a state of good repair for all modes
7. Increase the reliability and efficiency of people and freight trips through congestion relief and technology
8. Enhance transportation system connections between and within communities with respect to Florida's natural environment and community characteristics
9. Improve economic development opportunities through integrated land use and transportation planning
10. Increase transportation options that improve access to jobs, education, health, and other services
11. Develop and retain a skilled transportation workforce

[4] 2055 Florida Transportation Plan Website

3.1.2 Florida Strategic Highway Safety Plan (SHSP)

The SHSP[5] is a statewide, data-driven safety plan for all Florida's road users. The 2021-2025 SHSP introduces the Safe System approach, which acknowledges that humans make mistakes, the human body is vulnerable, and that we should design and operate our transportation system to ensure that if crashes do occur, they do not result in serious human injury. The plan also recognizes the complexity of crashes and categorizes emphasis areas into three components: roadway, road users, and user behavior as shown in **Table 3**.

The plan also expands beyond the 4Es of traffic safety from the previous SHSP: Engineering, Education, Enforcement, and Emergency Response to include the 4Is: Information Intelligence, Innovation, Insight into Communities, and Investments and Policies.

Table 3: Florida SHSP Emphasis Areas

Emphasis Area	Category
Lane Departures	Roadways
Intersections	Roadways
Pedestrians and Bicyclists	Road Users
Aging Road Users	Road Users
Motorcyclists & Motor Scooter Riders	Road Users
Commercial Motor Vehicle Operators	Road Users
Teen Drivers	Road Users
Impaired Driving	User Behavior
Occupant Protection	User Behavior
Speeding and Aggressive Driving	User Behavior
Distracted Driving	User Behavior
Work Zones	Evolving Emphasis Area
Drowsy and Ill Driving	Evolving Emphasis Area
Rail Crossings	Evolving Emphasis Area
Roadway Transit	Evolving Emphasis Area
Micromobility	Evolving Emphasis Area
Connected and Automated Vehicles	Evolving Emphasis Area

[5] Florida Strategic Highway Safety Plan (March 2021)

3.1.3 Florida Bicycle and Pedestrian Strategic Safety Plan (2021)

The Florida Pedestrian and Bicycle Strategic Safety Plan (PBSSP)[6] is the state's five-year comprehensive implementation plan to drive down traffic crashes resulting in serious or fatal injuries to pedestrians and bicyclists through goal-oriented decision-making, data-driven investments, and strategic resource allocation. The PBSSP supports the Florida SHSP and Florida's Highway Safety Improvement Program. The plan has seven emphasis areas listed below.

1. Data Analysis, and Evaluation
2. Law Enforcement
3. Driver Education & Licensing and Legislation, Regulation, & Policy
4. Planning, Design, and Operations (Engineering)
5. Communication, Outreach, and Education
6. Emergency Medical Services
7. Vision Zero Florida

3.1.4 Florida Greenways and Trails System Plan

The Florida Department of Environmental Protection (DEP) Office of Greenways and Trails developed the Florida Greenways and Trails System Plan. Florida Statutes §375.031(1) gives responsibility to DEP to develop and execute a comprehensive, multipurpose outdoor recreation plan. This plan outlines the vision for the state's Greenways and Trails System, both on land and water. It defines the role of the system in advancing Florida's economy, tourism, public health, transportation choices, recreation, conservation and quality of life. Trails and greenways are increasingly important in transportation planning and development. Because of Florida's large population and year-round tourism industry, it is important to provide a practical and accessible means for bicyclists and pedestrians to safely travel through and between communities. While trails have long been known for their recreational benefits, they are now an increasingly critical component of bicycle and pedestrian facilities within multimodal transportation systems.

The Florida Legislature gave the responsibility to the DEP to develop and execute a comprehensive, multipurpose outdoor recreation plan with the assistance of other public recreation land managers. The Statewide Comprehensive Outdoor

[6] Florida Pedestrian and Bicycle Strategic Safety Plan

Recreation Plan is the state's official document regarding outdoor recreation planning. The Statewide Comprehensive Outdoor Recreation Plan helps coordinate Florida's outdoor recreation planning efforts and guides the development of a diverse, balanced system of lands, programs, facilities and opportunities. The intent of the 5-year plan is to promote active and healthy lifestyles in the outdoors; promote trails, trail connectivity, and the safety of trail users; and promote the economic benefits of outdoor recreation and ecotourism in Florida.

Table 4 summarizes the broad objectives of the plan.

Table 4: Florida Greenways and Trails System Plan

Item	Objectives
FGT1	Delineate regional systems
FGT2	Strategic investment of resources to advance system completion
FGT3	Promote and market the Florida Greenways and Trail System to residents and visitors
FGT4	Establish partnerships and engage stakeholders

3.1.5 Florida Intelligent Transportation Systems (ITS) Strategic Plan

FDOT has established the Florida Intelligent Transportation Systems Strategic Plan (August 2017) with a mission to identify, prioritize, develop, implement, operate, maintain, and update TSM&O strategies and measure their effectiveness for improved safety and mobility.

The vision of the plan is that TSM&O will increase the delivery rate of fatality-free and congestion-free transportation systems supporting the FDOT vision and Florida Transportation Plan goals.

3.1.6 FDOT Planning Emphasis Areas

The Florida Department of Transportation (FDOT) Office of Policy Planning develops Planning Emphasis Areas on a two-year cycle in coordination with the development of metropolitan planning organizations' (MPOs) respective Unified Planning Work Programs (UPWPs). Emphasis areas set planning priorities, support the Florida Transportation Plan, and give importance to topic areas which MPOs are encouraged to address as they develop their planning programs. Implementation of the goals of the Florida Transportation Plan requires embracing innovation; extensive collaboration across jurisdictions, modes and disciplines; an emphasis on

customer service; data and performance feedback; and strategic investments for the efficient and effective allocation of resources.

The 2021 Florida Planning Emphasis Areas are listed below:

- Safety
- Resilience
- Emerging Mobility

3.1.7 FDOT Shared Use Non-Motorized (SUN) Trail

Furthering the state's commitment to improving mobility, the Florida Legislature passed measures in 2014 and 2015 to fund the development of multi-use trails. Specifically, Florida Statutes §339.81 established the Shared-Use Non-Motorized (SUN) Trail program. Administered by FDOT, the SUN Trail program provides funding for the development of a statewide system of paved multi-use trails for bicyclists and pedestrians. The SUN Trail network is the paved component of the Florida Greenways and Trails Priority System.

Through a two-tier funding structure, FDOT advances the establishment of the trail system by programming the recurring $25 million allocation to close gaps and complete trails within the Greenways and Trails Priority System. Local sponsors or agencies must secure funding for trailheads, restrooms, and other amenities. SUN Trail funded projects will improve intermodal connectors by closing gaps in the statewide paved trail system to increase the reliability of Florida's transportation system. Broad goals are derived from the Program Selection Criteria 13 and are summarized in **Table 5**.

Table 5: FDOT Shared Use Non-Motorized (SUN) Trail Objectives

Item	Objectives
SUN1	Enhance the safety of bicyclists, pedestrians, and motorists
SUN2	Provide trails of regional, state, and national importance
SUN3	Leverage funding
SUN4	Blend transportation modes by completing, improving, or enhancing existing facilities to improve mobility
SUN5	Enhance quality of life, enhance economic opportunities, and provide connectivity to destinations
SUN6	Facilitate a system of interconnected trails

3.2 REGIONAL & LOCAL PLANS

3.2.1 Bay County Comprehensive Plan

The Bay County Comprehensive Plan contains the goals, objectives, and policies representing the adopted growth management strategies to guide future development within the county. There are also strategies to promote economic development, provide open space and recreational opportunities, conserve and protect environmental resources, and insure the adequate provision of utilities and infrastructure. The Bay County Comprehensive Plan was last updated in 2009.

The Transportation Element of the Comprehensive Plan contains both a section for goals and a vision statement. The goals are to:

- Provide for a safe, convenient and efficient transportation system
- Promote the purpose and intent of the "Florida Transportation Code"
- Provide for efficient and effective coordination between transportation planning and land use planning; to promote access management on major thoroughfares
- Preserve the functional integrity of the State and County Highway and Road Systems
- Establish and maintain level of service standards
- Effect improvements to the road and highway network
- Establish and maintain regulations governing right-of-way use, parking, and related activities
- Improve the appearance of major routes into and out of the County
- Prevent the creation of airport and landing field hazards and land use conflicts
- Promote a safe and convenient system for the movement of pedestrians and bicycles
- Promote and further the laws of the State relative to the transportation system

The vision statement of the Transportation Element states that Bay County will develop safe, efficient and effective transportation infrastructure that promotes economic development and enhances the environment, quality of life, and aesthetics. Objectives of the Transportation Element are listed in **Table 6**.

Table 6: Bay County Comprehensive Plan Transportation Element Objectives

Item	Objectives
Objective 4.1	Specifically identify those transportation systems that will be addressed in this element.
Objective 4.2	Identify and designate types of public roads and highways. All roads which are open and available for use by the public and dedicated to the public use, according to law, by prescription, or maintenance are hereby declared to be, and are established as, public roads.
Objective 4.3	Maintain a functional classification system for roads and highways in Bay County, which can be linked to the development of land adjacent to such roads.
Objective 4.4	Establish access control corridors to provide safe and convenient movement to and from the Urban Service Area so as to enhance managed growth and the overall development of commerce in Bay County.
Objective 4.5	Promote the use of alternate routes to the beaches by allowing limited commercial and institutional land uses at the intersections of state roads in the Rural Service Area.
Objective 4.6	Maintain a process that will identify, schedule, fund, and cause to have built major road and highway improvement projects.
Objective 4.7	Maintain standards and criteria for the regulation of the design, construction, and maintenance of roads in the County Road System.
Objective 4.8	Establish and maintain level of service (LOS) standards for concurrency management purposes, and for determining when roadway improvements may be warranted.
Objective 4.9	Improve the appearance of "Tourist Corridors" on, and leading to, the beach.
Objective 4.10	Assist and support efforts by DCA toward improving major State highway access to and exit from Bay County to provide more effective and efficient transportation movement and hurricane evacuation.
Objective 4.11	Coordinate with FDOT to promote the further development of air routes and airport facilities so as to stimulate and promote aviation commerce.
Objective 4.12	Eliminate incompatible land uses and prohibit airport hazards in the vicinity of airports and landing fields.
Objective 4.13	Control and restrict the siting of airports and landing fields so as to minimize potential aircraft hazards.
Objective 4.14	County will work through the TPO to implement and maintain recommendations and projects set forth in the Panama City Metropolitan Organization Bicycle/Pedestrian Plan.
Objective 4.15	Establish priorities for the location of bicycle/ pedestrian facilities in accordance with the guidelines of the Panama City TPO Bicycle/Pedestrian Plan.
Objective 4.16	Participate in the provision of public transportation.

To incorporate these goals and vision into Bay County, the Comprehensive Plan provides general strategies and objectives.

- Identify and assign operational responsibility for the various roads and highways in Bay County
- Classify roadways according to function so as to define operational characteristics
- Work through the TPO to identify needed transportation and infrastructure improvements
- Establish and maintain regulations to control access onto roadways, driveway spacing, right-of-way use, parking and other related activities necessary to preserve the functional integrity of the roadway system
- Maintain level of service standards for concurrency purposes
- Improve the appearance of designated "Tourist Corridors" through rigorous code enforcement, landscaping and highway beautification programs
- Establish and maintain regulations to prevent the creation of airport hazards and land use conflicts
- Prepare plans and implement programs to support alternative transportation systems including the installation of sidewalks, pedestrian paths, and bike lane/paths based on demonstrated needs in the Urban Service Area

The Future Land Use Element of the Comprehensive Plan includes a section on Best Transportation Practices. These include:

- Design the street network with multiple connections and relatively direct routes
- Space through-streets no more than a half a mile apart or the equivalent route density in a curvilinear network
- Use traffic calming measures liberally
- Keep speeds on local streets down to 20 mph
- Keep speeds on arterials and collectors down to 35 mph (at least inside communities)
- Keep all streets as narrow as possible and never more than four traffic lanes wide
- Align streets to give buildings energy efficient orientations
- Avoid using traffic signals wherever possible and always space them for good traffic progression

- Provide networks for pedestrians and bicyclists as good as the network for motorists
- Provide pedestrians and bicyclists with shortcuts and alternatives to travel along high-volume streets
- Incorporate transit-oriented design features
- Establish Travel Demand Management (TDM) programs for local employees.

3.2.2 Bay County Bicycle Pedestrian Master Plan

The 2011 Bay County Bicycle Pedestrian Master Plan serves as the second update to the County's original Bicycle & Pedestrian Plan developed in 2006. The goals of the plan include:

- Create safe, convenient, and connected routes to all destinations and between land uses for bicyclists and walkers
- Encourage bicycle and pedestrian travel as viable transportation modes
- Reduce bicycle/pedestrian crashes through education and enforcement
- Maintain a current Bicycle and Pedestrian Plan
- No increase in vehicle miles of travel (VMT) within the TPO area even with increasing population

While the original 2006 Plan focused on establishing the goals, objectives, and policies that improve non-motorized transportation and ensure it remains a viable transportation option in the County, including the development of Complete Streets, the 2011 Plan was expanded to include specific bicycle and pedestrian improvement projects and prioritizing them for construction. Improvements include bicycle lanes, sidewalks, off-road facilities, paved shoulders, lane restriping, and road diets, which were prioritized into five tiers. New projects were identified using existing versus target bicycle and pedestrian level of service scores.

Prioritization was based on a benefit-cost analysis using:

- Existing conditions (including bicycle and pedestrian level of service scores)
- Latent demand based on existing land uses and destinations
- Existing multi-modal plans
- Previously identified priority projects, public input, and construction cost

3.2.3 Bay County Joint Land Use Study

Bay County coordinated with Tyndall Air Force Base to create a Joint Land Use Study (JLUS) in November 2009. Military bases are critical to local, regional, and state economies in Florida, since they create thousands of jobs and provide both direct and indirect economic activity. The JLUS is intended to mitigate both existing and anticipated encroachment issues with improved coordination efforts among Bay County, the Naval Support Activity Panama City (NSA PC), the City of Panama City, and the City of Panama City Beach. This coordination is important as communities continue to grow and develop in response to demands in the market, and this development also begins to expand around military installations and the areas that they operate in. This creates land use and compatibility issues between the two entities. Encroachment can have negative impacts on safety and the economic development of a community, as well as the sustainability of military activities and readiness.

The JLUS lists 24 compatibility factors used to identify and confirm local issues between the Tyndall Air Force Base and the surrounding communities. Number 24 of the compatibility factors is Ground Transportation Capacity. Ground Transportation Capacity is related to the capacity of existing freeways, highways, arterials, and local roads to provide adequate mobility and access among military installations and their surrounding communities. Rural roads once used for limited purposes change as urban development grows. These roads become main transportation corridors for access to military bases, and function as urban major arterial roadways.

3.2.4 Bay County Strategic Plan

The Bay County 2021-2025 Strategic Plan is a roadmap for achieving our adopted enduring goals while simultaneously offering transparent accountability to the public through reported, meaningful metrics. The plan adopts five enduring goals aimed moving the organization forward deliberately and effectively.

The enduring goals of the Bay County Strategic Plan are:

- Ensure a safe county

- Deliver effectively the services that county residents need, want, and are willing to support
- Maintain a family friendly community where citizens and visitors can find and afford the values, services, and lifestyles they seek
- Maintain effective stewardship of Bay County's significant natural resources
- Build and maintain a healthy business climate

3.2.5 Bay County Transportation Disadvantaged Service Plan

The Bay County Transportation Disadvantaged Service Plan (TDSP) addresses the needs of the elderly, disabled, and/or economically disadvantaged people in Bay County, and reflects a careful review of various data, travel patterns, policies, agency responsibilities, and funding to define a five-year detailed implementation plan to help meet those needs. Comprised of three parts, a Development Plan, a Service Plan, and a Quality Assurance section, the TDSP identifies long-term goals and objectives to address the needs and gaps of local transportation for the disadvantaged.

Chapter 427.011(1) of Florida Statutes defines Transportation Disadvantaged (TD) persons as: "Those persons who because of physical or mental disability, income status, or age are unable to transport themselves or to purchase transportation and are, therefore, dependent upon others to obtain access to health care, employment, education, shopping, social activities, or children who are handicapped or high-risk or at risk as defined in s. 411.202."

The TDSP maintains consistency with other Plans, such as local government Comprehensive Plans, Regional Policy Plans, and Transit Development Plans, and highlight the areas where public transportation is addressed.

The goals of the TDSP are as follows:

- Ensure availability of transportation services to the Transportation Disadvantaged
- Ensure cost-effective and efficient transportation services
- Ensure quality of service provided to the Transportation Disadvantaged
- Ensure necessary funding to support the program
- Ensure program accountability

Objectives to the goals in the TDSP can be categorized as continuous, immediate, or future actions that must be taken toward achieving the goals above. While the Community Transportation Coordinators (CTCs) are meant to implement the objectives and strategies set forth for the TDSP to achieve these goals, they are still consistent with the multimodal and accessibility standards and needs set forth by the FAST Act and should be considered in the LRTP. **Table 7** lists TDSP objectives.

Table 7: Bay County TDSP Objectives

Item	Objectives
Objective 1.1	Stabilize trip numbers at maintainable levels. (Continuous)
Objective 1.2	Increase passenger and general public awareness of Transportation Services. (Continuous)
Objective 1.3	Increase transit service, whenever possible. (Immediate)
Objective 2.1	Improve cost efficiency in service delivery. (Continuous)
Objective 2.2	Transfer appropriate paratransit riders to transit with a goal of 60 per year. (Continuous)
Objective 3.1	Excel in courteous and respectful customer relations. (Continuous)
Objective 3.2	Increase customer awareness of transportation policies and procedures.
Objective 3.3	Minimize customer travel and wait time. (Continuous)
Objective 3.4	Maintain customer relations with agency customers that we provide with transportation services. (Continuous)
Objective 4.1	Seek funds to adequately satisfy Operational needs. (Continuous)
Objective 4.2	Increase funds to provide more trips.
Objective 5.1	Maintain standards per Rule 41-2. (See Service Standards)
Objective 5.2	Retain favorable findings in TD Commission Quality Assurance Review.
Objective 5.3	Compile and report required program evaluation data. (Continuous)

3.2.6 Bay County RESTORE Act Multi-Year Implementation Plan

The purpose of the Bay County RESTORE Act Multi-Year Implementation Plan is to guide the RESTORE Act Advisory Committee in selecting projects for funding through the Gulf Coast Restoration Trust Fund. The Plan contains goals, objectives, and policies to direct the Committee and Boards, and has elements for economic development, job creation, the environment, and public infrastructure.

The overall goal of the Bay County RESTORE document is to use RESTORE funds to enhance economic development, job creation, the environment, and public

infrastructure to improve the quality of life and environment for Bay County residents and visitors. After this overall goal, there are smaller goals to be achieved that are representative of the elements for economic development, job creation, the environment, and public infrastructure. These smaller goals are:

- Support the long-term viability, diversity, and sustainability of the economy of Bay County
- Ensure that the quality of environmental resources of the Gulf and St. Andrew Bay and its system is maintained or improved
- Provide the public infrastructure necessary to protect and enhance the environment, strengthen and diversity the economy, and improve the quality of life for residents and visitors

3.2.7 Bay County Long-Term Recovery Plan

The Bay County Long-Term Recovery Plan (LTRP) was established in July 2019 to address the aftermath of Hurricane Michael in October 2018. The Bay County Long-Term Recovery Task Force was created in the immediate aftermath of Hurricane Michael to begin immediate response and recovery efforts. There are nine (9) elected officials in the Task Force, including Bay County, Bay County School District, and each of the municipalities.

The Bay County LTRP was developed in adherence to the FEMA National Disaster Recovery Framework (NDRF) and is ready for immediate implementation. Implementation includes finding funding for the critical needs in Bay County and its residing municipalities. The major objective of the Plan is to present a path to recovery and rebuilding that invests in the community and will be used as a tool to tie together federal, state, and local recovery efforts in tandem with the resources of the private and non-profit organizations.

Focusing on different elements of Bay County to rebuild and recovery, infrastructure was one of the elements to focus on. Community infrastructure destroyed and severely damaged included key infrastructure, such as public buildings, roads, bridges, stormwater facilities, telecommunications, energy, water, and wastewater services. Bay County owns and maintains over 199 miles of unpaved roads in addition to the paved roadways in the County.

3.2.8 Bay-Walton Sector Plan

The Bay-Walton Sector Plan, developed for the St. Joe Company, focuses on 110,500 acres of land use development in Bay County and Walton County. Of the 110,500 acres of land, 97,216, or 88%, is in Bay County. The purpose of the plan is to establish a long-term land use framework on the acres of land St. Joe Company has, which at build out will accomplish the following:

1. Add a significant active adult community component and provide the amenities, recreation, entertainment, and medical facilities required for a successful active adult community. It is anticipated that the active adult component will include a range of age-restricted, age-targeted, and age-qualified subcomponents that will meet a wide range of anticipated consumer demand.
2. Connect the Northwest Florida Beaches International Airport and its surrounding commercial properties with bay County and Walton County for a well-planned and cohesive development.
3. Provide the uses needed by working families serving the airport commerce area and the active adult communities.
4. Through policies, establish urban form planning concepts for walkable communities that encourage multiple transportation modes including walking, biking and golf carts.
5. Maintain commitment to economic development efforts around NW Florida Beaches International Airport.
6. Coordinate and facilitate the planning of regional infrastructure like the West Bay Parkway.
7. Create a regionally significant water-shed level environmental framework that contains 53,229 acres or 48 percent of a series of well-connected conservation and preservation areas.
8. Facilitate a regionally significant trail network of at least 100 miles that will connect to an existing network of trails.

As part of the Transportation Analysis Summary, the sector plan establishes the policy guidance for the development of the plan including linking land use and transportation, requiring a mixed-use and compact development pattern and encouraging multiple modes of transportation. Planned transportation projects are

provided. Bay County's Comprehensive Plan: Chapter 12 focuses on the Bay-Walton Sector Plan Element. The goal of this element in relation to the sector plan are:

- Emphasize Urban Form
- Protect regionally significant resources and facilities
- Mitigate impacts to these resources and facilities
- Ensure intergovernmental coordination
- Address extra-jurisdictional impacts
- Limit urban sprawl
- Protect wildlife and natural systems
- Advance the efficient use of land and other resources
- Create quality communities and jobs

3.2.9 Comprehensive Economic Development Strategy

The Emerald Coast Regional Council developed the 2022-2026 Comprehensive Economic Development Strategy (CEDS). The CEDS is a 5-year strategy to guide activity and investment to support economic growth in the ECRC region (Escambia, Santa Rosa, Okaloosa, Walton, Holmes, Washington, and Bay counties), which is designated as an Economic Development District by the U.S. Economic Development Administration. The CEDS is the result of a data-driven and participatory planning process that invites stakeholders to bring forward new project ideas and identify economic development ventures currently underway that merit ongoing community support. The CEDS is monitored annually to track implementation of the action plan and its outcomes.

The current CEDS focuses on seven pillars - five of which originate from the Florida Chamber Foundation's "Six Pillars of Florida's Future Economy" and two which were locally identified.

1. Talent Supply & Education
2. Innovation & Entrepreneurship
3. Infrastructure & Growth Leadership
4. Business Climate & Competitiveness
5. Civic & Governance Systems
6. Environmental Quality, Protection, and Resilience
7. Housing

3.2.10 Callaway Comprehensive Plan

The City of Callaway's 2025 Comprehensive Plan was implemented in 2009 to fulfill the following purposes:

- Encourage a stable and enduring economic base
- Preserve the natural, cultural, and historic assets of Callaway
- Promote sustainable development
- Provide a strong, safe, and healthy environment for the city's residents

The Comprehensive Plan outlines the goals the city has for development by assigning them to the following planning elements - Future Land Use, Transportation, Housing, Recreation and Open Space, Infrastructure, Conservation, Coastal Management, Intergovernmental Coordination, Capital Improvements, and Public-School Facilities. Each element's goal is subsequently broken down into objectives that will help the City of Callaway achieve that goal, and specific policies are outlined that will be used to meet the objectives. Additionally, the Plan contains the Future Land Use Map Series.

The Future Land Use Element promotes the mixed land use future land use category that places emphasis on efficient transportation networks, clustering development, and protecting the environment. The City of Callaway states that the clustered design will increase pedestrian accessibility and will use native vegetation and implement energy efficient technologies. The goal of the Future Land Use Element is to "Provide the resources and regulations necessary to protect property rights, health, safety and welfare of the citizens of Callaway while enabling continued growth through a defined and predictable pattern of land use which has the requisite infrastructure."

The City of Callaway designated the Transportation Element with the goal to "Provide a safe and efficient transportation system to accommodate current and future land use patterns and to maintain an adopted traffic circulation level of service standard." The city intends to achieve this goal with the following objectives of the Transportation Element, as listed in

Table 8.

Table 8: Callaway Comprehensive Plan Transportation Element Objectives

Item	Objectives
Objective 1	Establish level of service (LOS) standards to be used in the processing of development and redevelopment orders in accordance with applicable land development regulations and concurrency requirements.
Objective 2	Establish a procedure to protect existing and future rights-of-way for building encroachment.
Objective 3	Traffic circulation and planning will be coordinated with the future land uses shown on the Future Land Use Map, DOT's five-year transportation plan, and plans of adjoining jurisdictions.
Objective 4	Coordinate the traffic circulation system with the plans and programs of the Metropolitan Planning Organization (MPO) and DOT's five-year transportation plan.
Objective 5	Provide convenient and efficient movement of motorized and non-motorized traffic.
Objective 6	The city will utilize innovative planning techniques to improve its transportation system.

3.2.11 Lynn Haven Comprehensive Plan

The City of Lynn Haven Comprehensive Plan was established in 2018 to retain the city's small-town family-oriented atmosphere. The Comprehensive Plan focuses on Future Land Use, Transportation Mobility, Housing, Infrastructure, Coastal Management, Conservation, Recreation, and Intergovernmental Coordination, and Capital Improvements. The intent of the Comprehensive Plan is to:

- Maintain the traditional town development pattern and historical appearance of its architecture
- Promote infill development within the core residential and commercial areas of the city and to allow a mixture of uses within the areas adjacent to the commercial districts
- Provide land use strategies that allow new development to accommodate living spaces and workplaces within proximity to each other
- Provide adequate public services and facilities for new residential and economic development resulting from projected population increases

The goal of the Transportation Mobility Element is to establish a multi-modal transportation system that provides mobility options for motorized vehicle users along with pedestrians, bicyclists and transit users within the Lynn Haven city limit **Table 9** includes the objectives for the Transportation Mobility Element.

Table 9: Lynn Haven Comprehensive Plan Transportation Mobility Element Objectives

Item	Objectives
Objective 1	Roadway facilities and levels of service shall be improved and maintained to at least the minimum level of service standards. It shall ensure that new development does not occur faster than the city's ability to provide for infrastructure in a financially feasible manner necessary to support new development. The level of service standards shall not require that the city widen or construct new roadways to provide capacity to support new development or those impacts from adjacent municipalities.
Objective 2	Reduce vehicle miles traveled (VMT) per household and minimize greenhouse gas emissions through interconnected developments that promote walking and bicycling as alternatives to personal motor vehicle use. Development densities and intensities within the urban core should be sufficient to support transit alternatives where possible. Development patterns should promote the use of urban clusters where mobility can be provided via multiple modes of transportation.
Objective 3	City Wide Mobility District: Establish a city-wide mobility district outside of the Urban Cluster District. Developments outside of the Urban Cluster District shall be required to mitigate direct impacts to adjacent roadways where financially feasible. To the extent possible they should provide on-site multi-modal paths that connect to the external transportation network.
Objective 4	Land Use and Transportation Network Coordination: Establish a system to coordinate land use decisions and access locations to maintain and improve efficiency and safety of the transportation network.
Objective 5	Interconnected system of pedestrian and bicycle facilities: Establish and continuously expand the network of sidewalks, bicycle lanes/paths and multi-use paths throughout the city. Establish greenways and scenic corridors for bicycle and pedestrian access for both recreation and functional transportation options throughout the city.
Objective 6	Develop a comprehensive holistic transportation planning process: The city will work towards adopting policies and procedures to ensure the best planning processes are utilized to develop and expand the multi-modal transportation network for the City of Lynn Haven.
Objective 7	Right-of-way for future roadway improvements which are necessary for adequate traffic flow and arterial spacing shall be actively pursued.

3.2.12 Mexico Beach Comprehensive Plan

The City of Mexico Beach was incorporated in 1966. The Mexico Beach Comprehensive Plan was established in 2019, and is a modification of the original Comprehensive Plan that was adopted in 1991. Mexico Beach strives to provide a great place to live, work, and play and to offer a tourist destination for a diverse base of visitors. The purpose and intent of the Comprehensive Plan is to guide the future growth and development of the built environment, protect natural resources, and provide a fiscal plan for expansion of levels of service to the city's infrastructure.

The Future Land Use Element goals are to maintain a defined pattern of land use intended to guide the provision of public facilities and provide predictability in managing development as well as protect the rights of property owners and require new development be compatible with existing uses. The Future Land Use Element makes special reference to Tyndall Air Force Base, which is located just northwest of Mexico Beach. An objective of the Future Land Use Element is to protect the missions of Tyndall Air Force Base from encroaching land uses. The Future Land Use Element also focuses on land use for tourist purposes, in both a commercial and mixed-use context.

The Comprehensive Plan refers to the roads and right-of-way along US Highway 98 as the Mexico Beach Tourist Corridor, as well as seeking to adopt a landscaping plan for the corridor by 2022.

The Traffic Circulation Element (Transportation Element) is meant to address the adequate provision of all modes of transportation within Mexico Beach, and to coordinate with adjacent local governments regarding transportation networks. The goal is to provide and maintain a safe and efficient transportation system throughout the city. **Table 10** includes objectives of the Traffic Circulation Element.

Table 10: Mexico Beach Comprehensive Plan – Objectives

Item	Objectives
Objective 2.1	Classify all roadways according to function and adopt level of service standards for arterial and collector streets
Objective 2.2	Provide for a safe, convenient, and efficient motorized and non-motorized transportation system

Objective 2.3	Improve community appearance through the installation and improvement of landscaping along US HWY 98.
Objective 2.4	Protect existing and future rights-of-way (ROW) from building encroachment.
Objective 2.5	Maintain procedures to control the connections and access points of driveways and roads to roadways.
Objective 2.6	Coordinate with the FDOT and Bay County Transportation Planning Organization (TPO) regarding public transportation projects and needs adjacent to and within Mexico Beach.
Objective 2.7	Support the complete streets model and encourage development that reduces urban sprawl, sustainable development patterns, and promotes alternative modes of transportation.
Objective 2.8	Maintain safe hurricane evacuation clearance times.

3.2.13 Panama City Beach Comprehensive Growth Development Plan

The Panama City Beach Comprehensive Growth Development Plan was implemented in 2009. The purpose of the Plan is to establish goals, objectives, and policies for the future development of Panama City Beach. This Plan highlights incorporating consistency with regional and state comprehensive plans for land use, traffic circulation, housing, solid waste and portable water, conservation, recreation and open spaces, coastal management, and intergovernmental coordination. The Plan also puts emphasis on the Front Beach Road Community Redevelopment Area (CRA), which is an ongoing project through the year 2031.

The Transportation Element purpose is to evaluate the existing conditions of traffic circulation within the city in relation to the existing land use and population growth. The goal of Traffic Circulation, in Objective 3, is to provide a safe and efficient transportation system to accommodate current and future land use patterns and to maintain an adopted traffic circulation level of service standard.

Objectives of the Panama City Beach Growth Plan Transportation Element are listed in **Table 11**.

Table 11: PCB Comprehensive Growth Development Plan – Objectives

Item	Objectives
Objective 1	With the adoption of this Plan, establish level of service (LOS) standards to be used in the processing of development and redevelopment orders.
Objective 2	Establish a procedure to protect existing and future rights-of-way for building encroachment.
Objective 3	Traffic circulation and planning will be coordinated with the future land uses shown on the Future Land Use Map, the Florida Department of

	Transportation's five-year transportation plan, the Panama City TPO Long Range Transportation Plan, and plans of adjoining jurisdictions.
Objective 4	Coordinate the traffic circulation system with the plans and programs of the Transportation Planning Organization (TPO) and the Florida Department of Transportation's five-year transportation plan.
Objective 5	Provide convenient and efficient movement of motorized and non-motorized traffic.

3.2.14 Panama City Beach Strategic Plan 2020

The Panama City Beach Strategic Plan 2020 was implemented on July 20, 2016 by the Panama City Beach Convention and Visitors Bureau (CVB) and the Bay County Tourist Development Council (TDC). The purpose of this plan is to aid in providing a positive image for Panama City Beach, increase tourism and coordinate marketing efforts of tourism. While the Panama City Beach Strategic Plan 2020 makes no reference to transportation elements specifically, the consideration of this Plan is important due to the implementation of the new requirement of enhancing travel and tourism in the FAST Act.

3.2.15 Panama City Beach Front Beach Road Community Redevelopment Plan

The Panama City Beach Front Beach Road Community Redevelopment Plan was adopted by city government in June 2001. The Front Beach Road Community Redevelopment Area (CRA), within the Plan, represents the principal tourist and business corridor within the city. Redevelopment initiatives and work programs described within the Plan to revitalize the CRA are expected to be funded through tax increment revenues, public /private partnerships, and substantial participation from the private sector.

Redevelopment efforts are to be completed no later than 30 years after the plan was approved, adopted, or amended. This gives Panama City Beach until the year 2031 to implement the Plan.

The Front Beach Road CRA is consistent with the Panama City Comprehensive Growth Development Plan amended in 1993. The Land Use Element in the Growth Development Plan emphasized that the city must provide the resources and regulations necessary to protect property rights, health, safety, and welfare of citizens.

Primary objectives of the CRA include:

- Pedestrian, Parking, and Transportation Improvements
- Enhance Beach Access and Related Parking
- Funding and Financing

Community Objectives of the CRA include:

- Aesthetic and Planning Overlay
- Programs that Encourage Public/Private Partnerships
- Maintaining a Safe and Clean Environment
- Programs Encouraging Economic Development and Revitalization
- Provide Additional Infrastructure

Specific roadway and streetscape projects addressed in the Front Beach Road CRA include Front Beach Road, Middle Beach Road, Back Beach Road, Cobb Road, Arnold Road, Powell Adams Road, Hill Road, Nautilus Street, Clara Avenue, Alf Coleman Road, Beckrich Road, Thomas Drive, and Thomas Drive S. Projects also include parking assessment, right-of-way inventory, and stormwater improvements.

3.2.16 Panama City Comprehensive Plan 2018

The Panama City Comprehensive Plan was implemented in October 2018. With this comprehensive plan, the city intends to preserve, promote, protect and improve the health, welfare, safety, comfort, and order of its people and the environment.

The Future Land Use Element purpose is to establish future land use patterns consistent with the goals, objectives, and policies of this Plan. There are many goals in the Future Land Use Element, including establishing a defined pattern of land use intended to guide the provision of public facilities and provide predictability in managing development as well as providing the fiscal and regulatory conditions necessary to protect the health, welfare, safety and quality of life of city citizens consistent with continued economic development and private property rights. Additionally, the goals are meant to protect the Naval Support Activity Panama City from encroaching issues, to ensure the continued viability of this installation's missions and objectives; to maintain preserve and enhance public access and view sheds to the waterfront in the Millville Waterfronts District; and to preserve maintain and enhance historic and cultural resources in the Millville Community.

The purpose of the Transportation Element is to assist in establishing an adequate transportation system within the city and to plan for future motorized and non-motorized traffic circulation systems. The goal of this element is to establish and maintain a safe, convenient, and efficient multi-modal transportation system to move people and goods throughout the city. The objectives to achieve the goal of the Transportation Element are in **Table 12**.

Table 12: Panama City Comprehensive Plan Transportation Element Objectives

Item	Objectives
Objective 2.1	The city shall implement a multi-modal transportation system utilizing the city's concurrency management system, mobility district and urban infill/redevelopment overlay district.
Objective 2.2	Reduce greenhouse gas emissions by reducing per capita vehicle miles traveled.
Objective 2.3	Coordinate traffic circulation with land uses shown on the Future Land Use Map.
Objective 2.4	The city shall utilize the Bay County Bicycle/ Pedestrian Plan adopted by the TPO for identification of areas in need of sidewalks or bicycle facilities.
Objective 2.5	Establish a procedure to control the connections and access points of driveways and roads to roadways.
Objective 2.6	Require that developers provide paved streets as part of any new subdivision development.
Objective 2.7	Annually evaluate changes in FDOT average daily traffic counts relative to peak hour conditions and levels of service.
Objective 2.8	The city shall continue to use the TPO planning process to ensure the provision of a safe, convenient transportation system in an efficient, cost-effective manner.

3.2.17 Panama City Forest Park District Mobility Plan

The Panama City Forest Park District Mobility Plan looks at mobility in a more holistic approach and evaluates all modes of transportation in the areas together. Created in June 2010, this plan covers the area surrounding the Panama City airport. Within all modes of transportation, bicycles and pedestrians were given emphasis as well as cars and transit.

Projects in the Forest Park District were identified, including the roads that had road projects, bicycle projects, pedestrian projects, and transit projects with the total cost of the project and identified revenue source.

The next steps section of the Mobility Plan identifies the need to work with the Comprehensive Plan. Additionally, the next steps emphasize a need to develop a project priority list and implementation mechanism.

3.2.18 A Strategic Vision for Panama City's Historic Downtown and its Waterfront

A Strategic Vision for Panama City's Historic Downtown and its Waterfront is a Panama City Long-Term Recovery Planning Project that began following the events of Hurricane Michael in October 2018. The October 2019 Final Draft of the Strategic Vision focuses on recovery planning, economic development, master planning, and communications to support Panama City's values and vision in their Historic Downtown. Recovery and resiliency focus on four (4) areas: Safety & Security, Economy, Quality of Life, and Infrastructure.

Priorities for recovery include road and infrastructure improvements, stormwater retention, and parking improvements. Example projects include the creation of a network of streets, sidewalks, and trails that are located and designed to increase pedestrian and bike comfort and safety, implementing accessible and ADA design upgrade, exploring other ways to get downtown through public transportation including water taxis and circulator shuttles, extending a multi-use trail from the Cove to St. Andrews, and including green infrastructure as part of street improvements.

3.2.19 Panama City Port Authority

Port Panama City[7] consists of a 138-acre West Terminal on Dyers Point, a 41-acre forest products East Terminal, and the Intermodal Distribution Center located off U.S. Highway 231. According to the study 2023 Economic Impact of Port Panama City, the port provides 10,989 total jobs, $634.5 million in personal income/local consumption, and $1.6 billion in total economic value.

3.2.20 City of Parker 2040 Comprehensive Plan

The City of Parker 2040 Comprehensive Plan was adopted in May 2019 and included elements relating to future land use, transportation, housing,

[7] 2023 Economic Impact of Port Panama City: Executive Summary - https://portpcfl.com/wp-content/uploads/2024/06/Panama-City-Exec-Summary-2023.pdf

infrastructure, coastal management, conservation, recreation and open space, intergovernmental coordination, capital improvements, and public-school facilities.

The goal of the transportation element of the comprehensive plan is to provide, or encourage the provision of, a safe and efficient transportation system which includes consideration of both motorized and non-motorized traffic circulation and future traffic volumes. The objectives associated with the transportation element are in **Table 13**.

Table 13: City of Parker Comp Plan – Transportation Element Objectives

Item	Objective
Objective 2.1	Coordinate with the Bay County Transportation Planning Organization (TPO), the Florida Department of Transportation, and Bay County to identify unsafe conditions or facilities which pose a hazard to motorized and non-motorized traffic.
Objective 2.2	Maintain procedures which will assess impacts upon the convenient and efficient movement of motorized and non-motorized traffic.
Objective 2.3	Maintain procedures which will coordinate traffic circulation with land uses shown on the Future Land Use Map.
Objective 2.4	Participate as a member of the Bay County TPO to coordinate plans of the city with the plans and programs of the state, the county and other municipalities.
Objective 2.5	Continue to protect existing and future rights-of-way from building encroachment.
Objective 2.6	Identify roadways on which sidewalks and bicycle paths should be installed and coordinate efforts with FDOT and the Bay County TPO.
Objective 2.7	Reduce vehicle miles traveled-related emissions by encouraging the use of public transit, making improvements to the transit system and infrastructure, increasing the safety and accessibility of the multimodal network, and providing other incentives.
Objective 2.8	Maintain policies to control the connections and access points of driveways and new roads to existing roadways.
Objective 2.9	Require off-street parking for al multi-family residential and commercial development.
Objective 2.10	Require that developers provide paved streets and sidewalks as part of any new subdivision development.

3.2.21 City of Parker Land Development Regulations

The City of Parker Land Development Regulations (LDR) were adopted in November 2022. The purpose of these regulations is to utilize and strengthen the existing role, processes and power of the city in the establishment and implementation of comprehensive planning programs and land development regulations to maintain

preset advantages as well as guide and control future development. The LDRs are intended to implement the Comprehensive Plan by:

- Regulating the subdivision of land
- Regulating the use of land and water for those land use categories included in the future land use element of the Comprehensive Plan and ensure the compatibility of adjacent uses and provide for open space
- Regulating areas subject to seasonal or periodic flooding and provide for drainage and stormwater management
- Ensuring the protection of environmentally sensitive lands designated in the Comprehensive Plan
- Providing that public facilities and services meet or exceed the standards established for public facilities in the Comprehensive Plan, and such public facilities and services are available when necessary to serve proposed development or when development permits are conditioned upon the availability of such public facilities and services in an enforceable development agreement
- Ensuring safe and convenient on-site traffic flow, considering needed vehicle parking

3.2.22 City of Springfield Comprehensive Plan

The City of Springfield Comprehensive Plan was adopted in 1999 and has last been amended in November of 2021 by Ordinance 575.

The transportation element goal for the amended Comprehensive Plan is to provide or encourage the provision of a safe and efficient transportation system which includes consideration of both motorized and non-motorized traffic circulation. **Table 14** lists objectives of the plan's transportation element.

Table 14: Springfield Comprehensive Plan Transportation Element Objectives

Item	Objectives
Objective 2.1	The City of Springfield shall use annual accident data compiled by the Police Department to indicate unsafe conditions or facilities which pose a hazard to motorized and non-motorized traffic movements.
Objective 2.2	Implement adopted procedures which will assess impacts upon the convenient and efficient movement of motorized and non-motorized traffic movement.

Objective 2.3	Coordinate traffic circulation with land uses shown on the Future Land Use Map.
Objective 2.4	Participate as a member of the Metropolitan Planning Organization to coordinate plans of the city with the plans and programs of the state, the county, and other municipalities to coordinate roadway improvements with the FDOT 5-Year Construction Plan.
Objective 2.5	The city shall protect existing and future rights-of-way from building encroachment by implementing Policies 2.5.1 and 2.5.2.
Objective 2.6	The city shall support the development of a regional network of bicycle and pedestrian facilities.
Objective 2.7	Control the connections and access points of driveways and roads to roadways by implementing Policies 2.7.1 and 2.7.2.
Objective 2.8	Require off-street parking for all multi-family residential and commercial development.
Objective 2.9	Provide paved streets within the city limits.
Objective 2.10	The city shall maintain specific requirements in its land development regulations which provide for a safe, convenient and efficient transportation system.
Objective 2.11	The city will reduce Vehicle Miles Traveled (VMT)-related emissions by encouraging the use of public transit, improvements to the transit system and infrastructure, an increase in safety and accessibility, and by providing other incentives.

3.2.23 City of Springfield Master Plan

The City of Springfield Master Plan, developed in 2018, represents proposed improvements to the city's waterlines, sewers, and roads, as well as any pump stations that need improvements. These improvements are needed due to low pressure areas within the city, aging sewer lines and pump stations, road resurfacing, in addition to enhanced fire coverage.

3.2.24 ECRC Smart Regions Plan

The Emerald Coast Regional Council (ECRC) Smart Regions Plan identifies transportation technology infrastructure that will enhance roadway safety, mobility, and efficiency throughout the region. This plan is a piece of the ECRC 7-layer cake initiative. This initiative is a multifaceted approach that includes overlap between a variety of plans and programs including the Smart Regions Plan, Safety Action Plan, and Data Analytics Plan.

The purpose stated for the Smart Regions Plan is to leverage smart technologies to enhance the quality of life of residents and visitors.

3.2.25 ECRC Safety Action Plan

The ECRC Safety Action Plan analyzes the current transportation system within the ECRC boundary to develop recommendations on how to improve the safety throughout the region. This plan is a piece of the ECRC 7-layer cake initiative.

The Safety Action Plan also adopts the Safe System Approach for the region which includes safe system approach principles and objectives. Those objectives are listed below:

- Safer People
- Safer Speeds
- Safer Roads
- Safer Vehicles
- Post Crash Care

3.2.26 ECRC Data Analytics Plan

The ECRC Data Analytics Plan utilizes the technology infrastructure identified in the Smart Regions Plan to determine software needs for real-time transportation information processing to enhance safety, reduce congestion, and enhance quality of life. This document is intended to serve as a resource for developing a Data Analytics platform to connect the technology infrastructure in the Smart Regions Plan to the Regional Transportation Management Center. This plan is a piece of the ECRC 7-layer cake initiative.

4.0 GOALS & OBJECTIVES

The vision and mission statements and subsequent goals and objectives serve as the guiding principles of the Bay County TPO 2050 LRTP. These statements will guide the development of the plan update. For the 2050 LRTP, the vision, mission statement, and goals have remained consistent with the 2045 LRTP. The changes identified for Objectives are listed below:

- Objective 1.1
  - Steering Committee Feedback: Remove "(such as improved access management to reduce crashes, variable message signs to warn motorists of unsafe conditions, provision of sidewalks, transit, and bicycle facilities)"
- Objective 1.7
  - Steering Committee Feedback: New objective regarding safety training added
- Objective 1.8
  - Steering Committee Feedback: New objective regarding proper use of autonomous and semi-autonomous vehicle features added
- Objective 2.7
  - Steering Committee Feedback: Previous objective 2.7 removed due to similarity to updated objective 2.7
- Objective 3.2
  - Steering Committee Feedback: Reference to signage added to support roadway efficiency
- Objective 3.7
  - Staff Recommendation: New objective regarding appropriate stormwater measures added
- Objective 4.6
  - Staff Recommendation: Changed "Maintain air quality… for ground level ozone" to "Maintain air quality…for all criteria of pollutants"
- Objective 5.7
  - Steering Committee Feedback: Changed "Department of Economic Opportunity" to "Department of Commerce"
- Objective 5.10
  - Staff Recommendation: New objective regarding incorporating public participation plan measures of effectiveness to evaluate and improve outreach added
- Objective 6.7
  - Staff Recommendation: New objective regarding the relationship between the planning process and housing needs added
- Objective 6.8
  - Steering Committee Feedback: New objective regarding truck parking added
- Objective 8.3
  - Steering Committee Feedback: Reference to bike/ped movement added

Vision: Our vision is to provide a safe and efficient multi-modal transportation system that supports the economic vitality of the area, protects the environment, promotes efficient system management and operation, and emphasizes modernization of the Bay County TPO area transportation system.

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

The 2050 Goals and Objectives are listed in **Table 15**.

Table 15: Goals and Objectives

GOAL 1: A multi-modal transportation system that is safe.	
Objective 1.1	Develop projects that increase safety for all motorized and non-motorized users.
Objective 1.2	Consider clearance times on roads that function as evacuation routes when establishing roadway improvement priorities.
Objective 1.3	Implement techniques and road design to reduce fatalities and serious injuries from common intersection crashes and lane departures.
Objective 1.4	All future planning will incorporate appropriate measures for the safe transportation of hazardous materials.
Objective 1.5	Ensure roadway maintenance activities consider the human, vehicular, and roadway factors to provide safe facilities for the community.
Objective 1.6	Provide accurate and updated public transportation information such as wayfinding signage programs, online map tools, and informational brochures.
Objective 1.7	Encourage safety trainings such as Motorcycle Training and Drivers Ed for high school students or other vulnerable users.
Objective 1.8	Encourage proper use of autonomous and semi-autonomous vehicle features to prevent distracted driving and ensure the safety of all roadway users including vulnerable users such as motorcycles and cyclists.
GOAL 2: A multi-modal network of integrated transportation systems for the movement of people and goods.	
Objective 2.1	Develop multi-modal linkages to increase the range of travel choices.
Objective 2.2	Expand bicycle, pedestrian, and public transportation services to improve accessibility, availability, and desirability of transit travel options.
Objective 2.3	Develop and maintain facilities that facilitate the transfer of cargo between all modes of travel.
Objective 2.4	Reduce delays for people and goods through increased multi-modal system capacity.
Objective 2.5	Integrate mobility management with Intelligent Transportation Systems to enhance multi-modal integration of people and goods.

Objective 2.6	Identify both long-range and short-range strategies that provide for the integrated multi-modal transportation system, with a forward-looking approach to Mobility on Demand [Intelligent Transportation Systems (ITS), and Automated Driving Systems (ADS)].
Objective 2.7	Pursue opportunities to support the state's economic competitiveness by establishing Priority Freight Corridors.
Objective 2.8	Clearly define traffic capacity of roads for use in development planning.
GOAL 3: A multi-modal transportation system that is operated and maintained efficiently.	
Objective 3.1	Direct sufficient resources to preserve the existing transportation infrastructure, including roadway, bicycle, pedestrian, and transit infrastructure.
Objective 3.2	Employ corridor management techniques that do not require additional travel lanes (such as the addition of turn lanes, roundabouts, signage, Transportation System Management (TSM), and Intelligent Transportation Systems (ITS)).
Objective 3.3	Continue to implement a coordinated traffic signal system plan to improve road efficiency and to maintain traffic flow.
Objective 3.4	Replace structurally deficient facilities (such as roads, bridges, buses, and shelters) that emphasize preservation of the existing system.
Objective 3.5	Give priority and allocate funding to low-cost capital improvements designed to preserve and maintain existing thoroughfare capacity.
Objective 3.6	Integrate Complete Streets Policies into project development and maintenance programs.
Objective 3.7	Strive to include appropriate stormwater measures in roadway projects.
GOAL 4: A multi-modal transportation system that protects, preserves, and enhances a high quality of life.	
Objective 4.1	Reduce adverse impacts of transportation on the environment (such as habitat and ecosystem fragmentation, wildlife collisions, and non-point source pollution).
Objective 4.2	Preserve and enhance access to historical areas.
Objective 4.3	Implement design standards for transportation facilities that will protect the environment (e.g., sensitive habitats, air quality, water quality, water quantity, recharge areas, trees).
Objective 4.4	Provide transportation for all persons including but not limited to youth, persons with disabilities, the economically challenged, and the elderly.
Objective 4.5	Ensure no one segment of the population bears a disproportionate share of adverse impacts.
Objective 4.6	Maintain air quality attainment status for all criteria of pollutants.

Objective 4.7	Introduce and expand the use of alternative fuels and alternatively fueled vehicles (AFV) and related technologies.
GOAL 5: **A multi-modal transportation system that includes consistent, continuing, cooperative and comprehensive planning processes.**	
Objective 5.1	Coordinate transportation and future land use decisions to promote efficient development patterns and a choice of transportation modes, consistent with local government comprehensive plans and road capacities.
Objective 5.2	Local governments should coordinate access management between permitting agencies.
Objective 5.3	Work with local governments to pass Corridor Preservation Ordinances to preserve land for future projects.
Objective 5.4	Encourage local government site plan review process to include provisions for compliance with Federal Americans with Disabilities Act guidelines and alternate forms of transportation.
Objective 5.5	Encourage green spaces in transportation related development through local government ordinances.
Objective 5.6	Involve environmental regulatory agencies and interested public groups in environmental issues early in the planning process.
Objective 5.7	Maintain close coordination with Florida Department of Transportation (FDOT), Department of Commerce (DOC), and chambers of commerce and neighboring counties on issues related to land use decisions, economic growth policies and transportation needs.
Objective 5.8	Plan for and coordinate with rural governmental entities both within their planning boundaries as well as those areas outside of the current boundaries that are impacted by transportation movements between regions.
Objective 5.9	Integrate public education and outreach so citizens can better educate the government on what they see as needs, to include direct communication with property owners at the earliest phases of proposed road projects.
Objective 5.10	Continue to reach out to traditionally underserved populations during the planning process to strive for access. Incorporate public participation plan measures of effectiveness to evaluate and improve outreach.
GOAL 6: **A multi-modal transportation system that supports economic vitality.**	
Objective 6.1	Support projects that improve connectivity to existing or planned economic centers.

Objective 6.2	Support integration of regionally significant intermodal facilities into the region's transportation system resulting in a seamless, efficient network.
Objective 6.3	Educate TPO members, staff, and advisory committee members regarding the applications of sustainable community principles.
Objective 6.4	Identify existing and future Highways of Commerce or Freight Corridors, assigning priority to those deemed deficient.
Objective 6.5	Maintain an acceptable roadway level of service on all major facilities including the Strategic Intermodal System facilities (highway, airport, seaport, and STRAHNET) to ensure efficient movement of people and goods.
Objective 6.6	Incorporate tourism strategy and planning documents (including traffic congestion plans) into the needs and projects of the transportation system.
Objective 6.7	Directly consider the relationship of the transportation planning process and the region's housing needs.
Objective 6.8	Improve the availability of strategically located truck parking to support the safe and efficient movement of freight via truck.
GOAL 7: **A multi-modal transportation system that provides for the security of residents, visitors, and commerce.**	
Objective 7.1	Enhance the integration and connectivity of the transportation system for purposes of security.
Objective 7.2	Reduce the probability of service interruption during a natural disaster by identifying alternative routes before, during and after an incident.
Objective 7.3	Coordinate and cooperate with the Department of Homeland Security, the U.S. Coast Guard, and other federal and state agencies to enhance the security of the transportation system.
Objective 7.4	Enhance the safety of the transportation system to support Emergency Medical Services, Fire and Hazardous Materials response.
Objective 7.5	Coordinate with military land use through the joint land use planning processes.
GOAL 8: **A multi-modal transportation system that maintains acceptable roadway level of service on all major facilities.**	
Objective 8.1	Support policies to ensure that facilities and services are provided concurrently with development and meet local level of service (LOS) standards.
Objective 8.2	Manage congestion near ports, airports, rail facilities, military facilities, economic activity centers, and tourist attractions.

Objective 8.3	Balance the needs of local residents, including tourist industry labor commuters, bike/ped movement, and visitor traffic stress on transportation system.
Objective 8.4	Preserve the intended function of the Florida Strategic Intermodal System (SIS), Strategic Highway Network (STRAHNET), and other appropriate corridors for intercity travel and freight movement.

4.1 INCORPORATION OF FEDERAL PLANNING FACTORS

Table 16 shows how the required Federal Planning Factors were included in the Goals & Objectives of the 2050 LRTP. An "X" indicates the Objective fulfills the federal criteria.

Table 16: Incorporation of Federal Planning Factors

Objectives	Federal Planning Factors									
	Economic Vitality	Safety	Security	Accessibility/ Mobility	Environmental Quality	Multimodal Connectivity	System Efficiency	System Preservation	Resiliency & Reliability	Travel & Tourism
	1	2	3	4	5	6	7	8	9	10
	Goal 1: A multi-modal transportation system that is safe.									
1.1		X	X	X						X
1.2	X	X	X	X			X		X	X
1.3		X	X							
1.4	X	X	X		X					
1.5		X				X	X			X
1.6		X		X		X	X		X	X
1.7		X	X							
1.8		X	X							
	Goal 2: A multi-modal network of integrated transportation systems for the movement of people and goods.									
2.1	X		X	X		X				X
2.2	X		X	X		X				
2.3	X	X	X		X	X	X			
2.4	X			X		X	X		X	
2.5	X			X			X			
2.6	X			X		X	X		X	
2.7	X		X	X			X			
2.8				X			X			
	Goal 3: A multi-modal transportation system that is operated and maintained efficiently.									
3.1		X		X	X		X	X	X	
3.2	X				X		X		X	

Objectives	Federal Planning Factors									
	Economic Vitality	Safety	Security	Accessibility/ Mobility	Environmental Quality	Multimodal Connectivity	System Efficiency	System Preservation	Resiliency & Reliability	Travel & Tourism
	1	2	3	4	5	6	7	8	9	10
3.3	X	X		X	X		X			
3.4		X			X		X	X		
3.5							X	X	X	
3.6		X		X		X		X		
3.7		X			X			X	X	
	Goal 4: A multi-modal transportation system that protects, preserves, and enhances a high quality of life.									
4.1					X			X		
4.2								X		X
4.3					X			X	X	
4.4	X	X		X		X		X		X
4.5	X							X	X	
4.6	X	X			X			X		X
4.7					X				X	X
	Goal 5: A multi-modal transportation system that includes consistent, continuing, cooperative and comprehensive planning processes.									
5.1	X	X		X		X	X	X		
5.2		X		X	X					
5.3		X						X		
5.4		X	X	X		X		X		
5.5	X				X			X		
5.6					X			X		
5.7	X				X		X	X		X
5.8	X			X			X			X

Objectives	Federal Planning Factors									
	Economic Vitality	Safety	Security	Accessibility/ Mobility	Environmental Quality	Multimodal Connectivity	System Efficiency	System Preservation	Resiliency & Reliability	Travel & Tourism
	1	2	3	4	5	6	7	8	9	10
5.9	X	X	X	X	X	X	X	X	X	
5.10				X			X		X	
	Goal 6: A multi-modal transportation system that supports economic vitality.									
6.1	X	X		X		X	X			
6.2	X	X					X			
6.3	X	X								
6.4	X	X				X				
6.5	X	X		X	X	X	X		X	
6.6	X									X
6.7	X								X	
6.8	X	X					X			
	Goal 7: A multi-modal transportation system that provides for the security of residents, visitors, and commerce.									
7.1			X	X	X	X	X			X
7.2	X	X	X	X	X	X	X			X
7.3			X	X						
7.4		X	X		X					
7.5		X	X		X					
	Goal 8: A multi-modal transportation system that maintains acceptable roadway level of service on all major facilities.									
8.1	X	X		X			X			
8.2	X	X		X		X	X			X
8..3				X		X		X		

		Federal Planning Factors									
		Economic Vitality	Safety	Security	Accessibility/ Mobility	Environmental Quality	Multimodal Connectivity	System Efficiency	System Preservation	Resiliency & Reliability	Travel & Tourism
		1	2	3	4	5	6	7	8	9	10
	8.4		X		X		X	X		X	

4.2 INCORPORATION OF FEDERAL EMPHASIS AREAS

Table 17 shows how the required Federal Emphasis Areas were included in the Goals & Objectives of the 2050 LRTP. An "X" indicates the Objective fulfills the federal criteria.

Table 17: Incorporation of Federal Emphasis Areas

		Federal Emphasis Areas					
		Complete Streets	Public Involvement	Strategic Highway Network, DOD Coordination	Federal Land Mgmt. Agency	Planning & Environmental Linkages	Data
		E1	E2	E3	E4	E5	E6
Objectives		Goal 1: A multi-modal transportation system that is safe.					
	1.1	X				X	X
	1.2			X		X	
	1.3						X
	1.4			X	X	X	
	1.5	X	X				
	1.6		X				X
	1.7		X				
	1.8	X					
		Goal 2: A multi-modal network of integrated transportation systems for the movement of people and goods.					
	2.1	X					
	2.2	X					
	2.3			X	X		
	2.4			X			X
	2.5			X			X
	2.6			X			X
	2.7			X	X	X	X
	2.8				X	X	X
		Goal 3: A multi-modal transportation system that is operated and maintained efficiently.					
	3.1	X				X	
	3.2						X

Objectives	Federal Emphasis Areas						
		Complete Streets	Public Involvement	Strategic Highway Network, DOD Coordination	Federal Land Mgmt. Agency	Planning & Environmental Linkages	Data
		E1	E2	E3	E4	E5	E6
	3.3					X	X
	3.4			X	X	X	
	3.5			X		X	
	3.6	X	X				
	3.7					X	X
		Goal 4: A multi-modal transportation system that protects, preserves, and enhances a high quality of life.					
	4.1					X	
	4.2		X			X	
	4.3					X	X
	4.4						
	4.5			X		X	X
	4.6					X	X
	4.7					X	
		Goal 5: A multi-modal transportation system that includes consistent, continuing, cooperative and comprehensive planning processes.					
	5.1			X		X	
	5.2			X		X	
	5.3			X		X	
	5.4	X					
	5.5					X	
	5.6		X		X	X	
	5.7				X	X	
	5.8			X	X	X	

Objectives	Federal Emphasis Areas						
		Complete Streets	Public Involvement	Strategic Highway Network, DOD Coordination	Federal Land Mgmt. Agency	Planning & Environmental Linkages	Data
		E1	E2	E3	E4	E5	E6
	5.9		X				
	5.10	X	X			X	X
		Goal 6: A multi-modal transportation system that supports economic vitality.					
	6.1			X	X		
	6.2			X	X		
	6.3		X			X	
	6.4			X	X		X
	6.5			X	X		X
	6.6				X	X	X
	6.7				X		
	6.8			X	X		
		Goal 7: A multi-modal transportation system that provides for the security of residents, visitors, and commerce.					
	7.1			X		X	
	7.2						
	7.3			X	X		X
	7.4			X	X	X	
	7.5					X	
		Goal 8: A multi-modal transportation system that maintains acceptable roadway level of service on all major facilities.					
	8.1					X	X
	8.2			X	X	X	
	8..3		X				

Federal Emphasis Areas							
		Complete Streets	Public Involvement	Strategic Highway Network, DOD Coordination	Federal Land Mgmt. Agency	Planning & Environmental Linkages	Data
		E1	E2	E3	E4	E5	E6
	8.4	X		X	X	X	

5.0 APPENDICES

APPENDIX A: 2045 ADOPTED VISION, MISSION, GOALS AND OBJECTIVES

Vision: Our vision is to provide a safe and efficient multi-modal transportation system that supports the economic vitality of the area, protects the environment, promotes efficient system management and operation, and emphasizes modernization of the Bay County TPO area transportation system.

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

The 2050 Goals and Objectives are listed in Table 18.

Table 18: 2045 Goals and Objectives

GOAL 1: **A multi-modal transportation system that is safe.**	
Objective 1.1	Develop projects that increase safety for all motorized and non-motorized users (such as improved access management to reduce crashes, variable message signs to warn motorists of unsafe conditions, provision of sidewalks, transit, and bicycle facilities).
Objective 1.2	Consider clearance times on roads that function as evacuation routes when establishing roadway improvement priorities.
Objective 1.3	Implement techniques and road design to reduce fatalities and serious injuries from common intersection crashes and lane departures.
Objective 1.4	All future planning will incorporate appropriate measures for the safe transportation of hazardous materials.
Objective 1.5	Ensure roadway maintenance activities consider the human, vehicular, and roadway factors to provide safe facilities for the community.
Objective 1.6	Provide accurate and updated public transportation information such as wayfinding signage programs, online map tools, and informational brochures.
GOAL 2: **A multi-modal network of integrated transportation systems for the movement of people and goods.**	
Objective 2.1	Develop multi-modal linkages to increase the range of travel choices.
Objective 2.2	Expand bicycle, pedestrian, and public transportation services to improve accessibility, availability, and desirability of transit travel options.
Objective 2.3	Develop and maintain facilities that facilitate the transfer of cargo between all modes of travel.
Objective 2.4	Reduce delays for people and goods through increase multi-modal system capacity.
Objective 2.5	Integrate mobility management with Intelligent Transportation Systems to enhance multi-modal integration of people and goods.
Objective 2.6	Identify both long-range and short-range strategies that provide for the integrated multi-modal transportation system, with a forward-looking approach to Mobility on Demand [Intelligent Transportation Systems (ITS), and Automated Driving Systems (ADS)].
Objective 2.7	Identify corridors, infrastructure needs, and planning / transition implementation needs to accommodate Mobility on Demand [Intelligent Transportation Systems (ITS), and Automated Driving Systems (ADS)].
Objective 2.8	Pursue opportunities to support the mobile economy by establishing priority Freight Corridors.
Objective 2.9	Clearly define traffic capacity of roads for use in development planning.
GOAL 3: **A multi-modal transportation system that is operated and maintained efficiently.**	
Objective 3.1	Direct sufficient resources to preserve the existing transportation infrastructures including roadway, bicycle, pedestrian, and transit infrastructure.
Objective 3.2	Employ corridor management techniques that do not require additional travel lanes (such as the addition of turn lanes, roundabouts, Transportation System Management (TSM), and Intelligent Transportation Systems (ITS)).
Objective 3.3	Continue to implement a coordinated traffic signal system plan to improve road efficiency and to maintain traffic flow.

Objective 3.4	Replace structurally deficient facilities (such as roads, bridges, buses, and shelters) that emphasize preservation of the existing system.
Objective 3.5	Give priority and allocate funding to low-cost capital improvements designed to preserve and maintain existing thoroughfare capacity.
Objective 3.6	Integrate Complete Streets Policies into project development and maintenance programs.
GOAL 4: **A multi-modal transportation system that protects, preserves, and enhances a high quality of life.**	
Objective 4.1	Reduce adverse impacts of transportation on the environment (such as habitat and ecosystem fragmentation, wildlife collisions, and non-point source pollution).
Objective 4.2	Preserve and enhance access to historical areas.
Objective 4.3	Implement design standards for transportation facilities that will protect the environment (e.g. sensitive habitats, air quality, water quality, water quantity, recharge areas, trees).
Objective 4.4	Provide transportation equity for all persons including but not limited to young, persons with disabilities, the economically challenged, and the elderly.
Objective 4.5	Ensure no one segment of the population bears a disproportionate share of adverse impacts.
Objective 4.6	Maintain air quality attainment status for ground level ozone.
Objective 4.7	Introduce and expand the use of alternative fuels and alternatively fueled vehicles (AFV) and related technologies.
GOAL 5: **A multi-modal transportation system that includes consistent, continuing, cooperative and comprehensive planning processes.**	
Objective 5.1	Coordinate transportation and future land use decisions to promote efficient development patterns and a choice of transportation modes, consistent with local government comprehensive plans and road capacities.
Objective 5.2	Local governments should coordinate access management between permitting agencies.
Objective 5.3	Work with local governments to pass Corridor Preservation Ordinances to preserve land for future projects.
Objective 5.4	Encourage local government site plan review process to include provisions for compliance with Federal Americans with Disabilities Act guidelines and alternate forms of transportation.
Objective 5.5	Encourage green spaces in transportation related development through local government ordinances.
Objective 5.6	Involve environmental regulatory agencies and interested public groups in environmental issues early in the planning process.
Objective 5.7	Maintain close coordination with Florida Department of Transportation (FDOT), Department of Economic Opportunity (DEO), and chambers of commerce and neighboring counties on issues related to land use decisions, economic growth policies and transportation needs.

Objective 5.8	Plan for and coordinate with rural governmental entities both within their planning boundaries as well as those areas outside of the current boundaries that are impacted by transportation movements between regions.
Objective 5.9	Integrate public education and outreach so citizens can better educate the government on what they see as needs, to include direct communication with property owners at the earliest phases of proposed road projects.
GOAL 6: **A multi-modal transportation system that supports economic vitality.**	
Objective 6.1	Support projects that improve connectivity to existing or planned economic centers.
Objective 6.2	Support integration of regionally significant intermodal facilities into the region's transportation system resulting in a seamless, efficient network.
Objective 6.3	Educate TPO members, staff, and advisory committee members regarding the applications of sustainable community principles.
Objective 6.4	Identify existing future Highways of Commerce or Freight Corridors, assigning priority to those deemed deficient.
Objective 6.5	Maintain an acceptable roadway level of service on all major facilities including the Strategic Intermodal System facilities (highway, airport, seaport, and STRAHNET) to ensure efficient movement of people and goods.
Objective 6.6	Incorporate tourism strategy and planning documents (including traffic congestion plans) into the needs and projects of the transportation system.
GOAL 7: **A multi-modal transportation system that provides for the security of residents, visitors, and commerce.**	
Objective 7.1	Develop projects that increase safety for all motorized and non-motorized users.
Objective 7.2	Enhance the integration and connectivity of the transportation system for purposes of security.
Objective 7.3	Reduce the probability of service interruption during a natural disaster by identifying alternative routes before, during and after an incident.
Objective 7.4	Coordinate and cooperate with the Department of Homeland Security, the U.S. Coast Guard, and other federal and state agencies to enhance the security of the transportation system.
Objective 7.5	Enhance the safety of the transportation system to support Emergency Medical Services, Fire and Hazardous Materials response.
Objective 7.6	Coordinate with military land use through the joint land use planning processes.
GOAL 8: **A multi-modal transportation system that maintains acceptable roadway level of service on all major facilities.**	
Objective 8.1	Support policies to ensure that facilities and services are provided concurrently with development, and meet local level of service (LOS) standards.
Objective 8.2	Manage congestion near ports, airports, rail facilities, military facilities, economic activity centers, and tourist attractions.
Objective 8.3	Balance the needs of local residents, including tourist industry labor commuters, and visitor traffic stress on transportation system.

Objective 8.4	Preserve the intended function of the Florida Strategic Intermodal System (SIS), Strategic Highway Network (STRAHNET), and other appropriate corridors for intercity travel and freight movement.

APPENDIX B: STEERING COMMITTEE FORMATION

The Steering Committee members can be found in Table 19 below. Meeting minutes for the formation of the Steering Committee are attached.

Table 19: Steering Committee Members

Name	Contact	Organization
Bryant Paulk	bryant.paulk@dot.st.fl.us	FDOT
Kaylor Collins	kaylor.collins@dot.state.fl.us	FDOT
Holly Cohen	holly.cohen@dot.state.fl.us	FDOT
Jonathan McFarlane-Weinstein	jonathan.mcfarlane-weinstein@us.af.mil	Tyndall Air Force Base
John Skaggs	john.skaggs1@navy.mil	Naval Coastal Systems Center
Richard McConnel	rmcconnell@pcairport.com	Northwest Florida Beaches International Airport
Alex King	aking@portpanamacityusa.com	Port Panama City
Gene Keen	gkeen@baycountyfl.gov	Bay Town Trolley
JoAnne Stone	jmc_32405@yahoo.com	Bicycle/Pedestrian
Jim Pretlow	jpretlow@comcast.net	Citizens Advisory Committee
Paul Bohac	p_bohac@yahoo.com	Citizens Advisory Committee
Keith Bryant	kbryant@baycountyfl.gov	Technical Coordinating Committee
Eddie Cook	citymanager@cityofcallaway.com	Technical Coordinating Committee
Clint Murphy	cmurphy@panamacity.gov	Technical Coordinating Committee
Cliff Johnson	cjohnson@baycountyfl.gov	Technical Coordinating Committee

BAY COUNTY TRANSPORTATION PLANNING ORGANIZATION MEETING MINUTES
EMERALD COAST REGIONAL COUNCIL (Designated staff)
Bay County Transit Office
1010 Cone Ave, Panama City, FL 32401
April 24, 2024

MEMBERS IN ATTENDANCE:

Pamn Henderson, CHAIR	City of Callaway
Clair Pease	Bay County Commission
David Griggs	City of Callaway
Judy Vandergrift	City of Lynn Haven
Pat Perno	City of Lynn Haven
Josh Street	City of Panama City
Michael Rohan, Sr.	City of Panama City
Janice Lucas	City of Panama City
Mary Coburn	City of Panama City Beach
Michael Jarman	City of Panama City Beach
Virtual Attendance:	
Robert Carroll, VICE-CHAIR	Bay County Commission

MEMBERS NOT IN ATTENDANCE:

William Dozier	Bay County Commission
Tommy Hamm	Bay County Commission
Doug Moore	Bay County Commission
Jerry Smith	City of Mexico Beach
Brian Grainger	City of Panama City
Jenna Flint Haligas	City of Panama City
Stacie Galbreath	City of Parker
Cindy Hamre	City of Springfield

OTHERS IN ATTENDANCE:

Bryant Paulk	FDOT
Lamar Hobbs	BayWay
Cory Wilkinson	HDR
Kristi Warren	Disability Resource
John Hagan	Citizen
Ben Janke	City of Lynn Haven
Kathy Rudd	CPWG
Sherri Foster	Transit
Harrisson Neilly	Transdev
Brandon Curvis	Bayway
Trey Kolmetz	Bayway
Gene Keen	Bayway

Ashley Stukey	Bay County
Virtual Attendance:	
Ian Satter	FDOT
Mark Brock	FDOT
Jim Smith	FDOT
Marilynn Farrow	City of Milton
Wiley Page	Atkins
Christopher Cochran	Madrid CPWG
Cheri Moon	Tyndall Airforce Base
Brue Bannhont	
Gary Houston	
Denise Imbler	

EMERALD COAST REGIONAL COUNCIL STAFF:
Austin Mount
Mary Beth Washnock
Gary Kramer
Leandra Meridith
Tiffany Bates
Angela Bradley
Jill Nobles
Virtual Attendance:
Gabrielle McVoy
Katie Fults
Howard Vanselow
Jill Strickler
Gina Watson
Renee Quick
Tammy Neal

CALL TO ORDER / INVOCATION / PLEDGE – Chair Pamn Henderson
Chair Henderson called the meeting to order.

APPROVAL OF AGENDA

Mary Beth Washnock stated that staff received a letter from the Callaway Planning Board addressed to the TPO, TCC, and CAC chairs, requesting they consider supporting extending the widening project on Highway 22 approximately 1.3 miles from Star Avenue to Park Place Road. Mary Beth Washnock asked that this item be added to the agenda.

Commissioner Griggs moved to approve the agenda as amended. The motion was seconded by Councilmember Coburn, and it was unanimously approved.

PUBLIC FORUM: There were no speakers.

FDOT UPDATE: FDOT Update - ***Bryant Paulk, AICP Florida Department of Transportation (FDOT) Urban Liaisons***

Bryant Paulk stated that FDOT is in the initial phases of a PD&E study on SR 20 from SR 79 to US 231. FDOT will look at safety improvements and capacity improvements. There will be a virtual project update on June 20th. The finalization of the PD&E and a public hearing will be held in the fall of this year. At that time the TPO will need to incorporate what they would like to see move forward in this project into the LRTP.

Chair Henderson asked about SR 22 and possible funding. Bryant Paulk stated that FDOT is looking at the possibility of advancing both right of way acquisition and construction.

Commissioner Street asked about the intersection at Bayou Drive and 23rd Street and stated that due to the 390 expansion project, the access point from a left out, has been taken away. Commissioner Street asked if FDOT could look at that intersection because there is no other way out of the neighborhood than that point. Bryant Paulk stated that FDOT would take another look at that location.

Commissioner Griggs asked about the status of the Tyndall Flyover and US 231 at Titus. Bryant Paulk stated that the flyover is near completion and FDOT expects it to be finished in late spring of this year. The Titus project is let for construction in the first of the next calendar year. Bryant Paulk stated that it remains on schedule.

Mary Beth Washnock stated that there was a request from the Citizens' Advisory Committee (CAC) to have the Chair sign a letter to the FDOT District 3 Secretary requesting that the Department investigate the possibility of installing additional signage on the eastbound right lane of the Thomas Drive Bridge flyover to alert motorists that the lane is ending. This was requested due to the safety concerns that were expressed by the CAC in the earlier meeting.

Councilmember Coburn moved to authorize the TPO chair sign a letter to the FDOT District 3 Secretary requesting that the Department investigate installing additional signage on the eastbound right lane of the Thomas Drive Bridge flyover to alert motorists that the lane is ending. Commissioner Perno seconded the motion, and it was unanimously approved.

Commissioner Perno asked about the widening project that will fall behind the resurfacing project on the SR 390 Bayou Bridge replacement project. Bryant Paulk stated that the project falls behind the two large segments of US 231 on the TPO's priority list. Bryant Paulk stated that FDOT is struggling to keep those projects fully funded and that the US 231 projects need to get under construction first.

PLANNING AND TRANSIT CONSENT AGENDA:

1. **ALL COMMITTEES - Approval of January 31, 2024 Meeting Minutes**

2. **ENCLOSURE A – TPO ONLY - Consideration of Resolution BAY 24-10 Amending the Fiscal Year (FY) 2023 – FY 2024 Bay County Transportation Planning Organization (TPO) Unified Planning Work Program (UPWP) to De-obligate PL Funds**

3. **ENCLOSURE B - ALL COMMITTEES – Consideration of Resolution BAY 24-09 Adopting the Fiscal Year (FY) 2025 – FY 2026 Bay County Transportation Planning Organization (TPO) Unified Planning Work Program (UPWP)**

4. **ENCLOSURE C – ALL COMMITTEES- Consideration of Resolution Bay 24-13 Issuing a Letter of Support for the Federal Highway Administration (FHWA) Prioritization Process Pilot Program (PPPP) Discretionary Grant Application**

Councilmember Jarman moved to approve the consent agenda items. Commissioner Perno seconded the motion, and it was unanimously approved.

PLANNING ACTION ITEMS:

1. **ENCLOSURE D – ALL COMMITTEES - ROLL CALL VOTE - Consideration of Resolution Bay 24-08 Amending the FY 2024-2028 Transportation Improvement Program to Add the Planning Study for Panama City Rails with Trails from 23rd Street to Frankford Avenue for Financial Project Identification (FPID) Number 4536011 in FY 2024/2025 at a Total Cost of $406,000 –** ***Bryant Paulk, AICP, FDOT***

Bryant Paulk presented the TIP amendment.

Councilmember Jarman moved to authorize the TPO chair to sign Resolution Bay 24-08 amending the FY 2024-2028 Transportation Improvement Program to add the Planning Study for Panama City Rails with Trails from 23rd Street to Frankford Avenue for FPID number 4536011 in FY 2024/2025 at a total cost of $406,000. The motion was seconded by Commissioner Pease.

Roll Call Vote

Mayor Henderson	Yes
Commissioner Pease	Yes
Commissioner Carroll	Yes
Commissioner Griggs	Yes
Commissioner Vandergrift	Yes

Commissioner Perno	Yes
Commissioner Street	Yes
Mayor Rohan	Yes
Commissioner Lucas	Yes
Council Member Coburn	Yes
Council Member Jarman	Yes

The motion was unanimously approved.

2. **ENCLOSURE E - ALL COMMITTEES – Consideration of Resolution Bay-24-07 Adopting the 2024 Transportation Alternatives (TA) Set-Aside Ranked Projects for FDOT District 3 Fiscal Year 2026 – 2030 Tentative Work Program-** ***Angela Bradley, ECRC Staff***

   Ben Janke, City of Lynn Haven, addressed the board regarding the TA application for the Rails to Trails extension along Ormand Avenue to the Bay County line. Ben Janke stated that the segment is going to be vital to help close the gap and provide an overall seven mile Rails to Trails loop.

   Angela Bradley presented the 2024 TA set-aside ranked projects for FY 2026-2030 and stated that the final priority ranking is due to FDOT on April 26th. ECRC staff will submit the final ranking from the TPO to FDOT.

   Commissioner Street moved to authorize the TPO chair to sign Resolution Bay-24-07 adopting the 2024 TA Set-Aside Ranked Projects for FDOT District 3 Fiscal Year 2026 – 2030 Tentative Work Program. The motion was seconded by Commissioner Perno and was passed unanimously.

3. **ENCLOSURE F - ALL COMMITTEES – Consideration of Resolution Bay 24-11 Amending the Bay County Transportation Planning Organization and Advisory Committee Bylaws –** ***Austin Mount, ECRC Staff***

   Austin Mount presented the recommended Bylaw changes.

   Councilmember Jarman moved to authorize the TPO chair to sign Resolution Bay 24-11 amending the Bay County Transportation Planning Organization and Advisory Committee Bylaws, with the officers serving a one year term. The motion was seconded by Commissioner Pease and was passed unanimously.

4. **ENCLOSURE G - ALL COMMITTEES – Consideration of Resolution BAY 24-06**

Adopting the Scope of Services for the Bay County TPO 2050 Long Range Transportation Plan Update – *Gary Kramer, ECRC Staff*

Mary Beth Washnock presented the scope of services for the Bay County TPO 2050 LRTP update.

Commissioner Perno moved to authorize the TPO chair to sign Resolution BAY 24-06 adopting the scope of services for the Bay County TPO 2050 Long Range Transportation Plan update. The motion was seconded by Commissioner Pease and was passed unanimously.

5. **ENCLOSURE H - ALL COMMITTEES – Appointment of Bay County TPO 2050 Long Range Transportation Plan Steering Committee Members- *Gary Kramer, ECRC Staff***

Mary Beth Washnock stated that the TPO needed to appoint steering committee members for the Bay County 2050 LRTP and provided the TCC and CAC recommendations for their volunteers.

Councilmember Coburn moved to appoint Bay TCC members Eddie Cook, Keith Bryant, Cliff Johnson, and Clint Murphy and CAC members Paul Bohac and James Pretlow to the Bay County TPO 2050 LRTP Steering Committee. The motion was seconded by Commissioner Perno and was passed unanimously.

ADD ON ITEM:
Mary Beth Washnock stated that the Callaway Planning Board sent a letter to the TPO and committees regarding the widening project of Highway 22, approximately 1.3 miles from Star Avenue to Park Place Road. The letter stated that currently over 460 homes, four commercial businesses, one church, and the Callaway Sports Complex exist within this area and require the primary use of this stretch of roadway. Park Place is being developed to house over 200 new homes when completed, and zoning has been approved for the additional developments of 272 multifamily units and 340 single family homes. The letter concluded by stating the extension would be a great start to tying into the Gulf Coast Parkway from US 98 (SR 30) to US 231 (SR 75), listed in the 2045 Bay County TPO LRTP and that it would serve well as an additional evacuation route once that project is approved and funded.

Mary Beth Washnock stated that no action needed to be taken and that this information could be included in the coming LRTP process. Bryant Paulk stated that

this needs a full PD&E study and that the recommendation from FDOT is that if the TPO or TCC wants this to move forward, to include it in the upcoming 2050 LRTP.

PLANNING PRESENTATIONS ITEMS:

1. **ENCLOSURE I - ALL COMMITTEES – Introductory Presentation for the Smart Regions Master Plan-** ***Terry Shaw, P.E., Kimley-Horn***

   Terry Shaw presented the Smart Regions Master Plan.

2. **ENCLOSURE J - ALL COMMITTEES – Florida Greenways and Trails (FGT) Presentation-** ***Angela Bradley, ECRC Staff***

   Angela Bradley presented the FGT.

3. **ENCLOSURE K - ALL COMMITTEES – Review of Draft Bay County TPO FY 2025-2029 Transportation Improvement Program (TIP)-** ***Gary Kramer, ECRC Staff***

   Mary Beth Washnock presented the draft Bay County FY 25-29 TIP.

4. **ENCLOSURE L - ALL COMMITTEES – Draft Bay County TPO FY 2026-2030 Project Priorities –** ***Gary Kramer, ECRC Staff***

   Mary Beth Washnock presented the draft Bay County TPO FY 2026-2030 Project Priorities. Leandra Merdith went over the public outreach efforts for the project priorities.

PLANNING INFORMATION ITEMS (no presentation necessary)**:**

1. TCC and CAC January 2024 Meeting Minutes
2. Bay TPO Actions Report – January 2024
3. Joint TPO Meeting Summary – February 2, 2004
4. Project Request Letter from the City of Callaway
5. 2024 Bay TPO Meeting Schedule

<u>TRANSIT AGENDA</u>

TRANSIT ACTION ITEMS:

1. **ENCLOSURE M - ALL COMMITTEES – Consideration of Resolution Bay 24-12 Authorizing the Surplus of the Commercial Land Site Located on Douglas Road**

Lamar Hobbs stated that on May 23, 2008, the Bay County TPO procured an approximate 13.8-acre parcel of vacant zoned commercial land for $400,000.00. The property was procured using federal grant funds provided by the FTA to build a transit and administrative fleet/maintenance facility. After procuring the property, the TPO chose to consider other locations for the transit facility and made the decision to purchase the property where the current transit facilities are located.

Lamar Hobbs stated that on March 28, 2024, a new property appraisal was ordered at the request of FTA to determine the fair market value. The property appraisal valued the property at $450,000.00. As the parcel of land has remained unused and will not be used for project purposes in the foreseeable future, the TPO must determine a disposition alternative. In discussions with FTA, it was recommended that the property be competitively marketed and sold to repay FTA the greater of its share of the fair market value.

Councilmember Jarman moved to authorize the TPO chair to sign Resolution 24-12 authorizing the surplus of the commercial land site located on Douglas Road. The motion was seconded by Councilmember Coburn and was passed unanimously.

TRANSIT UPDATE

Lamar Hobbs stated that at the last meeting there was discussion about installing flag warning systems on the buses. Lamar Hobbs stated that due to advertising on the buses, staff did not think it was possible to add the warning system until the advertising contracts were up. Lamar Hobbs stated that the options were to either install the warnings when the contracts were up or use an advertising display that attaches to the bike rack on the buses. The cost of that would be $340 per bus and $12,920 in total for all the buses.

There was discussion about the GTC and how to move forward. Lamar Hobbs informed the board that the legislative bill House Bill 1091 that was submitted to the legislature this year for the creation of transit authority did not move forward. Lamar Hobbs stated that staff's recommendation is to submit the legislation again. The TPO requested to have a Governance Transit Committee meeting before the next TPO meeting in June.

LEGAL UPDATE – Burke, Blue, Hutchison, Walters & Smith, P.A.

OTHER BUSINESS – The next Bay TPO meeting will be held on June 26, 2024, at 3:30 p.m. The TCC will meet at 11:00 a.m. and the CAC will meet at 1:30 p.m. All meetings will be held at the Bayway Public Transit System, Administration and Meeting Facility, 1010 Cone Ave, Panama City, Florida 32401.

ADJOURNMENT: Stay up to date with TPO events and activities by subscribing to the Bay County TPO Interested Parties list by clicking here: Bay County TPO Interested Parties

Public participation is solicited without regard to race, color, national origin, sex, age, religion, disability, or family status. Reasonable accommodations for access will be made in accordance with the American with Disabilities Act and for languages other than English. Please notify ECRC Public Involvement of any special requirements or requests at publicinvolvement@ecrc.org or email Leandra Meredith at Leandra.Meredith@ecrc.org. You may also call 1800-226-8914 or 1-800-955-8771 for TTY-Florida. All requests should be made at least 48 hours in advance.

Introduzca la participación del público se solicita, sin distinción de raza, color, origen nacional, sexo, edad, religión, discapacidad o estado familiar. La OPC hará arreglos razonables para el acceso a esta reunión de acuerdo con el Americans with Disabilities Act, y para los requisitos de idioma que no seaInglés.Notifique a la Ada Clark (ada.clark@ecrc.org) de los requisitos de acceso o el idioma en el 850-332-7976 ext. 227 o 1-800-955-8771 para TTY-Florida al menos 48 horas de antelación.

APPENDIX C: 2050 STEERING COMMITTEE MEETING #1

The first Steering Committee Meeting was held on December 9, 2024 at the BayWay Transit Center Conference Room. A draft of the 2050 Goals and Objectives was presented to Steering Committee members and they were given a chance to comment and provide recommendations for revisions.

The summary of the Steering Committee meeting can be found on the following pages.

2050 Bay County Transportation Planning Organization Long Range Transportation Plan
Steering Committee #1
Meeting Summary December 9, 2024

Members Attending

Bryant Paulk, FDOT
Paul Bohac, CAC
Cliff Johnson, TCC
Holly Cohen, FDOT Freight (Online)

Members Not Attending

Kaylor Collins, FDOT
Jonathan McFarlane-Weinstein, Tyndall Air Force Base
John Skaggs, Naval Coastal Systems Center
Richard McConnell, Northwest Florida Beaches International Airport
Alex King, Port Panama City
Gene Keen, Bay Way
JoAnne Stone, Bike/Ped
Jim Pretlow, CAC
Keith Bryant, TCC
Eddie Cook, TCC
Clint Murphy, TCC

Others Attending

Chris Sponseller, Bay County
Ray Corbitt, FDOT Freight (Online).
Cory Wilkinson, HDR
Kandase Lee, Emerald Coast Regional Council
Tiffany Bates, Emerald Coast Regional Council
Leandra Meredith, Emerald Coast Regional Council
Annie Aguello, Emerald Coast Regional Council
Roshita Taylor, Emerald Coast Regional Council
Jill Nobles, Emerald Coast Regional Council
Jessica Walton, Emerald Coast Regional Council (On-line)
Richard Barr, Kimley Horn
Jared Schneider, Kimley Horn
Vincent Spahr, Kimley Horn
Brian Graham, Kimley Horn (On-line)

Sarah Harris, Kimley Horn (On-line)
Allison Fluitt, Kimley Horn (On-line)
Gary Kramer, Emerald Coast Regional Council

Handouts (Agenda, PowerPoint, Goals and Objectives Mark-Up, and Project Schedule)

Introductions and Welcome

Gary Kramer, ECRC Staff, welcomed everyone, explained that the purpose of the Steering Committee is to provide detailed reviews of the Long Range Transportation Plan products prior to presentations to the public, TPO, and Advisory Committees, requested the participants to introduce themselves and organization they represent.

Goals and Objectives

Allison, Fluitt, Kimley Horn, reviewed a PowerPoint that outlined the review process for the Goals and Objectives and reviewed the Vision Statement, Mission Statement, and draft Goals and Objectives. The following are the comments received:

General Comments:

- Phrase "Multi-Modal" is used repetitively throughout the document
    - Possibly remove in objective statements if already given within goals

Goal 1 Comments:

- Remove "such as" language from Objective 1.1 to not restrict examples
- Add in emphasis on training, drivers ed for high school students, and motorcycle training as a potential additional objective

Goal 2 Comments:

- Objectives 2.6 and 2.7 are similar
    - Consolidate into a single goal
- Objective 2.8 should be reworded to better align with FDOT updated mission
    - Suggested text: "Pursue opportunities to support the state's economic competitiveness by establishing Priority Freight Corridors"
    - **Mission:** The department will provide a safe statewide transportation system that promotes the efficient movement of people and goods, supports the state's economic competitiveness, prioritizes Florida's environment and natural resources, and preserves the quality of life and connectedness of the state's communities. https://www.fdot.gov/

Goal 3 Comments:

- Current language acceptable

Goal 4 Comments:

- Objective 4.6 could be changed to discuss preserving air quality attainment status for all criteria of pollutants

Goal 5 Comments:

- In Objective 5.7, modify wording to reflect the DEO's name change to the Department of Commerce (this happened in 2023)
- Objective 5.1 could also include truck parking

Goal 6 Comments:

- Truck parking could also possibly be better included within this goal

Goal 7 Comments:

- Current language acceptable

Goal 8 Comments:

- Possible addition of bike/ped considerations into Objective 8.3 so their movement is also prioritized where appropriate

Overview and Adjournment

Gary Kramer, ECRC Staff, stated that the Steering Committee is anticipated to meet 10 times during the duration of the 2050 Long Range Transportation Plan. The 2050 Long Range Transportation Plan needs to be completed by June 16, 2026. The next Steering Committee will be in January or February 2025. He thanked everyone for their participation and adjourned the meeting.

APPENDIX D: 2050 STEERING COMMITTEE MEETING #2

The second Steering Committee Meeting was held on January 28, 2025 in a virtual format. Steering Committee members were given a chance to provide comments and recommendations on the draft 2050 Goals and Objectives after edits from the previous Steering Committee were incorporated.

The summary of the Steering Committee meeting can be found on the following pages.

2050 Bay County Transportation Planning Organization Long Range Transportation Plan
Steering Committee #2
Meeting Summary January 28, 2025

Members Attending

Bryant Paulk, FDOT
Kaylor Collins, FDOT
Paul Bohac, CAC
Cliff Johnson, TCC
Clint Murphy, TCC
John Skaggs, Naval Coastal Systems Center
Sarah Harris for Alex King, Port Panama City

Members Not Attending

Jonathan McFarlane-Einstein, Tyndall Air Force Base
Richard McConnell, Northwest Florida Beaches International Airport
Gene Keen, Bay Way
JoAnne Stone, Bike/Ped
Jim Pretlow, CAC
Keith Bryant, TCC
Eddie Cook, TCC

Others Attending

Chris Sponseller, Bay County
Elizabeth Marino, Emerald Coast Regional Council
Roshita Taylor, Emerald Coast Regional Council
Jessica Walton, Emerald Coast Regional Council
Tiffany Bates, Emerald Coast Regional Council
Vincent Spahr, Kimley-Horn
Richard Barr, Kimley-Horn
Brian Graham, Kimley-Horn
Gary Kramer, Emerald Coast Regional Council
Allison Fluitt, Kimley-Horn

Handouts (Agenda, PowerPoint, Goals and Objectives Mark-Up, Goals and Objectives Clean Copy, and Steering Committee #1 Summary)

Introductions and Welcome

Gary Kramer, ECRC Staff, welcomed everyone, explained the purpose of the Steering Committee is to provide detailed reviews of the Long Range Transportation Plan products prior to presentations to the public, TPO, and Advisory Committees, requested the participants to introduce themselves and organization they represent.

Project Overview

Tiffany Bates, ECRC Staff, provided an overview of what a Metropolitan Planning Organization consists of the requirements of the Long Range Transportation Plan, the importance of a Long Range Transportation Plan, and introduced Infrastructure Investment and Jobs Act notable themes. Allison Fluitt, Kimley-Horn, then outlined the project schedule and major deliverables associated with the Long Range Transportation Plan.

Goals and Objectives

Allison Fluitt, Kimley-Horn, reviewed a PowerPoint that outlined the review process for the Goals and Objectives and reviewed the Vision Statement, Mission Statement, and draft Goal sand Objectives. The following are the comments received:

Goal 1 Comments:

- Add "or other vulnerable users" at the end of Objective 1.7

Goal 2 Comments:

- No comments

Goal 3 Comments:

- A reference to signage should be added to Objective 3.2 to support roadway efficiency

Goal 4 Comments:

- No comments

Goal 5 Comments:

- There is a need for communication between municipalities and the TPO when there is a housing expansion
    - Cannot reach outside of TPO's jurisdiction to dictate Land Use to municipalities
    - Objective 5.1 and Objective 6.7 currently address this issue

Goal 6 Comments:

- Clarity on "sustainable community principles" was needed. This information was emailed to the Steering Committee members are the meeting concluded.

Goal 7 Comments:

- There was discussion on whether reference to the Military Installation Resilience Review (MIRR) should be added to Objective 7.5
    - It was concluded that Objective 7.5 is adequate as currently constructed

Goal 8 Comments:

- No Comments

The Steering Committee Members indicated to proceed with presenting the Goals and Objectives for action at the February TPO and Advisory Committee Meetings with any comments that are presented at the Public Workshop.

Area Profile

Brian Graham, Kimley-Horn, reviewed Area Profile data collected for Bay County including population, households, employment, income, and vehicle ownership before showing a list of all data to be collected for the Area Profile section of the Long Range Transportation Plan. John Skaggs, Naval Coastal Systems Center, commented that there is a need for data on defense employment and stated that data could be found in the Florida Military & Defense Economic Impact Survey (2024).

Overview and Adjournment

Gary Kramer, ECRC Staff, stated that the Steering Committee will continue to meet up to 10 times throughout the duration of the 2050 Long Range Transportation Plan and shared that there will be a Goals & Objectives Public Workshop February 5th at 10:00 am in the BayWay Transit Center Conference Room and that the Bay County TPO and Advisory Committee Meetings will also be held on February 5th. He thanked everyone for their participation and adjourned the meeting.

APPENDIX E: 2050 FINAL GOALS AND OBJECTIVES FOR APPROVAL

The final 2050 LRTP Goals and Objectives that were presented for approval can be found in Table 20 below.

Table 20: 2050 Final Goals and Objectives for approval

GOAL 1: **A multi-modal transportation system that is safe.**	
Objective 1.1	Develop projects that increase safety for all motorized and non-motorized users.
Objective 1.2	Consider clearance times on roads that function as evacuation routes when establishing roadway improvement priorities.
Objective 1.3	Implement techniques and road design to reduce fatalities and serious injuries from common intersection crashes and lane departures.
Objective 1.4	All future planning will incorporate appropriate measures for the safe transportation of hazardous materials.
Objective 1.5	Ensure roadway maintenance activities consider the human, vehicular, and roadway factors to provide safe facilities for the community.
Objective 1.6	Provide accurate and updated public transportation information such as wayfinding signage programs, online map tools, and informational brochures.
Objective 1.7	Encourage safety trainings such as Motorcycle Training and Drivers Ed for high school students or other vulnerable users.
Objective 1.8	Encourage proper use of autonomous and semi-autonomous vehicle features to prevent distracted driving and ensure the safety of all roadway users including vulnerable users such as motorcycles and cyclists.
GOAL 2: **A multi-modal network of integrated transportation systems for the movement of people and goods.**	
Objective 2.1	Develop multi-modal linkages to increase the range of travel choices.
Objective 2.2	Expand bicycle, pedestrian, and public transportation services to improve accessibility, availability, and desirability of transit travel options.
Objective 2.3	Develop and maintain facilities that facilitate the transfer of cargo between all modes of travel.
Objective 2.4	Reduce delays for people and goods through increased multi-modal system capacity.
Objective 2.5	Integrate mobility management with Intelligent Transportation Systems to enhance multi-modal integration of people and goods.

Objective 2.6	Identify both long-range and short-range strategies that provide for the integrated multi-modal transportation system, with a forward-looking approach to Mobility on Demand [Intelligent Transportation Systems (ITS), and Automated Driving Systems (ADS)].
Objective 2.7	Pursue opportunities to support the state's economic competitiveness by establishing Priority Freight Corridors.
Objective 2.8	Clearly define traffic capacity of roads for use in development planning.
GOAL 3: A multi-modal transportation system that is operated and maintained efficiently.	
Objective 3.1	Direct sufficient resources to preserve the existing transportation infrastructure, including roadway, bicycle, pedestrian, and transit infrastructure.
Objective 3.2	Employ corridor management techniques that do not require additional travel lanes (such as the addition of turn lanes, roundabouts, signage, Transportation System Management (TSM), and Intelligent Transportation Systems (ITS)).
Objective 3.3	Continue to implement a coordinated traffic signal system plan to improve road efficiency and to maintain traffic flow.
Objective 3.4	Replace structurally deficient facilities (such as roads, bridges, buses, and shelters) that emphasize preservation of the existing system.
Objective 3.5	Give priority and allocate funding to low-cost capital improvements designed to preserve and maintain existing thoroughfare capacity.
Objective 3.6	Integrate Complete Streets Policies into project development and maintenance programs.
Objective 3.7	Strive to include appropriate stormwater measures in roadway projects.
GOAL 4: A multi-modal transportation system that protects, preserves, and enhances a high quality of life.	
Objective 4.1	Reduce adverse impacts of transportation on the environment (such as habitat and ecosystem fragmentation, wildlife collisions, and non-point source pollution).
Objective 4.2	Preserve and enhance access to historical areas.
Objective 4.3	Implement design standards for transportation facilities that will protect the environment (e.g. sensitive habitats, air quality, water quality, water quantity, recharge areas, trees).
Objective 4.4	Provide transportation for all persons including but not limited to youth, persons with disabilities, the economically challenged, and the elderly.

Objective 4.5	Ensure no one segment of the population bears a disproportionate share of adverse impacts.
Objective 4.6	Maintain air quality attainment status for all criteria of pollutants.
Objective 4.7	Introduce and expand the use of alternative fuels and alternatively fueled vehicles (AFV) and related technologies.
GOAL 5: **A multi-modal transportation system that includes consistent, continuing, cooperative and comprehensive planning processes.**	
Objective 5.1	Coordinate transportation and future land use decisions to promote efficient development patterns and a choice of transportation modes, consistent with local government comprehensive plans and road capacities.
Objective 5.2	Local governments should coordinate access management between permitting agencies.
Objective 5.3	Work with local governments to pass Corridor Preservation Ordinances to preserve land for future projects.
Objective 5.4	Encourage local government site plan review process to include provisions for compliance with Federal Americans with Disabilities Act guidelines and alternate forms of transportation.
Objective 5.5	Encourage green spaces in transportation related development through local government ordinances.
Objective 5.6	Involve environmental regulatory agencies and interested public groups in environmental issues early in the planning process.
Objective 5.7	Maintain close coordination with Florida Department of Transportation (FDOT), Department of Commerce (DOC), and chambers of commerce and neighboring counties on issues related to land use decisions, economic growth policies and transportation needs.
Objective 5.8	Plan for and coordinate with rural governmental entities both within their planning boundaries as well as those areas outside of the current boundaries that are impacted by transportation movements between regions.
Objective 5.9	Integrate public education and outreach so citizens can better educate the government on what they see as needs, to include direct communication with property owners at the earliest phases of proposed road projects.
Objective 5.10	Continue to reach out to traditionally underserved populations during the planning process to strive for access. Incorporate public participation plan measures of effectiveness to evaluate and improve outreach.

GOAL 6: **A multi-modal transportation system that supports economic vitality.**	
Objective 6.1	Support projects that improve connectivity to existing or planned economic centers.
Objective 6.2	Support integration of regionally significant intermodal facilities into the region's transportation system resulting in a seamless, efficient network.
Objective 6.3	Educate TPO members, staff, and advisory committee members regarding the applications of sustainable community principles.
Objective 6.4	Identify existing and future Highways of Commerce or Freight Corridors, assigning priority to those deemed deficient.
Objective 6.5	Maintain an acceptable roadway level of service on all major facilities including the Strategic Intermodal System facilities (highway, airport, seaport, and STRAHNET) to ensure efficient movement of people and goods.
Objective 6.6	Incorporate tourism strategy and planning documents (including traffic congestion plans) into the needs and projects of the transportation system.
Objective 6.7	Directly consider the relationship of the transportation planning process and the region's housing needs.
Objective 6.8	Improve the availability of strategically located truck parking to support the safe and efficient movement of freight via truck.
GOAL 7: **A multi-modal transportation system that provides for the security of residents, visitors, and commerce.**	
Objective 7.1	Enhance the integration and connectivity of the transportation system for purposes of security.
Objective 7.2	Reduce the probability of service interruption during a natural disaster by identifying alternative routes before, during and after an incident.
Objective 7.3	Coordinate and cooperate with the Department of Homeland Security, the U.S. Coast Guard, and other federal and state agencies to enhance the security of the transportation system.
Objective 7.4	Enhance the safety of the transportation system to support Emergency Medical Services, Fire and Hazardous Materials response.
Objective 7.5	Coordinate with military land use through the joint land use planning processes.
GOAL 8: **A multi-modal transportation system that maintains acceptable roadway level of service on all major facilities.**	

Objective 8.1	Support policies to ensure that facilities and services are provided concurrently with development and meet local level of service (LOS) standards.
Objective 8.2	Manage congestion near ports, airports, rail facilities, military facilities, economic activity centers, and tourist attractions.
Objective 8.3	Balance the needs of local residents, including tourist industry labor commuters, bike/ped movement, and visitor traffic stress on transportation system.
Objective 8.4	Preserve the intended function of the Florida Strategic Intermodal System (SIS), Strategic Highway Network (STRAHNET), and other appropriate corridors for intercity travel and freight movement.

APPENDIX F: 2050 GOALS AND OBJECTIVES APPROVAL RESOLUTION

The 2050 Goals and Objectives for the Long Range Transportation Plan were adopted by the Bay County TPO on February 5, 2025, at the recommendation of the Steering Committee, as Resolution Bay 25-01.

The signed resolution can be found on the following page.

RESOLUTION BAY 25-01

A RESOLUTION OF THE BAY COUNTY TRANSPORTATION PLANNING ORGANIZATION APPROVING THE 2050 BAY LONG RANGE TRANSPORTATION PLAN GOALS AND OBJECTIVES

WHEREAS, the Bay County Transportation Planning Organization (TPO) is the organization designated by the governor of Florida as being responsible 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) Long Range Transportation Plan 2050 Update, developed pursuant to IIJA and Florida Statutes; and

WHEREAS, the Bay County Transportation Planning Organization (TPO) approved the Long Range Transportation Plan 2050 Update Scope of Services on April 24, 2024; and

WHEREAS, a public workshop, a survey, and comment cards were the techniques employed for the public to provide comments on the Long Range Transportation Plan 2050 Goals and Objectives; and

WHEREAS, the Goals and Objectives were endorsed by a Steering Committee consisting of members of the TPO's Technical Coordinating Committee, Citizens' Advisory Committee, and other members of the Transportation Industry, and

WHEREAS the Steering Committee considered and incorporated the ten IIJA planning factors, performance measures, and other federal, state, and local transportation related documents in the development of the Goals and Objectives;

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

The Bay County TPO approves the Goals and Objectives for its 2050 Long Range Transportation Plan Update.

Passed and duly adopted by the Bay County TPO on this 5th day of February 2025.

BAY COUNTY TRANSPORTATION PLANNING ORGANIZATION

BY: Pamn Henderson
Pamn Henderson, Chair

ATTEST: Tiffany Bates