Cost Feasible Plan Report

BAY COUNTY
2050 LONG RANGE TRANSPORTATION PLAN

Prepared for

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

Prepared by

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

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Bay County
Transportation Planning Organization

Cost Feasible Report

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BACKGROUND

The Bay County 2050 Long Range Transportation Plan (LRTP) Update began when the Bay County Transportation Planning Organization (TPO) approved the Scope of Services on April 24, 2024. The 2050 LRTP consists of 8 primary tasks that are identified below:

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

An important element in the development of the Bay County 2050 Long Range Transportation Plan is the adoption of the Cost Feasible Plan. This Technical Report describes the 2050 Cost Feasible Plan process and is organized into 8 sections:

- Cost Feasible Plan Alternatives
- Steering Committee Meetings
- Public Review
- Adopted 2050 Cost Feasible Plan
- 2050 Cost Feasible Plan Year of Expenditure
- Cost Feasible Plan Deficiencies
- 2050 Cost Feasible Plan compared to 2045 Cost Feasible Plan
- Appendices.

2050 COST FEASIBLE PLAN ALTERNATIVES

The development of the 2050 Cost Feasible Plan included three 2050 Cost Feasible Plan Alternatives. The Cost Feasible Plan is revenue constrained and includes federal, state, and local revenue projections. The adopted 2050 Needs Plan is the starting point of the 2050 Cost Feasible Plan. Three revenue sources were considered for the 2050 Long Range Transportation Plan: Strategic Intermodal System (SIS), Non-SIS, and Local. The TPO has the most control over the Non-SIS revenues. As a result, three 2050 Cost Feasible Plan alternatives were developed with the intention of a hybrid alternative being recommended for approval. The three Non-SIS Alternatives are as follows: (1) Existing Project Priorities; (2) Evaluation Criteria; and (3) Multi-Modal. The Existing Project Priorities Alternative was based on the current TPO's projects priorities for capacity projects. The Evaluation Criteria Alternative was based on the approved ranked criteria for road capacity projects. A separate report exists for the Evaluation Criteria. The Multi-Modal Alternative included capacity projects as well as express bus service, bicycle lanes, pedestrian overcrossing, trucking parking, roundabouts, Regional Trail Program, and the Corridor Management Projects. The projects for the three Non-SIS Alternatives are included in Appendix A. Once these three alternatives were agreed upon by the Transportation Planning Organization (TPO) Staff and the consultant (Kimley Horn), they were presented to the steering committee and at a Public Workshop.

STEERING COMMITTEE MEETINGS

One way of soliciting public involvement beyond the traditional public workshops was the establishment of a Steering Committee. The Steering Committee was established at the April 24, 2024 TPO and Advisory Committee Meetings. The membership of the Steering Committee is identified in Appendix B. The Steering Committee met two times to provide input on the 2050 Cost Feasible Plan on the dates listed below. The summaries of these meetings are listed in Appendix B.

- March 10, 2026.
- April 28, 2026.

PUBLIC REVIEW

On April 14, 2026, a public workshop for the 2050 Bay County TPO Long Range Plan Cost Feasible Plan occurred at the Bayway Conference Room. A PowerPoint presentation highlighted how the 2050 Long Range Transportation Plan Cost Feasible Plan was developed.

The advertisement of the Public Workshop is included in Appendix C. An on-line comment card was posted on the Emerald Coast Regional Council Web Site from April 6, 2026 to May 1, 2026. The comment card results are included in Appendix C.

To support meaningful public participation and raise awareness of the Bay County TPO 2050 Cost Feasible Plan Public Workshop, ECRC implemented a multi-faceted outreach approach using both traditional and digital communication tools.

Public notices were issued in advance of the workshop and posted to the ECRC website, the Bay County TPO's 2050 Long Range Transportation Plan webpage, and distributed through official agency channels. The notices included key event details such as the purpose, date, time, location, and participation options. These were released approximately one week prior to the event to allow sufficient time for public awareness.

Targeted outreach was conducted through dedicated social media posts and an eblast sent to ECRC's list of interested parties, including local governments, transportation stakeholders, agency partners, community organizations, and members of the public who have previously engaged with regional planning efforts. These efforts provided workshop details and encouraged participation and input. This method helped ensure timely and direct communication with individuals most likely to be engaged in the planning process.

To continue building awareness and gathering input, public comment cards related to the Cost Feasible Plan were integrated into the outreach and made available to the public via the website and at the public meetings. Outreach began April 6, 2026 and remained active through May 1, 2026, offering additional opportunities for the public to engage and provide feedback beyond the workshops. This extended outreach helped reinforce key messages and ensured greater visibility of the planning process across the Bay County region.

Together, these outreach techniques helped ensure that the public workshop and broader Cost Feasible Plan were accessible to the public and aligned with regional stakeholder needs.

ADOPTED 2050 COST FEASIBLE PLAN

The Draft 2050 Cost Feasible Plan was presented to the Technical Coordinating Committee, Citizens' Advisory Committee, and Transportation Planning Organization at their February and May 2026 Meetings. The Bay County Transportation Planning Organization approved the 2050 Cost Feasible Plan on May 27, 2026. The adopted 2050 Cost Feasible Plan is listed in Appendix D.

May 27, 2026 Technical Coordinating Committee (TCC) Meeting

The TCC recommended the 2050 Cost Feasible Plan be approved with two changes to clarify that the improvement at State Ave and West 23rd Street (B-01) is to add a northbound right-turn lane and the improvement at Lisenby Ave and West 23rd Street (B-02) is to add a northbound right-turn lane and a southbound right-turn lane.

May 27, 2026 Citizens' Advisory Committee (CAC) Meeting

The CAC recommended the 2050 Cost Feasible Plan be approved as presented, including the two changes requested by the TCC.

May 27, 2026 Transportation Planning Organization (TPO) Meeting

An advertised public hearing occurred at the May 27, 2026 TPO meeting prior to the adoption of the 2050 Cost Feasible Plan. There was no public comment.

After the public hearing was closed by the TPO Chairperson, the TPO approved the 2050 Cost Feasible Plan as presented, including the two changes requested by the TCC.

2050 COST FEASIBLE PLAN YEAR OF EXPENDITURE

Consistent with federal planning regulations [23 CFR 450.324(f)(11)], the 2050 Revenue Forecast is expressed in Year of Expenditure (YOE) dollars. MPOs will need to use inflation factors to adjust project costs from "Present Day Cost" dollars (typically 2022 or 2023 dollars for recent cost estimates) to future YOE dollars. MPOs also may have to adjust estimates of local revenues not included in the Department's forecast to YOE dollars, depending on how those revenue estimates were developed.

Table 1 assists the TPO in converting project costs to YOE dollars. For example, if the cost estimate for a specific project is expressed in 2022/23 dollars and the project is planned to be implemented in the 2025/26-2029/30 time period, the TPO should multiply the cost estimate by 1.16 to convert the cost estimate to YOE dollars. The inflation multipliers included in Table 1 are based on FDOT's inflation factors associated with developing recent Work Programs.

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

Time Period for Planned Project or Project Phase Implementation	**Multipliers to Convert Project Cost Estimates to Year of Expenditure Dollars**		
	Project Cost in 2022/2023 PDC $*	**Project Cost in 2023/2024 PDC $***	**Project Cost in 2024/2025 PDC $***
2024-2025	1.04	1.03	N/A
2026-2030	1.16	1.13	1.10
2031-2035	1.37	1.33	1.29
2036-2040	1.61	1.61	1.56
2041-2050	2.06	2.00	1.94

Multipliers are based on the following annual inflation estimates:

From	To	Annual Rate
2022 Dollars	2023 Dollars	Base
2023 Dollars	2024 Dollars	2.8
2024 Dollars	2025 Dollars	2.9
2025 Dollars	2026 Dollars	3.0
2026 Dollars	2027 Dollars	3.1
2027 Dollars	2028 Dollars	3.2
2028 Dollars	2029 Dollars and Beyond	3.3

Source FDOT Revenue Forecasting Handbook, 2023

*"PDC $" means "Present Day Cost

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

Project Costs

The 2050 Cost Feasible Plan Projects in Year of Expenditure dollars for three categories (Non-SIS, SIS, and Local Projects) are shown in Appendix E by the following four categories (2026-2030, 2031-2035, 2036-2040, and 2041-2050). Projects with federal funding are also identified in Appendix E.

Total 2050 Cost Feasible Plan Costs Shown by Project Category

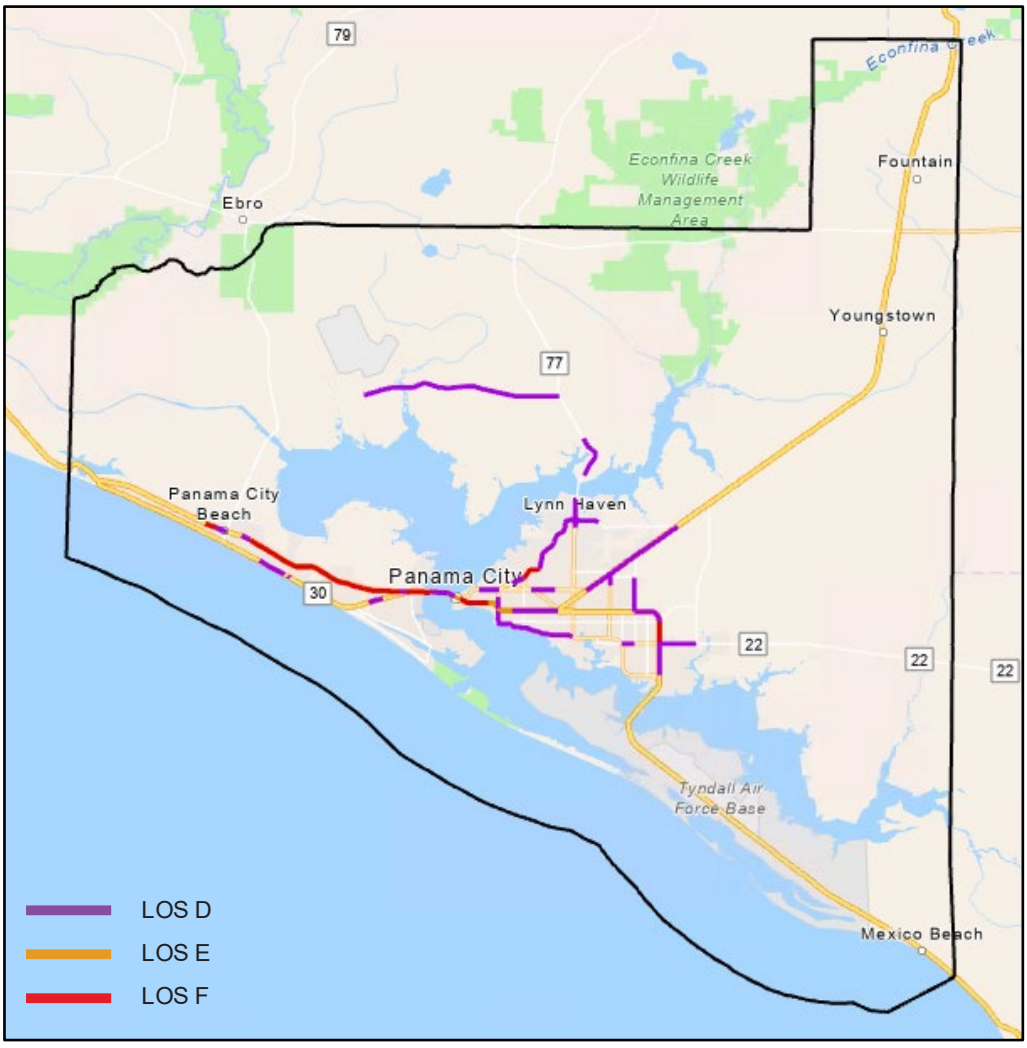
2050 Cost Feasible Plan Costs Shown by Project Category (including SIS)	
Roadway Capacity Projects	$ 1,035,006,749
Intersection Projects	$ 16,693,319
Bicycle/Pedestrian Projects	$ 16,892,000
Corridor Management Plan Projects	$ 253,100,000
Public Transportation Projects	$ 7,000,000
Total	**$ 1,328,692,068**

2050 COST FEASIBLE PLAN DEFICIENCIES

FDOT Level of Service Tables were used for the future Deficiency Analysis for the development of the 2050 Cost Feasible Plan. Maps of the Level of Service on SHS roadways in 2023 and 2050 are listed below. Many of the identified deficiencies are included as Capacity or Corridor Management Plan Projects in the 2050 Needs Plan. The Cost Feasible Plan includes projects along some of the roadways with deficiencies, however there are not enough revenues to address all deficiencies in the 2050 Cost Feasible Plan **as only 16% of Needs Plan projects were funded in the Cost Feasible Plan**.

FDOT 2023 LEVEL OF SERVICE MAP FOR BAY COUNTY

The map below displays the 2023 level of service on SHS roadways in Bay County.



FDOT 2023 LEVEL OF SERVICE TABLES FOR BAY COUNTY

FDOT 2050 LEVEL OF SERVICE MAP FOR BAY COUNTY

This map displays the projected level of service for roads on the SHS in Bay County in the year 2050. This map does not take into account any of the proposed projects and instead shows the projected conditions if no changes are made to the current system.



Roadway segments highlighted in blue below have Cost Feasible Plan Projects along those extents to alleviate some of the congestion in those areas. These road segments are from the 2023 LOS tables for Bay County.

Road Name	LOS	From	To
Back Beach Rd	F	Cobb Rd	Manistee Dr
Back Beach Rd	D	Manistee Dr	Highway 79
Back Beach Rd	D	Mandy Ln	Pier Park Dr
Back Beach Rd	F	Pier Park Dr	Front Beach Rd
Beck Ave	D	Bay Line Railroad	W 10th St
Chestnut Ave	D	W 10th St	W 9th St
E Hwy 390	D	Ohio Ave	Delaware Ave
E 3rd St	D	Hwy 98 Bus	Transmitter Rd
Frankford Ave	D	W 9th St	W Beach Dr
Front Beach Road	D	Hills Rd	Crane St
Front Beach Road	D	Lantana St	Azalea St
Highway 231	D	E 23rd St	Highway 390
Highway 388	D	W Bay Pkwy	Highway 77
Highway 77	D	Liberty Ave	Grassy Point Rd
N East Ave	D	Highway 231	Sherman Ave
Ohio Ave	D	4th St	18th St
Tracy Ln	D	N Tyndall Pkwy	N Star Ave
Transmitter Rd	D	Game Farm Rd	US Hwy 98
US Hwy 98	F	Back Beach Rd	W Hathaway Bridge
US Hwy 98	D	W Hathaway Bridge	Moody Ave
US Hwy 98	E	Moody Ave	Bay Line Railroad
US Hwy 98	F	Bay Line Railroad	Michigan Ave
US Hwy 98	E	Michigan Ave	Frankford Ave
US Hwy 98	D	Frankford Ave	Harrison Ave
US Hwy 98	D	Transmitter Rd	E 11th St
US Hwy 98	F	E 11th St	E Highway 22
US Hwy 98	D	E Highway 22	Boat Race Rd
W 10th St	D	Beck Ave	Chestnut Ave
W 23rd St	D	Mound Ave	Beck Ave
W 23rd St	D	Airport Rd	Jenks Ave
W 6th St	D	W Beach Dr	N Cove Blvd
W 9th St	D	Chestnut Ave	Frankford Ave
W Beach Dr	D	Frankford Ave	W 6th St
W Hwy 390	D	Frankford Ave	Lisenby Ave
W Hwy 390	F	Lisenby Ave	Bluestem St
W Hwy 390	D	Bluestem St	Ohio Ave

2050 COST FEASIBLE PLAN COMPARED TO 2045 COST FEASIBLE PLAN

The projects that were identified as cost feasible in the 2045 Long Range Transportation Plan but are not included in the adopted 2050 Cost Feasible Plan are listed below along with the reason for exclusion.

2045 Cost Feasible Plan Projects Not Included in the 2050 Cost Feasible Plan – SIS Projects

Corridor / Project	From	To	Project Description	Reason not included in 2050 CFP
US 98 (PCB Pkwy)	Mandy Lane	Nautilus Street	Widen to 6 Lanes	Existing + Committed (under construction)
US 98 (PCB Pkwy)	Nautilus Street	Richard Jackson Blvd	Widen to 6 Lanes	Existing + Committed (under construction)
US 98 Dupont Bridge Replacement	City of Parker	Tyndall AFB	Bridge Replacement	Existing + Committed (under construction)
US 98 (SR 30)	CR 2327 (Transmitter Rd)	Tyndall Dr (on Tyndall AFB)	Widen to 6 Lanes	Existing + Committed (under construction)

2045 Cost Feasible Plan Projects Not Included in the 2050 Cost Feasible Plan – non-SIS Projects

Corridor / Project	From	To	Project Description	Reason not included in 2050 CFP
SR 390	SR 77	US 231	Widen to 6 Lanes	Not Cost Feasible in 2050 LRTP
Transmitter Rd	US 98 (E 15th St)	C Street	Widen to 4 Lanes	Not Cost Feasible in 2050 LRTP
Gulf to Bay Parkway	CR 386	S of Tyndall AFB	Construct New Road	Not Cost Feasible in 2050 LRTP
US 98 PCB Pkwy Elevated Segment	Philip Griffitts Phase 2	Philip Griffitts Phase 3	Construct new 4-lane elevated segment	Not Cost Feasible in 2050 LRTP

APPENDIX A – 2050 COST FEASIBLE PLAN ALTERNATIVES

EXISTING PROJECT PRIORITIES

Boxed Funds

Project Priority	Project Name	2031-2035	2036-2040	2041-2050	Total	Fund Source
1	Operations & Maintenance of ITS System	$ 3,500,000	$ 3,500,000	$ 7,000,000	$ 14,000,000	Federal
3	Sidewalks & Bicycle Lanes	$ 1,750,000	$ 1,750,000	$ 3,500,000	$ 7,000,000	Federal
4	Public Transportation Capital Improvements	$ 1,750,000	$ 1,750,000	$ 3,500,000	$ 7,000,000	State
5	Corridor Management Plans	$ 750,000	$ 750,000	$ 1,500,000	$ 3,000,000	Multi
6	Corridor Management Plan Implementation	$ 2,500,000	$ 2,500,000	$ 5,000,000	$ 10,000,000	Multi

Funding Source	2031-2035	2036-2040	2041-2050
Federal	$ 25,954,907	$ 24,470,875	$ 37,036,944
State	$ 4,236,061	$ 5,803,460	$ 7,492,269
Transit	$ -	$ -	$ -

Total Revenue	$ 33,233,178	$ 30,703,364	$ 45,065,936
Total Costs	$ 30,190,968	$ 30,274,335	$ 44,529,213
Remaining	$ 3,042,210	$ 429,029	$ 536,723

Project Priority	2050 LRTP Project ID	Category	Project Name	From	To	Improvement	PDE Time	PDE Cost	PDE Source	PE Time	PE Cost	PE Source	ROW Time	ROW Cost	ROW Source	CST Time	CST Cost	CST Source
2	A-07	Capacity	SR 22 / Wewa Highway [Phase 1]	US 98 / Tyndall Parkway	Star Avenue	Widen to 4 Lanes	Complete			2031-2035	$ 900,000	State	TBD	$ 45,000,000		TBD	$ 68,000,000	
7	A-43	Capacity	CR 389 / East Avenue	CR 2312 / Baldwin Road	SR 390	Widen to 4 Lanes	2036-2040	$ 2,749,963	Federal	2036-2040	$ 4,124,944	Federal	2036-2040	$ 13,749,814	Federal	2041-2050	$ 31,624,573	Federal
8	A-10	Capacity	CR 2315 / Star Avenue	US 231 / SR 75	SR 22 / Wewa Highway	Widen to 4 Lanes	2031-2035	$ 6,533,901	Federal	2031-2035	$ 496,190	Federal	TBD	$ 32,669,503		TBD	$ 75,139,857	
9	C-10	Bike/Pedestrian	Pedestrian Structure on US 98 / Back Beach Road at Frank Brown Park			Pedestrian Overpass or Underpass	Complete			2026-2030 (TIP)	$ 1,000,000	Multi	Not required			2031-2035	$ 4,000,000	Federal
10	B-21	Intersection	6th Street and Harrison Ave			Construct roundabout	2031-2035	$ 124,048	State	2031-2035	$ 496,190	State	2036-2040	$ 2,232,856	State	2041-2050	$ 2,853,094	State
11	A-37	Capacity	Philip Griffitts Sr Parkway [Phase 3]	US 98 at Clara Avenue	Chip Seal Parkway	Construct new 4 Lane Facility	Complete			2026-2030 (TIP)	$ 3,000,000	Multi	TBD	$ 4,560,000		TBD	$ 91,200,000	
N/A	A-31	Capacity	CR 2327 / Transmitter Road	Brooke Lane	C Street	Widen to 4 Lanes	2031-2035	$ 777,838	State	2036-2040	$ 1,166,757	State	TBD	$ 3,889,192		TBD	$ 8,946,141	

PDC - present day cost 2025$
PDE - planning & environmental studies, PE - preliminary engineering, ROW - right of way, CST - construction
Federal - STBG [Surface Transportation Block Grant]; State - SHS [State Highway System (non-SIS, non-TMA)] and [Other Roads (non-SIS, non-TMA) "Off System"]
Multi - multiple sources of federal/state/local funding

Phase Complete
Funding committed prior to 2031
Funding identified 2031-2050
Unfunded Vision
Not required or Unknown

EVALUATION CRITERIA

Boxed Funds

Project Priority	Project Name	2031-2035	2036-2040	2041-2050	Total	Fund Source
1	Operations & Maintenance of ITS System	$ 3,500,000	$ 3,500,000	$ 7,000,000	$ 14,000,000	Federal
3	Sidewalks & Bicycle Lanes	$ 1,750,000	$ 1,750,000	$ 3,500,000	$ 7,000,000	
4	Public Transportation Capital Improvements	$ 1,750,000	$ 1,750,000	$ 3,500,000	$ 7,000,000	Multi
5	Corridor Management Plans	$ 750,000	$ 750,000	$ 1,500,000	$ 3,000,000	State
6	Corridor Management Plan Implementation	$ 2,500,000	$ 2,500,000	$ 5,000,000	$ 10,000,000	Multi

Funding Source	2031-2035	2036-2040	2041-2050
Federal	$ 26,732,753	$ 21,633,204	$ 39,437,545
State	$ 4,905,010	$ 4,941,990	$ 7,686,316
Transit	$ -	$ -	$ -

Total Revenue	$ 33,233,178	$ 29,256,569	$ 47,318,282
Total Costs	$ 31,637,763	$ 26,575,194	$ 47,123,861
Remaining	$ 1,595,415	$ 2,681,375	$ 194,421

Evaluation Rank	2050 LRTP Project ID	Category	Project Name	From	To	Improvement	PDE Time	PDE Cost	PDE Source	PE Time	PE Cost	PE Source	ROW Time	ROW Cost	ROW Source	CST Time	CST Cost	CST Source
6	C-30	Bike/Pedestrian	Panama City Spine Trail - RR Corridor to US 231	SE of Jenks & W 14th at the Bay Line RR	US 231 and SR 389 / East Ave	12ft paved non-motorized trail	2031-2035	$ 150,275	Federal	2031-2035	$ 300,550	Federal	2031-2035	$ 300,550	State	2031-2035	$ 3,306,052	Federal
6	C-60	Bike/Pedestrian	Nautilus St, US 98, & Clara Ave	Colony Club Rd	Clara Ave	12ft wide paved non-motorized multipurpose trail	2031-2035	$ 54,874	State	2031-2035	$ 109,749	Federal	2031-2035	$ 109,749	State	2031-2035	$ 1,207,236	State
12	C-09	Bike/Pedestrian	Pedestrian Structure on US 98 / Back Beach Rd at Powell Adams Rd			Pedestrian Overpass or Underpass	Complete			2041-2050	$ 1,000,000	State	Not required			TBD	$ 4,000,000	
13	B-19	Intersection	US 231 / SR 75 and CR 2327 / Transmitter Rd			Intersection improvement	2031-2035	$ 124,048	Federal	2031-2035	$ 496,190	Federal	2031-2035	$ 2,232,856	Federal	2036-2040	$ 2,853,094	Federal
13	C-32	Bike/Pedestrian	Beach Drive Trail	Frankford Ave	W 6th St	5-12ft paved non-motorized path	2031-2035	$ 79,756	State	2031-2035	$ 159,512	Federal	2031-2035	$ 159,512	State	2036-2040	$ 1,754,628	State
16	B-27	Intersection	US 98 / 15th St and Lisenby Ave			Safety Improvements	2031-2035	$ 150,000	Federal	Not required			Not required			Not required		
16	B-29	Intersection	US 98 and Michigan Ave			Safety Improvements	2031-2035	$ 150,000	Federal	Not required			Not required			Not required		
16	C-08	Bike/Pedestrian	Pedestrian Structure on US 98 / Back Beach Rd at Nautilus Street			Pedestrian Overpass or Underpass	Complete			2031-2035	$ 1,000,000	Federal	Not required			TBD	$ 4,000,000	
20	B-01	Intersection	State Avenue and W 23rd Street			Add right turn lane to State Avenue NB	2031-2035	$ 17,162	Federal	2031-2035	$ 25,743	Federal	2036-2040	$ 85,810	State	2036-2040	$ 197,364	State
24	B-21	Intersection	6th Street and Harrison Ave			Construct roundabout	2031-2035	$ 124,048	Federal	2036-2040	$ 496,190	Federal	2041-2050	$ 2,232,856	State	2041-2050	$ 285,094	Federal
26	A-03	Capacity	SR 389 / East Avenue	Baldwin Road	CR 2337 / Sherman Avenue	Widen to 4 Lanes	2031-2035	$ 820,636	Federal	2031-2035	$ 1,230,954	Federal	2036-2040	$ 4,103,178	Federal	TBD	$ 9,437,311	
26	B-07	Intersection	Allison Ave and US 98 / Panama City Beach Parkway			Safety Improvements	2031-2035	$ 150,000	Federal	Not required			Not required			Not required		

Evaluation Rank	2050 LRTP Project ID	Category	Project Name	From	To	Improvement	PDE Time	PDE Cost	PDE Source	PE Time	PE Cost	PE Source	ROW Time	ROW Cost	ROW Source	CST Time	CST Cost	CST Source
30	C-10	Bike/Pedestrian	Pedestrian Structure on US 98 / Back Beach Rd at Frank Brown Park			Pedestrian Overpass or Underpass	Complete			2026-2030 (TIP)	$ 1,000,000	Multi	Not required			2031-2035	$ 4,000,000	Federal
31	B-30	Intersection	US 98 / 15th St and Jenks Ave			Safety Improvements	2036-2040	$ 150,000	Federal	Not required			Not required			Not required		
45	A-08	Capacity	SR 388 / West Bay Parkway	Burnt Mill Creek	SR 77 / Ohio Avenue	Widen to 4 Lanes	2031-2035	$ 6,077,759	Federal	2036-2040	$ 9,116,639	Federal	2041-2050	$ 30,388,797	Federal	TBD	$ 69,894,232	
51	A-07	Capacity	SR 22 / Wewa Highway [Phase 1]	US 98 / Tyndall Parkway	Star Avenue	Widen to 4 Lanes	Complete			2031-2035	$ 900,000	Federal	TBD	$ 45,000,000		TBD	$ 68,000,000	
64	B-28	Intersection	CR 3031 / Thomas Dr and Gwyn Drive			Safety Improvements	2041-2050	$ 150,000	State	Not required			Not required			Not required		
73	C-07	Bike/Pedestrian	CR 2315 / Star Avenue	SR 75/US 231	SR 22/Wewa Highway	Bicycle Lanes	2031-2035	$ 121,171	State	2031-2035	$ 242,342	State	2031-2035	242341.906	Federal	2036-2040	$ 2,665,761	State
79	C-28	Bike/Pedestrian	CR 2321/SR 77 - Dam Road Trail	US 231	SR 77/N end of Bailey Bridge	12ft wide non-motorized paved trail	2031-2035	$ 391,642	State	2041-2050	$ 783,283	State	2041-2050	$ 783,283	Federal	TBD	$ 8,616,115	
87	C-01	Bike/Pedestrian	US 98 / SR 30	Crooked Sound Drive	CR 386	Multi-Use Path	Complete			2026-2030 (TIP)	$ 3,501,000	Multi	2031-2035	$ 414,879	Federal	TBD	$ 4,563,664	
94	C-72	Bike/Pedestrian	CR 385 / Frankford Ave	West Beach Drive	St. Andrews Blvd	Bike Path/Trail	2031-2035	$ 100,065	State	2031-2035	$ 200,130	State	TBD	$ 200,130		TBD	$ 2,201,428	

PDC - present day cost 2025$
PDE - planning & environmental studies, PE - preliminary engineering, ROW - right of way, CST - construction
Federal - STBG [Surface Transportation Block Grant]; State - SHS [State Highway System (non-SIS, non-TMA)] and [Other Roads (non-SIS, non-TMA) "Off System"]
Multi - multiple sources of federal/state/local funding

Phase Complete
Funding committed prior to 2031
Funding identified 2031-2050
Unfunded Vision
Not required or Unknown

MULTIMODAL

Boxed Funds

Project Priority	Project Name	2031-2035	2036-2040	2041-2050	Total	Fund Source
1	Operations & Maintenance of ITS System	$ 3,500,000	$ 3,500,000	$ 7,000,000	$ 14,000,000	Federal
3	Sidewalks & Bicycle Lanes	$ 1,750,000	$ 1,750,000	$ 3,500,000	$ 7,000,000	
4	Public Transportation Capital Improvements	$ 1,750,000	$ 1,750,000	$ 3,500,000	$ 7,000,000	Federal
5	Corridor Management Plans	$ 750,000	$ 750,000	$ 1,500,000	$ 3,000,000	Federal
6	Corridor Management Plan Implementation	$ 2,500,000	$ 2,500,000	$ 5,000,000	$ 10,000,000	Federal

Funding Source	2031-2035	2036-2040	2041-2050
Federal	$ 27,772,162	$ 20,875,326	$ 38,012,493
State	$ 4,670,829	$ 5,140,959	$ 7,691,827
Transit	$ 2,270,924	$ 1,382,845	$ 3,300,000

Total Revenue	$ 35,636,279	$ 30,660,441	$ 51,305,435
Total Costs	$ 34,713,915	$ 27,399,130	$ 49,004,320
Remaining	$ 922,364	$ 3,261,311	$ 2,301,115

Bike & SS4A Rank	2050 LRTP Project ID	Category	Project Name	From	To	Improvement	PDE Time	PDE Cost	PDE Source	PE Time	PE Cost	PE Source	ROW Time	ROW Cost	ROW Source	CST Time	CST Cost	CST Source
OFF-01	C-35	Bike/Pedestrian	Griffin Blvd - Gayle's Trails South Connector	Gayle's Trails	Highway 98 Trail	12ft wide paved non-motorized trail	2031-2035	$ 54,460	State	2031-2035	$ 108,921	State	2031-2035	$ 108,921	State	2031-2035	$ 1,198,126	State
OFF-02	C-77	Bike/Pedestrian	Laurie Avenue	Laird Street	North Lagoon Drive	Sidewalks	2031-2035	$ 111,000	State	2031-2035	$ 185,000	State	2031-2035	$ 37,000	State	2031-2035	$ 740,000	State
OFF-03	C-26	Bike/Pedestrian	Ormond Ave	US 231	SR 390	12ft wide paved non-motorized trail	2031-2035	$ 98,046	State	2031-2035	$ 196,091	State	2031-2035	$ 196,091	State	2041-2050	$ 2,157,003	State
OFF-04	C-53	Bike/Pedestrian	Southport Elementary Pedestrian Improvements	Streets near Southport Elementary School	--	Sidewalks and Ped Crossings	2041-2050	$ 96,768	State	2041-2050	$ 193,535	State	2041-2050	$ 193,535	State	2041-2050	$ 2,128,890	Federal
OFF-05	C-62	Bike/Pedestrian	Nehi Rd, CR 2315 / Star Ave, Other	Nehi Rd @ US 231	Bay County Line @ 15th St (Mexico Beach)	12ft wide paved non-motorized multipurpose trail	2041-2050	$ 1,389,972	Federal	2041-2050	$ 2,779,944	Federal	2041-2050	$ 2,779,944	Federal	TBD	$ 30,579,386	
ON-01	C-08	Bike/Pedestrian	Pedestrian Structure on US 98 / Back Beach Rd at Nautilus Street			Pedestrian Overpass or Underpass	Complete			2031-2035	$ 1,000,000	State	Not required			TBD	$ 4,000,000	
ON-02	C-79	Bike/Pedestrian	Joan Avenue	North Lagoon Drive	Thomas Drive	Bicycle Lanes	2031-2035	$ 5,134	State	2031-2035	$ 10,269	State	2041-2050	$ 10,269	State	2041-2050	$ 112,954	State
ON-03	C-07	Bike/Pedestrian	CR 2315 / Star Avenue	SR 75/US 231	SR 22/Wewa Highway	Bicycle Lanes	2031-2035	$ 121,171	Federal	2031-2035	$ 242,342	Federal	2036-2040	$ 242,342	State	2036-2040	$ 2,665,761	State
ON-04	C-80	Bike/Pedestrian	Thomas Drive	North Lagoon Drive	Joan Ave	Bicycle Lanes	2041-2050	$ 10,448	State	2041-2050	$ 20,896	State	2041-2050	$ 20,896	State	2041-2050	$ 229,855	State
ON-06	C-69	Bike/Pedestrian	CR 22A / Bob Little Rd	Cherry St	SR 22 / Wewa Hwy	Bicycle Lanes	2041-2050	$ 9,317	State	2041-2050	$ 18,634	State	2041-2050	$ 18,634	State	2041-2050	$ 204,969	State
ON-16	C-10	Bike/Pedestrian	Pedestrian Structure on US 98 / Back Beach Rd at Frank Brown Park			Pedestrian Overpass or Underpass	Complete			2026-2030 (TIP)	$ 1,000,000	Multi	Not required			2031-2035	$ 4,000,000	Federal
SI-01	B-30	Intersection	US 98 / 15th St and Jenks Ave			Safety Improvements	2041-2050	$ 150,000	Federal	Not required			Not required			Not required		
SI-02	B-17	Intersection	US 231 and SR 390			Intersection improvement	2031-2035	$ 124,048	Federal	2036-2040	$ 496,190	Federal	2036-2040	$ 2,232,856	State	2041-2050	$ 2,853,094	Federal
SI-06	B-27	Intersection	US 98 / 15th St and Lisenby Ave			Safety Improvements	2031-2035	$ 150,000	State	Not required			Not required			Not required		

Bike & SS4A Rank	2050 LRTP Project ID	Category	Project Name	From	To	Improvement	PDE Time	PDE Cost	PDE Source	PE Time	PE Cost	PE Source	ROW Time	ROW Cost	ROW Source	CST Time	CST Cost	CST Source
SI-08	B-28	Intersection	CR 3031 / Thomas Dr and Gwyn Drive			Safety Improvements	2041-2050	$ 150,000	State	Not required			Not required			Not required		
T-01	C-39	Bike/Pedestrian	SR 390 West Trail	SR 77	SR 231	12ft wide paved multi purpose trail	2031-2035	$ 225,308	Federal	2031-2035	$ 450,617	State	2036-2040	$ 450,617	Federal	2041-2050	$ 4,956,787	Federal
T-05	C-60	Bike/Pedestrian	Nautilus St, US 98, & Clara Ave	Colony Club Rd	Clara Ave	12ft wide paved non-motorized multipurpose trail	2031-2035	$ 54,874	State	2031-2035	$ 109,749	Federal	2036-2040	$ 109,749	Federal	2041-2050	$ 1,207,236	Multi
T-09	C-29	Bike/Pedestrian	Breakfast Point East Connector	US 98 / Front Beach Rd and Clara Ave	US 98 / Front Beach Rd and Wildwood Rd	12ft wide paved non-motorized trail	2041-2050	$ 328,817	State	2041-2050	$ 657,635	State	2041-2050	$ 657,635	Federal	TBD	$ 7,233,980	
N/A	A-03	Capacity	SR 389 / East Avenue	Baldwin Road	CR 2337 / Sherman Avenue	Widen to 4 Lanes	2031-2035	$ 820,636	Federal	2031-2035	$ 1,230,954	Federal	2041-2050	$ 4,103,178	Federal	TBD	$ 9,437,311	
N/A	A-07	Capacity	SR 22 / Wewa Highway [Phase 1]	US 98 / Tyndall Parkway	Star Avenue	Widen to 4 Lanes	Complete			2031-2035	$ 900,000	Federal	TBD	$ 45,000,000		TBD	$ 68,000,000	
N/A	A-10	Capacity	CR 2315 / Star Avenue	US 231 / SR 75	SR 22 / Wewa Highway	Widen to 4 Lanes	2031-2035	$ 6,533,901	Federal	TBD	$ 9,800,851		TBD	$ 32,669,503		TBD	$ 75,139,857	
N/A	A-37	Capacity	Philip Griffitts Sr Parkway [Phase 3]	US 98 at Clara Avenue	Chip Seal Parkway	Construct new 4 Lane Facility	Complete			Complete			2041-2050	$ 4,560,000	Federal	TBD	$ 91,200,000	
N/A	A-43	Capacity	CR 389 / East Avenue	CR 2312 / Baldwin Road	SR 390	Widen to 4 Lanes	2031-2035	$ 2,749,963	Federal	2031-2035	$ 4,124,944	Federal	2036-2040	$ 13,749,814	Federal	TBD	$ 31,624,573	
N/A	B-21	Intersection	6th Street and Harrison Ave			Construct roundabout	2036-2040	$ 124,048	Federal	2036-2040	$ 496,190	Federal	2041-2050	$ 2,232,856	State	2041-2050	$ 2,853,094	Federal
N/A	E-01	Transit	Express Bus Service to Airport	Panama City	International Airport	Peak Hour Bus Service: Operate express bus service	Not required			Not required			Not required			2031-2035	$ 755,944	Transit
N/A	E-02	Transit	Express Bus Service to Airport	Panama City Beach	International Airport	Peak Hour Bus Service: Operate express bus service	Not required			Not required			Not required			2031-2035	$ 770,627	Transit
N/A	E-03	Transit	Express Bus Service to Walton County	Panama City	South Walton County	Peak Hour Bus Service: Operate express bus service	Not required			Not required			Not required			2031-2035	$ 744,353	Transit
N/A	E-04	Transit	New Main Transfer Center	US Hwy 231 @ SR 77 (vicinity)	US Hwy 231 and SR 77 (vicinity)	Build new main transfer center	Not required			Not required			Not required			2041-2050	$ 3,300,000	Transit
N/A	E-05	Transit	Express Bus Service between NSA and Tyndall AFB	Naval Support Activity (NSA) Panama City	Tyndall Air Force Base	Express Bus Service to Tyndall Air Force Base	Not required			Not required			Not required			2036-2040	$ 1,382,845	Transit

PDC - present day cost 2025$
PDE - planning & environmental studies, PE - preliminary engineering, ROW - right of way, CST - construction
Federal - STBG [Surface Transportation Block Grant]; State - SHS [State Highway System (non-SIS, non-TMA)] and [Other Roads (non-SIS, non-TMA) "Off System"]
Multi - multiple sources of federal/state/local funding

Phase Complete
Funding committed prior to 2031
Funding identified 2031-2050
Unfunded Vision
Not required or Unknown

APPENDIX B – STEERING COMMITTEE MEMBERSHIP

STEERING COMMITTEE

NAME

FDOT

Bryant Paulk

Kaylor Collins

Holly Cohen (freight)

TYNDALL AIR FORCE BASE

Cheri Moon

NAVAL COASTAL SYSTEMS CENTER

John Skaggs

NORTHWEST FLORIDA BEACHES INTERNATIONAL AIRPORT

Richard McConnell

PORT PANAMA CITY

Alex King

BAY TOWN TROLLEY

Lamar Hobbs/Gene Keen

CITIZENS ADVISORY COMMITTEE

Paul Bohac

Jim Pretlow

TECHNICAL COORDINATING COMMITTEE

Keith Bryant

Eddie Cook

Clint Murphy

Cliff Johnson

MARCH 10, 2026 STEERING COMMITTEE MEETING

2050 Bay County Transportation Planning Organization Long Range Transportation Plan
Steering Committee #9
March 10, 2026 Meeting Summary

Members Attending
Paul Bohac, CAC
Jim Pretlow, CAC
Bryant Paulk, FDOT
Kaylor Collins, FDOT
Cliff Johnson, TCC

Members Not Attending
Eddie Cook, TCC
Keith Bryant, TCC
Clint Murphy, TCC
Richard McConnell, Northwest Florida Beaches International Airport
Alex King, Port Panama City
Gene Keen, Bay Way
Cheri Moon, Tyndall Air Force Base
John Skaggs, Naval Coastal Systems Center
Holly Cohen, FDOT-Freight

Others Attending
Kandase Lee, Emerald Coast Regional Council (Online)
Jessica Walton, Emerald Coast Regional Council (Online)
Jill Nobles, Emerald Coast Regional Council (Online)
Tiffany Bates, Emerald Coast Regional Council (Online)
Brian Graham, Kimley-Horn (Online)
James McGill, Kimley-Horn (Online)
Allison Fluitt, Kimley-Horn (Online)
Chris Sponseller, Bay County (Online)
Vincent Spahr, Kimley-Horn
Richard Barr, Kimley-Horn
Leandra Meredith, Emerald Coast Regional Council
Gary Kramer, Emerald Coast Regional Council

Handouts (Agenda, PowerPoint, Steering Committee #8 Summary, Project Map, Project List List)

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, and requested the participants to introduce themselves and the organization they represent.

Project Overview & Schedule

Allison Fluitt, Kimley-Horn, outlined the project schedule and major deliverables associated with the Long-Range Transportation Plan. The schedule of deliverables being brought for review and approval by the TPO board was also reviewed.

Needs Plan Update

Brian Graham, Kimley-Horn, presented an update on the status of the Needs Plan Project List. The Needs Plan project list was adopted by the Bay County TPO in Resolution Bay 26-01 on February 25th, 2026 with a few modifications. Those modifications were then presented by Brian Graham and are outlined below.

Capacity Projects

A-43: I-10 Toll Road Connector changed to be for 4 lanes of ROW but construction for only a 2-lane facility.

A-47: Panama City Beach Parkway from Richard Jackson to Hathaway Bridge widening project was added back into the Needs Plan Project List from the Existing + Committed (E+C) project list because construction is now slated to finish past the 2028 cutoff for the E+C list.

A-48: SR 22 from Star Avenue to CR 2297 is being added to the list based on TPO feedback. This project will continue the widening of SR 22 eastward.

Intersection Projects

No changes were made to the list of intersection projects.

Bicycle/Pedestrian Projects

Six bicycle/pedestrian projects were added to match the Bike/Ped/Trail plan. Those 6 projects are listed below.

C-75: Sidewalks along Kelly St from Back Beach Rd to Front Beach Rd.

C-76: Sidewalks along Laurie Ave from Laird St to N Lagoon Dr.

C-77: Bike lanes along Old Bicycle Rd from Star Ave to CR 2297.

C-78: Sidewalks along Goose Bayou Rd from Bingoose Ln to North Shore Rd.

C-79: Bicycle lanes along Joan Ave from Thomas Dr to N Lagoon Dr.

C-80: Bicycle lanes along Thomas Dr from Joan Ave to N Lagoon Dr.

Corridor Management Plan Projects

D-26: Panama City Beach requested that an intersection flyover study along Panama City Beach Parkway from SR 79 to Hathaway Bridge be added to the Needs Plan Project List.

Transit Projects

No changes were made to the list of transit projects.

Revenue Forecasting Update

James McGill, Kimley-Horn, and Allison Fluitt, Kimley-Horn, provided a recap on the revenue estimates that

were developed using the FDOT Revenue Forecasting Handbook. James presented the SIS, SL, SHS (Non SIS) Non TMA, Other Roads, Transit, TMA/SU, and total capacity programs funding. He noted that the SL, SHS, and Other Roads categories are the funding sources that will be used in development of the Cost Feasible Plan. He also noted that the SIS funding category is subject to change since the cost of SIS projects is being continually updated.

James McGill, Kimley-Horn, then discussed the optional taxes that could be implemented. The First Local Option Gas Tax and the Half-Cent Local Infrastructure Sales Tax are both currently approved. The 2nd Local Option Gas Tax and the Full Penny Sales Tax have not been approved. James also presented the project cost inflation factors that will be used in the Cost Feasible Plan.

Cost Feasible Plan Update

James McGill, Kimley-Horn, shared an overview of the Cost Feasible Plan development process and where the project team is currently at. He explained that the fully funded TIP projects act as the first cost band and how those committed dollars impact the rest of the plan. James also highlighted the SIS projects and Local projects that are included in the Needs Plan, explaining that funding for SIS projects is determined by FDOT and that funding for Local projects is addition to the main revenues available to the TPO. He also noted that the Local projects are primarily from the Bay County half-cent sales tax and the Panama City Beach Community Redevelopment Agency CRA.

Allison Fluitt, Kimley-Horn, then introduced the Cost Feasible Plan stating that the three scenarios developed are illustrative of what the final alternatives could reasonably look like.

James McGill, Kimley-Horn, then presented three different alternative scenarios for the Cost Feasible Plan. Those scenarios are discussed further below. He noted that only non-SIS projects are being considered for inclusion in these three alternatives due to funding for TIP and SIS projects already being allocated. Gary Kramer, ECRC, also mentioned that the final hybrid alternative will be developed using input from the Steering Committee and Public Workshops.

Project Priorities Alternative

This scenario is developed based on the Bay County TPO Project Priorities List. James presented that the SR 22 project costs are preliminary estimates provided by Bryant Paulk, FDOT, and are subject to change. Gary Kramer, ECRC, also provided information that the Panama City Sun Trail Program [Phase 1] project included in this alternative may be removed due to alternate funding be available for Sun Trail projects. Vincent Spahr, Kimley-Horn, also provided information that the ROW costs for Philip Griffitts [Phase 3] appear high. Vincent will provide updated costs to the project team.

Evaluation Criteria Alternative

This scenario is developed through the prioritization of projects using the evaluation criteria that was previously adopted by the Bay County TPO. James McGill, Kimley-Horn, noted that it may appear that some projects have been passed over, but this is because those projects are SIS projects or are included in the TIP and therefore already have funding attributed to them. It was also noted that through the evaluation criteria, many corridor and bicycle/pedestrian projects seemed to score high although overall there was a good mix of projects included.

Multimodal Alternative

This scenario was developed using the project rankings developed through the Bike/Ped/Trail plan. Projects in that plan were ranked in three separate categories. Those categories were On-System Projects, Off-System

Projects, and Trail Projects. In addition to those projects, the project team also included transit projects and high priority capacity/intersection/corridor projects as well. The corridor and capacity projects were chosen based on the priority ranking assigned to them in the Bay County Safety Action Plan and ECRC Safety Action Plan.

Next Steps

Gary Kramer, ECRC, summarized the next steps of the planning process. A public workshop will be held for the Cost Feasible Plan on April 14th. The Steering Committee will reconvene for it's 10th and final meeting on April 28th to review the Cost Feasible Plan one more time. Then the Cost Feasible Plan will go before the Bay County TPO Board for approval on May 27th.

Adjournment

- With no further questions, Gary Kramer, ECRC Staff, adjourned the meeting.

APRIL 28, 2026 STEERING COMMITTEE MEETING

2050 Bay County Transportation Planning Organization Long Range Transportation Plan
Steering Committee #10
April 28, 2026 Meeting Summary

Members Attending
Holly Cohen, FDOT-Freight (Online)
Paul Bohac, CAC
Cliff Johnson, TCC
Jim Pretlow, CAC
Clint Murphy, TCC

Members Not Attending
Eddie Cook, TCC
Keith Bryant, TCC
JoAnne Stone, Bicycle/Pedestrian
Richard McConnell, Northwest Florida Beaches International Airport
Alex King, Port Panama City
Gene Keen, Bay Way
Cheri Moon, Tyndall Air Force Base
John Skaggs, Naval Coastal Systems Center
Bryant Paulk, FDOT
Kaylor Collins, FDOT

Others Attending
Travis Hinson, FDOT Freight (Online)
Matthew DeVito (Online)
Jessica Walton, Emerald Coast Regional Council (Online)
Richard Barr, Kimley-Horn (Online)
Allison Fluitt, Kimley-Horn (Online)
Brian Graham, Kimley-Horn (Online)
James McGill, Kimley-Horn (Online)
Vincent Spahr, Kimley-Horn
Leandra Meredith, Emerald Coast Regional Council
Gary Kramer, Emerald Coast Regional Council

Handouts (Agenda, PowerPoint, Steering Committee #9 Summary, Project Map, Project List, Alternatives Summary)

Introductions and Welcome

Gary Kramer, ECRC Staff, welcomed everyone, and led introductions for the meeting. He stated the purpose of the meeting is to update the steering committee and gather feedback on the draft Cost Feasible Plan Alternatives for inclusion in the Bay County 2050 Long-Range Transportation Plan (LRTP).

Project Schedule and Overview

Allison Fluitt, Kimley-Horn, outlined the project schedule and major deliverables associated with the Long-Range Transportation Plan.

Public Outreach

Leandra Meredith, ECRC Staff, provided a brief recap of the public workshop held on April 14, 2026. The cost feasible alternatives for project priorities, evaluation criteria, multimodal, and the hybrid alternative were all presented. No comments were received during the public workshop and any additional comments after the workshop were asked to be submitted by May 1st.

Needs Plan Update

Brian Graham, Kimley-Horn, provided an update on the changes made to the adopted Needs Plan Projects. Project A-31 was removed due to the improvement already being included in project A-12. Intersection projects B-36 & B-37 were both removed due to the projects either being included in an Existing + Committed project (B-36) or the project being completed (B-37). One Bike/Ped project was added as C-81 for a pedestrian overpass structure on US 98 / 15th Street at SR 77 / MLK Jr Blvd.

Revenue Estimates

James McGill, Kimley-Horn, provided an overview of the funding sources and amounts that are projected to be available to the Bay County TPO. These funding sources will be used to fiscally constrain the projects adopted in the Needs Plan. James also noted that the federal funds include SL funds and the state funds include the SHS and Other Roads funding categories.

Cost Feasible Plan Overview

James McGill, Kimley-Horn, outlined the overall Cost Feasible Plan starting with E+C projects, TIP Projects, and SIS projects that have already been identified for funding. Then James discussed the Local Projects that could possibly receive funding from sources such as the Bay Half Cent Sales Tax and the Panama City Beach Community Redevelopment Agency. The alternatives developed as possible outcomes for the Cost Feasible Plan were also presented. Discussion of each of these topics is outlined further below.

Existing + Committed

The Existing + Committed projects list includes all projects within the Bay County TPO that have already been completed or will be completed by 2028.

TIP Projects

The TIP Projects are projected to be funded within the 2025-2030 cost band. This list comprises the first cost band of projects within the Cost Feasible Plan.

SIS Projects

The SIS Projects are projects that fall on the Strategic Intermodal System which is designated by FDOT. These projects receive funding from a separate source which is described in the Financial Resources report and documented in the SIS Cost Feasible Plan.

Local Projects

The local projects list is comprised of projects that received funding from or have the potential to receive funding from a local source outside of funding allocated to the Bay County TPO. The two primary sources for these projects for this plan are the Bay Half Cent Tax and the Panama City Beach Community Redevelopment Agency.

Non-SIS Projects

Project Priorities Alternative
This alternative was developed by funding the projects identified as priorities by the Bay County TPO in their project priority list.

Evaluation Criteria Alternative
This alternative was developed by trying to fund the projects that received the highest score based on the Evaluation Criteria that was adopted by the Bay County TPO.

Multimodal Alternative
The multimodal alternative was developed by funding the projects that scored highest within the Bay County Ped/Bike/Trails plan. In addition, some transit, safety, and other types of projects were also included within this alternative.

Non-SIS Hybrid Alternative
The Non-SIS Hybrid Alternative is meant to act as a combination of the previous three alternatives. The hybrid alternative presented was based mainly on the Project Priorities alternative with other projects pulled in based on feedback from the TPO, FDOT, and local agencies.

Feedback
Gary Kramer, ECRC, opened the floor for feedback from the Steering Committee. Gary clarified that Project C-10 has not been determined to be an overpass or underpass yet. A feasibility study needs to determine what type of project is feasible.

Next Steps
Gary Kramer, ECRC, summarized the next steps of the planning process. The Cost Feasible Plan will be presented to the Advisory Committee and the TPO Board for approval on May 27th. **The Steering Committee endorsed the draft 2050 Long Range Transportation Plan to be presented for action by the TPO and Advisory Committees at their meetings on May 27th.**

Gary Kramer, ECRC, thanked the Steering Committee Members for their participation in the development of the 2050 Long Range Transportation Plan.

APPENDIX C – PUBLIC OUTREACH

ADVERTISEMENT

REGIONAL PLANNING COUNCILS
Emerald Coast Regional Council
The Bay County Transportation Planning Organization announces a public meeting to which all persons are invited.
DATE AND TIME: April 14, 2026, 4:00 p.m.
PLACE: Bayway Transit Building, 1010 Cone Ave, Panama City, FL 32401.
GENERAL SUBJECT MATTER TO BE CONSIDERED: The Bay County TPO will host a hybrid public workshop for the LRTP Cost Feasible Plan. The public is invited to join us on April 14th at 4:00 p.m.
The workshop will be held in-person at the BayWay Transit Building (1010 Cone Ave). Join us virtually by registering to attend via GoTo Webinar. Visit our virtual stage page at www.ecrc.org/VirtualPublicMeetings.
All comments submitted at least 24 hours before are guaranteed to be read during the public meeting. Comments submitted after the 24-hour deadline will be recorded and disseminated to the Board. Please email publicinvolvement@ecrc.org with additional questions or concerns. You can also have your comment read during the meeting by submitting it 24 hours before at www.ecrc.org/BayeComment.
A copy of the agenda may be obtained by contacting: Marketing and Outreach at marketing@ecrc.org
Pursuant to the provisions of the Americans with Disabilities Act, any person requiring special accommodations to participate in this workshop/meeting is asked to advise the agency at least 48 hours before the workshop/meeting by contacting: Marketing and Outreach toll-free at (800)226-8914 or TTY 711, or by emailing marketing@ecrc.org. Para informacion en espanol, puede llamar a Ada Clark al (850)332-7976, ext. 278 o TTY 711. Si necesita acomodaciones especiales, por favor llame 48 horas de antemanos. If you are hearing or speech impaired, please contact the agency using the Florida Relay Service, 1(800)955-8771 (TDD) or 1(800)955-8770 (Voice).

PUBLIC WORKSHOP SUMMARY

2050 Bay County Transportation Planning Organization Long Range Transportation Plan
Public Workshop
Workshop Summary April 14, 2026

Attendees

Lamar Hobbs, Bayway (online)
Matthew DeVito, Panama City (online)
Allison Fluitt, Kimley-Horn (online)
James McGill, Kimley-Horn (online)
Brian Graham, Kimley-Horn (online)
Jill Nobles, ECRC (online)
Rae Emory ECRC (online)
Doug Crosby, Bay County Commissioner
Joel Schubert, Bay County
Scott Chandler, Bay County
Cliff Johnson, Bay County
Vincent Spahr, Kimley-Horn
Richard Barr, Kimley-Horn
Trey Kolmetz, Bayway
Leandra Meredith, ECRC
Tiffany Bates, ECRC
Gary Kramer, ECRC

Handouts (Agenda, PowerPoint, Project Maps, Project List)

Introductions and Welcome

Gary Kramer, ECRC Staff, welcomed everyone, and led introductions for the workshop. He stated the purpose of the meeting is to gather feedback on the draft Cost Feasible Plan for inclusion in the Bay County 2050 Long-Range Transportation Plan (LRTP).

Background

Tiffany Bates, ECRC Staff, provided a background of the Bay County TPO and how the organization is situated within Florida and how the TPO Board operates internally. Gary Kramer then outlined the list of deliverables that the Bay County TPO is responsible for with an emphasis on the LRTP.

Project Schedule and Overview

Allison Fluitt, Kimley-Horn, outlined the project schedule and major deliverables associated with the Long-Range Transportation Plan.

Revenue Estimates

James McGill, Kimley-Horn, provided an overview of the funding sources and amounts that are projected to be available to the Bay County TPO. These funding sources will be used to fiscally constrain the projects adopted in the Needs Plan. James also presented the inflation factors used to inflate costs and revenues to future cost bands.

Cost Feasible Plan Overview

James McGill, Kimley-Horn, outlined the overall Cost Feasible Plan starting with E+C projects, TIP Projects, and SIS projects that have already been identified for funding. Then James discussed the Local Projects that could possibly receive funding from sources such as the Bay Half Cent Sales Tax and the Panama City Beach

Community Redevelopment Agency. The alternatives developed as possible outcomes for the Cost Feasible Plan were also presented. Discussion of each of these topics is outlined further below.

Existing + Committed

The Existing + Committed projects list includes all projects within the Bay County TPO that have already been completed or will be completed by 2028.

TIP Projects

The TIP Projects are projected to be funded within the 2025-2030 cost band. This list comprises the first cost band of projects within the Cost Feasible Plan.

SIS Projects

The SIS Projects are projects that fall on the Strategic Intermodal System which is designated by FDOT. These projects receive funding from a separate source which is described in the Financial Resources report and documented in the SIS Cost Feasible Plan.

Local Projects

The local projects list is comprised of projects that received funding from or have the potential to receive funding from a local source outside of funding allocated to the Bay County TPO. The two primary sources for these projects for this plan are the Bay Half Cent Tax and the Panama City Beach Community Redevelopment Agency.

Project Priorities Alternative

This alternative was developed by funding the projects identified as priorities by the Bay County TPO in their project priority list.

Evaluation Criteria Alternative

This alternative was developed by trying to fund the projects that received the highest score based on the Evaluation Criteria that was adopted by the Bay County TPO.

Multimodal Alternative

The multimodal alternative was developed by funding the projects that scored highest within the Bay County Ped/Bike/Trails plan. In addition, some transit, safety, and other types of projects were also included within this alternative.

Non-SIS Hybrid Alternative

The Non-SIS Hybrid Alternative is meant to act as a combination of the previous three alternatives. The hybrid alternative presented was based mainly on the Project Priorities alternative with other projects pulled in based on feedback from the TPO, FDOT, and local agencies.

Feedback

Gary Kramer, ECRC, stated that feedback on the Cost Feasible Plan Alternatives should be submitted by May 1st.

Next Steps

Gary Kramer, ECRC, summarized the next steps of the planning process. The draft Cost Feasible Plan alternatives will be presented to the Steering Committee on April 28th before being presented to the Advisory Committee and the TPO Board for approval on May 27th.

APPENDIX D – ADOPTED 2050 LONG RANGE TRANSPORTATION PLAN COST FEASIBLE PLAN


Bay County TPO - 2050 Long Range Transportation Plan
Adopted Cost Feasible Plan - Non-SIS
Econfina Creek Wildlife Management Area
Fountain
Ebro
A-32
Juniper Creek
Cedar Creek
388
Point Washington State Forest
Youngstown
A-17
388
77
Cypress Creek
Panama City Beach
C-10
Lynn Haven
A-43
A-29
A-37
B-01
Panama City
A-10
B-02
B-30
B-21
A-07
22
22
2 Lane Capacity
4 Lane Capacity
Pedestrian Overcrossing/Underpass
Multi-Use Path
Roundabout
Safety Improvement
Bay County TPO
Tyndall Air Force Base
Boxed Funds & Project E-10 (Transit Funds for Existing Levels of Service) not mapped. See corresponding table for project details.
C-01
Mexico Beach
Bay County TPO
N
0 2.5 5 10 Miles
Gulf
10/7/2026
Bay2050LRTP waltonj

Adopted Non-SIS Projects

ID	Project Name	From	To	Improvement
BOX-1	Operations and Maintenance of ITS System			Operations & Maintenance of the ITS System $700,000/year for 20 years
BOX-2	Sidewalks & Bicycle Lanes			Bicycle/Pedestrian Improvements $350,000/year for 20 years
BOX-3	Public Transportation Capital Improvements			Public Transportation Capital Improvements $350,000/year for 20 years
BOX-4	Corridor Management Plans			Corridor Management Studies $150,000/year for 20 years
BOX-5	Corridor Management Plan Implementation			Corridor Management Projects $500,000/year for 20 years
A-07	SR 22 (Wewa Highway) [Phase 1]	US 98 (Tyndall Parkway)	Star Avenue	Widen to 4 Lanes
A-10	CR 2315 (Star Avenue)	US 231 (SR 75)	SR 22 (Wewa Highway)	Widen to 4 Lanes
A-17	SR 388 (West Bay Parkway)	US 98 (SR 30) in Walton County	SR 79	Construct New 4 Lane Facility
A-29	Pipeline Road Extension	W of Country Lake Rd	Nehi Rd	Construct New 2 Lane Facility
A-32	SR 20	Washington County Line	SR 79	Widen to 4 Lanes
A-37	Philip Griffitts Sr Parkway [Phase 3]	US 98 at Clara Avenue	Chip Seal Parkway	Construct New 4 Lane Facility
A-43	CR 389 (East Avenue)	CR 2312 (Baldwin Road)	SR 390	Widen to 4 Lanes
B-01	State Avenue and W 23rd Street			Add northbound right turn lane
B-02	Lisenby Avenue and W 23rd Street			Add northbound and southbound right turn lanes
B-21	6th Street and Harrison Ave			Construct Roundabout
B-30	US 98 (15th St) and Jenks Ave			Safety Improvements
C-01	US 98 (SR 30)	Crooked Sound Drive	CR 386	Multi-Use Path
C-10	Pedestrian Structure on Back Beach Road	US 98 (Back Beach Rd) at Frank Brown Park		Construct Pedestrian Overpass or Underpass
E-10	Transit Funds for Existing Levels of Service [not mapped]			Transit Operations (through FY50)


Bay County TPO - 2050 Long Range Transportation Plan
Cost Feasible Plan - SIS Projects
Northwest Florida Beaches Airport
Highway 79
388
Vicksburg
79
98A
A-35
Panama City Beach
Lynn
A-02
A-14
A-13
389
B-16
A-46
A-01
Panama City
A-12
A-11
A-09
98A
98B
A-41
Upper Grand Lagoon
Lower Grand Lagoon
22
Old Bicycle Rd
Callaway
St. Andrews State Park
San Blas
Tyndall Air Force Base
2 Lane Enhanced Capacity
4 Lane Capacity
6 Lane Capacity
Interchange Improvement
Bay County TPO
See corresponding table for project details.
Bay County TPO
N
0 1 2 4 Miles
4/1/2026
Bay2050LRTP waltonj

Adopted SIS Projects

ID	Project Name	From	To	Improvement
A-01	SR 368 (23rd Street)	US 98 (SR 30) Flyover	SR 390 (St Andrews Blvd	Widen from 4 to 6 Lanes
A-02	SR 390 (E 14th Street)	SR 77 (Ohio Ave)	SR 75 (US 231)	Widen from 2 to 6 Lanes
A-09	SR 389 (East Avenue)	SR 30 (US 98B / 5th Street)	CR 2337 (Sherman Ave)	Enhanced 2 Lanes
A-11	CR 2327 (Transmitter Road	SR 30A (US 98 / 15th Street)	SR 75 (US 231)	Widen from 2 to 4 Lanes
A-12	SR 75 (US 231)	US 98 (15th Street)	SR 368 (23rd Street)	Widen from 4 to 6 Lanes[1]
A-13	SR 75 (US 231)	SR 368 (23rd Street)	N of Pipeline Rd	Widen to 4 to 6 Lanes[2]
A-14	SR 75 (US 231)	N of Pipeline Rd	N of Penny Rd	Widen to 4 to 6 Lanes
A-35	SR 30 (US 98)	Lake Powell Dr	Rose Lane	Widen from 4 to 6 Lanes
A-35	SR 30 (US 98)	Rose Lane	SR 79 (S Arnold Rd)	Widen from 4 to 6 Lanes
A-35	SR 30 (US 98)	W of Phillips Inlet Bridge	Lake Powell Dr	Widen from 4 to 6 Lanes
A-41	East Ave	Port Entrance	S of SR 30 (US 98 B / 5th St)	Enhanced 2 Lanes
A-46	SR 30A (US 98 / PCB Parkway)	Richard Jackson Blvd	Hathaway Bridge	Widen from 4 to 6 Lanes
B-16	US 98 at CR 3031 (Thomas Drive) [Phase 2]			Add 1 Lane
B-16	US 98 at CR 3031 (Thomas Drive) [Phase 3]			Modify Intersection

[1] Includes adding flyover ramps on US 98 at the intersection of US 231 and on SR 77 (Martin Luther King Jr. Blvd) over US 231. MLK Jr Blvd will be widened from four to six lanes from E 23rd St to 15th St. It will bridge over US 231 and the Bay Line

[2] Include features such as widening SR 389 (East Avenue) from Sherman Ave to Baldwin Rd and Transmitter Rd from C Street to Brooke Lane from two to four lanes.


Bay County TPO - 2050 Long Range Transportation Plan
Cost Feasible Plan - Locally Funded Projects
Panama City Beach
98
D-14
D-13
D-15
392A
Multi-Use Path
Corridor Management
Bay County TPO
See corresponding table for project details.
Thomas Dr
3031
392
98
Panama City
98
Upper Grand Lagoon
C-14
Lower Grand Lagoon
Bay County TPO
N
0
1
2
4 Miles
5/6/2026
Bay2050LRTP waltonj

Adopted Local Projects

ID	Project Name	From	To	Improvement
C-14	Magnolia Beach Road [Phase 2]	Delwood Beach Road	Annette Avenue	Build sidewalks
D-13	US 98A (Front Beach Rd) [Segment 4.2]	Hill Road	SR 2923A (Hutchison Blvd)	Corridor Improvements
D-14	US 98A (Front Beach Rd) [Segment 4.1]	Lullwater Drive	Hill Road	Corridor Improvements
D-15	US 98A (Front Beach Rd) [Segment 4.3]	SR 2923A (Hutchison Blvd)	Richard Jackson Blvd	Corridor Improvements

APPENDIX E – 2050 COST FEASIBLE PLAN: YEAR OF EXPENDITURE DOLLARS

Non-SIS Projects (Includes State and Federal Funds, FY26-50): Year of Expenditure (YOE)

Boxed Funds

Project Priority	Project Name	2031-2035	2036-2040	2041-2050	Total	Fund Source
1	Operations & Maintenance of ITS System	$ 3,500,000	$ 3,500,000	$ 7,000,000	$ 14,000,000	Federal
3	Sidewalks & Bicycle Lanes	$ 1,750,000	$ 1,750,000	$ 3,500,000	$ 7,000,000	Multi
4	Public Transportation Capital Improvements	$ 1,750,000	$ 1,750,000	$ 3,500,000	$ 7,000,000	Multi
5	Corridor Management Plans	$ 750,000	$ 750,000	$ 1,500,000	$ 3,000,000	State
6	Corridor Management Plan Implementation	$ 2,500,000	$ 2,500,000	$ 5,000,000	$ 10,000,000	Multi

Funding Source	2031-2035	2036-2040	2041-2050
Federal	$ 33,455,218	$ 37,424,566	$ 73,351,672
State	$ 5,844,187	$ 5,000,000	$ 18,516,743
Transit	$ -	$ -	$ -
Total Revenue	$ 42,870,800	$ 47,470,296	$ 92,870,418
Total Costs	$ 39,299,405	$ 42,424,566	$ 91,868,415
Remaining	$ 3,571,395	$ 5,045,730	$ 1,002,003

Project Priority	2050 LRTP Project ID	Category	Project Name	From	To	Improvement	PDE Time	PDE Cost	PDE Source	PE Time	PE Cost	PE Source	ROW Time	ROW Cost	ROW Source	CST Time	CST Cost	CST Source
2	A-07	Capacity	SR 22 / Wewa Highway [Phase 1]	US 98 / Tyndall Parkway	Star Avenue	Widen to 4 Lanes	Complete			2031-2035	$ 1,161,000	State	TBD	$ 87,300,000		TBD	$ 131,920,000	
7	A-43	Capacity	CR 389 / East Avenue	CR 2312 / Baldwin Road	SR 390	Widen to 4 Lanes	2036-2040	$ 4,289,942	Federal	2036-2040	$ 6,434,913	Federal	2036-2040	$ 21,449,710	Federal	2041-2050	$ 61,351,672	Federal
8	A-10	Capacity	CR 2315 / Star Avenue	US 231 / SR 75	SR 22 / Wewa Highway	Widen to 4 Lanes	2031-2035	$ 8,428,732	Federal	2031-2035	$ 12,643,098	Federal	TBD	$ 63,378,836		TBD	$ 145,771,323	
9	C-10	Bike/Pedestrian	Pedestrian Structure on US 98 / Back Beach Road at Frank Brown Park			Pedestrian Overpass or Underpass	Complete			2026-2030 (TIP)	$ 1,000,000	Multi	Not required			2031-2035	$ 5,160,000	Federal
10	B-21	Intersection	6th Street and Harrison Ave			Construct roundabout	2031-2035	$ 160,024	State	2031-2035	$ 640,085	State	2041-2050	$ 4,331,741	State	2041-2050	$ 5,535,002	State
11	A-37	Capacity	Philip Griffitts Sr Parkway [Phase 3]	US 98 at Clara Avenue	Chip Seal Parkway	Construct new 4 Lane Facility	Complete			Complete			TBD	$ 8,846,400		TBD	$ 176,928,000	
N/A	A-17	Capacity	Westbay Parkway	US 98 (SR 30) in Walton County	SR 79	Construct new 4 Lane Facility	Complete			TBD	$ 22,689,000		TBD	$ 1,552,000		TBD	$ 399,640,000	
N/A	A-29	Capacity	Pipeline Road Extension	W of Country Lake Dr	Nehi Rd	Construct new 2 Lane Facility	Complete			Complete			Complete			2026-2030 (TIP)	$ 4,953,701	Multi
N/A	A-32	Capacity	SR 20	Washington County Line	US 231 (SR 75)	Widen to 4 Lanes	Complete			TBD	$ 81,480,000		TBD	$ 61,886,000		TBD	$ 703,444,000	
N/A	B-01	Intersection	State Avenue and W 23rd Street			Add right turn lane	2031-2035	$ 22,139	Federal	2031-2035	$ 33,209	Federal	2031-2035	$ 110,695	Federal	2031-2035	$ 254,599	State
N/A	B-02	Intersection	Lisenby Avenue and W 23rd Street			Add right turn lane	2031-2035	$ 22,938	Federal	2031-2035	$ 34,407	Federal	2031-2035	$ 114,691	State	2031-2035	$ 263,790	State
N/A	B-30	Intersection	US 98 / 15th St and Jenks Ave			Safety Improvements	2041-2050	$ 150,000	State	Not required			Not required			Not required		
N/A	C-01	Bike/Pedestrian	SR 30 (US 98)	Crooked Sound Drive	CR 386	Multi-Use path	Complete			2026-2030 (TIP)	$ 3,501,000	Multi	TBD	$ 804,864		TBD	$ 8,853,508	

YoE – year of expenditure cost

PDE - planning & environmental studies, PE - preliminary engineering, ROW - right of way, CST - construction

Federal - STBG [Surface Transportation Block Grant]; State - SHS [State Highway System (non-SIS, non-TMA)] and [Other Roads (non-SIS, non-TMA) "Off System"]

Multi – multiple sources of federal/state/local funding

Phase Complete
Funding committed prior to 2031
Funding identified 2031-2050
Unfunded Vision
Not required or Unknown

SIS Projects (Includes State and Federal Funds, FY26-50): Year of Expenditure (YOE)

2050 LRTP Project ID	Category	Project Name	From	To	Improvement	PDE Time	PDE Cost	PE Time	PE Cost	ROW Time	ROW Cost	CST Time	CST Cost
A-02	Capacity	SR 390 / E 14th Street	SR 77 / Ohio Ave	SR 75 (US 231)	Widen from 2 to 6 lanes	Complete		Complete		TBD	$ 131,000,000	TBD	$ 162,000,000
A-41	Capacity	East Ave	Port Entrance	S of SR 30 (US 98B) / 5th St	Enhanced 2 lanes	Complete		2026-2030 (TIP)	$ 2,075,000	TBD	$ 4,024,307	TBD	$ 8,048,614
A-46	Capacity	SR 30A (US 98) / PCB Parkway	Richard Jackson Blvd	Hathaway Bridge	Widen from 4 to 6 lanes	Complete		Complete		Complete		2026-2030 (TIP)	$ 102,225,297
A-14	Capacity	SR 75 (US 231)	N of Pipeline Rd	N of Penny Rd	Widen from 4 to 6 lanes	Complete		2026-2030 (TIP)	$ 162,000	2026-2030 (TIP)	$ 508,000	TBD	$ 47,751,253
A-12 / A-13 / A-14	Capacity	SR 75 (US 231)	US 98 / 15th St	S of Pipeline Rd	Widen from 4 to 6 lanes	Complete		2026-2030 (TIP)	$ 22,000	TBD	$ 157,399,385	TBD	$ 621,051,253
A-12	Capacity	SR 75 (US 231)	US 98 / 15th St	SR 368 / 23rd St	Widen from 4 to 6 lanes[1]	Complete		Complete		2026-2030 (TIP)	$ 93,725,152	2031-2035	$ 399,000,000
A-13	Capacity	SR 75 (US 231)	SR 368 / 23rd St	N of Pipeline Rd	Widen from 4 to 6 lanes[2]	Complete		Complete		2026-2030 (TIP)	$ 63,166,233	2036-2040	$ 238,000,000
A-35	Capacity	SR 30 (US 98)	Lake Powell Dr	Rose Lane	Widen from 4 to 6 lanes	Complete		2031-2035	$ 3,500,000	TBD	$ 37,674,813	TBD	$ 75,349,626
A-35	Capacity	SR 30 (US 98)	Rose Lane	SR 79 (S Arnold Rd)	Widen from 4 to 6 lanes	Complete		2031-2035	$ 4,600,000	TBD	$ 37,674,813	TBD	$ 75,349,626
A-35	Capacity	SR 30 (US 98)	W of Phillips Inlet Bridge	Lake Powell Dr	Widen from 4 to 6 lanes	Complete		2031-2035	$ 4,125,000	TBD	$ 37,674,813	TBD	$ 75,349,626
A-11	Capacity	CR 2327 / Transmitter Road	SR 30A (US 98) / 15th St	SR 75 (US 231)	Widen from 2 to 4 lanes	2036-2040	$ 1,575,000	2041-2050	$ 2,600,000	TBD	$ 10,315,910	TBD	$ 20,631,821
A-01	Capacity	SR 368 / 23rd Street	US 98 / SR 30 (Flyover)	SR 390 / St Andrews Blvd	Widen from 4 to 6 lanes	Complete		2036-2040	$ 3,025,000	TBD	$ 114,130,000	TBD	$ 115,800,000
A-09	Capacity	SR 389 / East Avenue	SR 30 (US 98B) / 5th St	CR 2337 / Sherman Ave	Enhanced 2 lanes	Complete		2036-2040	$ 2,100,000	TBD	$ 7,900,635	TBD	$ 15,801,269
B-16	Intersection	US 98 at CR 3031 / Thomas Drive Phase 2			Add 1 lane	2036-2040	$ 2,000,000	2041-2050	$ 1,500,000	TBD	$ 2,786,000	TBD	$ 99,664,348
B-16	Intersection	US 98 at CR 3031 / Thomas Drive Phase 3			Modify Intersection	2036-2040	$ 1,000,000	2041-2050	$ 520,000	TBD	$ 2,786,000	TBD	$ 99,664,348

YoE – year of expenditure cost

PDE - planning & environmental studies, PE - preliminary engineering, ROW - right of way, CST - construction

[1] Includes adding flyover ramps on US 98 at the intersection of US 231 and on SR 77 (MLK Jr. Blvd) over US 231. MLK Jr Blvd will be widened from four to six lanes from E 23rd St to 15th St. It will bridge over US 231 and the Bay Line Railroad

[2] Includes features such as widening SR 389 (East Avenue) from Sherman Avenue to Baldwin Rd and Transmitter Rd from C Street to Brooke Lane from two to four lanes. Additionally, a new six lane bridge will be built over Mill Bayou

Phase Complete
Funding committed prior to 2031
Funding identified 2031-2050
Unfunded Vision
Not required or Unknown

LOCALLY FUNDED PROJECTS: YEAR OF EXPENDITURE (YOE)

2050 LRTP Project ID	Category	Project Name	From	To	Improvement	Current Phase	PD&E	PE	ROW	CST	CEI	Total Cost	Source
C-14	Bike/Ped	Magnolia Beach Rd Phase 2	Delwood Beach Rd	Annette Ave	Build sidewalks	ROW / CST	Complete	Complete	$ 11,000	$ 187,000	$ 33,000	$ 231,000	Bay Half Cent Tax
D-13	Corridor	US 98A / Front Beach Road [Segment 4.2]	Hill Road	SR 2923A / Hutchison Blvd	Corridor Improvement	PE / ROW / CST	Complete	$ 1,100,000	$ 1,000,000	$ 68,000,000	$ 4,750,000	$ 74,850,000	PCB CRA
D-14	Corridor	US 98A / Front Beach Road [Segment 4.1]	Lullwater Dr	Hill Rd	Corridor Improvement	PE / CST	Complete	$1,100,000	$ -	$ 63,000,000	$ 4,750,000	$ 68,850,000	PCB CRA
D-15	Corridor	US 98A / Front Beach Road [Segment 4.3]	SR 2923A / Hutchison Blvd	Richard Jackson Blvd	Corridor Improvement	PE / ROW / CST	Complete	$ 1,060,000	$ 31,200,000	$ 59,000,000	$ 700,000	$ 91,960,000	PCB CRA

YoE – Year of Expenditure cost

PDE – Planning & Environmental studies, PE – Preliminary Engineering, ROW – Right of Way, CST - Construction

Phase Complete
Funding committed prior to 2031
Funding identified 2031-2050
Unfunded Vision

APPENDIX F – RESOLUTION 26-10 COST FEASIBLE PLAN

RESOLUTION BAY 26-10

A RESOLUTION OF THE BAY COUNTY TRANSPORTATION PLANNING ORGANIZATION ADOPTING THE 2050 BAY LONG-RANGE TRANSPORTATION PLAN COST FEASIBLE PLAN

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

WHEREAS, the Bay County Transportation Planning Organization (TPO) 2045 Long-Range Transportation Plan is developed pursuant to Part 23 Section 450.324, Code of Federal Regulations and Section 339.175(7), Florida Statutes and is the transportation plan that contains needed and financially feasible projects for at least a 20 year planning horizon; and

WHEREAS, the 2050 Cost Feasible Plan was presented at a public workshop within the TPO area; and

WHEREAS, the 2050 Cost Feasible Plan was presented and reviewed by the Steering Committee members on March 10, 2026, and April 28, 2026; and

WHEREAS, the 2050 Cost Feasible Plan contains multi-modal projects;

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

The Bay County TPO adopts the 2050 Cost Feasible Plan.

Passed and duly adopted by the Bay County Transportation Planning Organization on this 27th day of May 2026.

BAY COUNTY TRANSPORTATION PLANNING ORGANIZATION

BY: Pamn Henderson

Pamn Henderson, Chair

ATTEST: