2050 Long Range Transportation Plan Update

Bay County Transportation Planning Organization

Adopted: May 27, 2026

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, in partial fulfillment of Task C.2 of the Unified Planning Work Program (UPWP). This document does not necessarily reflect the official views or policies of the U.S. Department of Transportation.

2050

Bay County

Transportation Planning Organization

LONG RANGE TRANSPORTATION PLAN UPDATE

Bay County Transportation Planning Organization (TPO) and the

Florida Department of Transportation (FDOT), District Three

Prepared by:

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TABLE OF CONTENTS

Supporting Documents 10
Abbreviations 10
1 Introduction 13
1.1 Emerald Coast Regional Council 14
1.2 Bay County Transportation Planning Organization 14
1.3 LRTP Process and Products 15
1.3.1 LRTP Amendment and Modification Process 16
1.4 Study Area 16
1.5 Area Profile Summary 17
1.6 Roadway Network 21
1.7 Transit Network 22
1.7.1 Bayway 23
1.7.2 Bayway on Demand 24
1.7.3 Bayway Flex 24
1.7.4 Park and Ride 25
1.8 Bicycle & Pedestrian Network 25
1.9 Freight Network 27
1.10 Level of Service 28
1.11 Safety Analysis 31
1.12 Federal Requirements and Emphasis Areas 32
1.13 Federal Expectations and Emerging Issues 32
1.14 State Guidance and Emphasis Areas 33
1.15 Regional and Local Planning Integration 34
1.16 ECRC Military Installation Resilience Review 35
1.17 Community Redevelopment Agency 36
2 Public Involvement Program 37
2.1 Introduction 37

2.2 Emphasis Areas 38
2.2.1 Title VI and Social Factors 38
2.2.2 Resource Agency & Tribal Coordination 38
2.2.3 Tourism 39
2.2.4 Natural Disaster Risk Reduction 40
3 Goals and Objectives 41
3.1 Introduction 41
3.2 Development of Goals and Objectives 41
3.3 Adopted 2050 Goals and Objectives 42
3.4 Adopted 2050 Goals and Objectives – Federal Requirements 47
4 Evaluation Criteria 50
4.1 Introduction 50
4.2 Development of Evaluation Criteria 50
4.3 2050 Evaluation Criteria 50
5 Financial Resources 53
5.1 Introduction 53
5.2 Development of Financial Resources 53
5.2.1 Capacity Programs 53
5.2.2 Non-Capacity Programs 55
5.3 Revenue Summaries for Florida 56
6 Needs Plan 58
6.1 Introduction 58
6.2 Development of Needs Plan Projects 58
6.2.1 Existing Plus Committed Network 58
6.2.2 Needs Plan 2023 Deficiencies 61
6.2.3 2045 Needs Plan Review 64
6.2.4 TPO Priorities and TIPs 65
6.2.5 Review of Planning Documents 65
6.2.6 On-line Geographic Information System Map 65

6.2.7 Steering Committee and Local Government Review 68
6.2.8 Public Involvement 68
6.2.9 Needs Plan Approval 71
6.3 Adopted 2050 Needs Plan 73
6.3.1 Capacity Projects 74
6.3.2 Intersection Projects 77
6.3.3 Bicycle & Pedestrian Projects 79
6.3.4 Corridor Management Projects 84
6.3.5 Public Transportation Projects 86
6.3.6 Needs Plan 2050 Deficiencies 87
6.3.7 Needs Plan Cost Development 91
6.4 Expectations, Emphasis Areas, and Emerging Issues 106
6.4.1 Strategic Highway Safety Plan 106
6.4.2 Freight 106
6.4.3 Environmental Mitigation / Consultation 107
6.4.4 Congestion Management 109
6.4.5 Americans with Disabilities Act 113
6.4.6 Multi Modal Feasibility 113
6.4.7 Intelligent Transportation System / Mobility on Demand / Emerging Technology 115
6.4.8 Tourism 116
6.4.9 Natural Disaster Risk Reduction and Resiliency 118
7 Cost Feasible Plan 120
7.1 Introduction 120
7.2 Development of Cost Feasible Plan 121
7.2.1 Alternative 1: Priorities (Non-SIS, FY31-50) 122
7.2.2 Alternative 2: Evaluation Criteria (Non-SIS, FY31-50) 125
7.2.3 Alternative 3: Multi-Modal (Non-SIS, FY31-50) 129
7.2.4 Alternative 4: Hybrid as Presented to TPO (Non-SIS, FY31-50) 133
7.2.5 2050 SIS Projects (FY31-50) 136
7.2.6 2050 TIP and Local-Funded Projects (FY26-30) 136

7.3 Fiscal Constraint 136
7.3.1 Bay County TPO Revenues 137
7.3.2 Project Cost Development 137
7.3.3 Fiscal Constraint Summary 139
7.4 Non-Capacity (Operations and Maintenance) 148
7.5 Projects with Federal Funding 149
7.6 Cost Feasible Plan Deficiencies 149
7.7 Comparison of 2045 and 2050 Cost Feasible Plans 155
7.8 Public Review 155
7.9 2050 Cost Feasible Plan Projects Adoption 157
7.10 Adopted 2050 Cost Feasible Plan Projects 158
8 Measuring Progress and Looking Forward 163
8.1 System Performance Report 163
8.2 Congestion Management Process 164
8.3 What's Next? 165
Appendix A: Resolutions A-1
Appendix B: Steering Committee Meetings B-1
Appendix C: Checklists C-1
Appendix D: Area Profile D-1
Appendix E: System Performance Report E-1
Appendix F: Revenue Forecast F-1
Appendix G: Purpose and Need Statements G-1
Appendix H: Adopted 2050 Bay County TPO Cost Feasible Plan H-1

Figures & Tables

Table 1. Bay County Roadway Segments Operating at or Below LOS D (FDOT, 2023) 29
Table 2. Serious Injury and Fatal Crash Rates per Annual 100 MVMT 31
Table 3. Federal Emphasis Areas 33
Table 4. 2050 Goals and Objectives 42
Table 5. Incorporation of Federal Planning Factors 47
Table 6. 2050 Adopted Evaluation Criteria 51
Table 7. 2050 State and Federal Funds – Florida 2050 Revenue Forecast 56
Table 8. Existing Plus Committed Projects 59
Table 9. LOS Congestion Levels 61
Table 10. Bay County Deficient Road Segments (2023) with Needs Plan Projects 63
Table 11. 2045 Needs Plan Projects Not Included in 2050 Needs Plan 64
Table 12. Adopted 2050 Needs Plan Categories 73
Table 13. Adopted 2050 Needs Plan Capacity Projects 74
Table 14. Adopted 2050 Needs Plan Intersection Projects 77
Table 15. Adopted 2050 Needs Plan Bike/Pedestrian Projects 80
Table 16. Adopted 2050 Needs Plan Corridor Management Projects 84
Table 17. Adopted 2050 Needs Plan Public Transportation Projects 86
Table 18. LOS Congestion Levels 87
Table 19. Bay County Deficient Road Segments (2050) with Needs Plan Projects 89
Table 20. FDOT District Three 2023 Cost Per Mile 92
Table 21. Capacity Projects Cost Estimates 94
Table 22. Intersection Projects Cost Estimates 97
Table 23. Bicycle/Pedestrian Project Cost Estimates 99
Table 24. Corridor Management Project Cost Estimates 104
Table 25. Public Transportation Cost Estimates 105
Table 26. CMP Major Update Analysis Reference 110
Table 27. CMP Performance Measures and Targets 111
Table 28. CMP Objectives, Mitigation Strategies, and Performance Measures 112
Table 29. Recommendations for Emerging Technologies 116
Table 30. Alternative 1: Project Priorities 124
Table 31. Alternative 2: Evaluation Criteria 127
Table 32. Alternative 3: Multimodal 131
Table 33. Non-SIS Hybrid Alternative 135
Table 34. Bay County TPO Revenue Estimates 137
Table 35. Inflation Factors to Convert Project Estimates and Revenues to Year of Expenditure Dollars 138

Table 36. Adopted 2050 SIS Cost Feasible Projects List 140
Table 37. Adopted 2050 Non-SIS Cost Feasible Projects List 142
Table 38. Adopted TIP and Local Cost Feasible Projects List 144
Table 39. Adopted 2050 Cost Feasible Plan - SIS Projects 145
Table 40. Adopted 2050 Cost Feasible Plan - Non-SIS Projects 146
Table 41. Adopted Cost Feasible Plan - TIP & Local Projects 147
Table 42. Projects with Federal Funding 149
Table 43. Bay County Deficient Road Segments (2023) with Cost Feasible Plan Projects 151
Table 44. Bay County Deficient Road Segments (2050) with Cost Feasible Plan Projects 152
Table 45. Projects not Included in the 2050 Cost Feasible Plan from the 2045 Plan 155
Table 46. Adopted 2050 Cost Feasible Plan Projects 159
Table 47. Regional Projects for Future Consideration 166

Figure 1. Transportation Planning Area 17
Figure 2. Northwest Florida Beaches International Airport 18
Figure 3. Panama City Beach Shoreline Aerial 20
Figure 4. Roadway Network 21
Figure 5. Transit Network 22
Figure 6. Bayway Fixed-Route Transit Service 23
Figure 7. Bicycle and Pedestrian Network 26
Figure 8. Port Panama City 27
Figure 9. Bay County Truck Volume by AADT (2025) 28
Figure 10. Bay County Roadway Segment Operating at or below LOS D 30
Figure 11. Traffic Fatalities in Bay County 2019-2023 31
Figure 12. Visitor Activity Center in Downtown Panama City 40
Figure 13. Needs Plan Process 58
Figure 14. Existing Plus Committed Projects 60
Figure 15. Philip Griffitts Sr. Parkway Regional Transportation Infrastructure 60
Figure 16. Panama City 23rd Street Flyover 61
Figure 17. 2023 Bay County Needs Plan Deficiencies in 2023 62
Figure 18. 2050 Long-Range Transportation Plan GIS Dashboard 66
Figure 19. GIS Dashboard Transportation, Environmental, and Community Data Layers 67
Figure 20. Transportation Improvement Preferences Survey Results 69
Figure 21. Primary Mode of Transportation Survey Results 70
Figure 22. Traffic Congestion Experience Survey Results 70
Figure 23. Survey Participant ZIP Code Distribution 71
Figure 24. Adopted 2050 Needs Plan Capacity Projects Map 74

Figure 25. Adopted 2050 Needs Plan Intersection Projects Map 77
Figure 26. Adopted 2050 Needs Plan Bike/Pedestrian Projects Map 79
Figure 27. Adopted 2050 Needs Plan Corridor Management Projects Map 84
Figure 28. Adopted 2050 Needs Plan Public Transportation Projects Map 86
Figure 29. Bay County Needs Plan Deficiencies in 2050 88
Figure 30. Congestion Management Process (CMP) Framework 109
Figure 31.Pedestrian Infrastructure in a Coastal Neighborhood 114
Figure 32. Bay County Traffic Management Center 115
Figure 33. Panama City Beach 118
Figure 34. Bay County Evacuation Zones Map 119
Figure 35. Alternative 1: Project Priorities Map 123
Figure 36. Alternative 2: Evaluation Criteria Map 126
Figure 37. Alternative 3: Multimodal Map 130
Figure 38. Non-SIS Hybrid Alternative Map 134
Figure 39. Example Cost Estimate YOE Adjustment 138
Figure 40. Adopted 2050 SIS Cost Feasible Projects Map 139
Figure 41. Adopted 2050 Non-SIS Cost Feasible Projects Map 141
Figure 42. Adopted TIP and Local Cost Feasible Projects Map 143
Figure 43. Bay County Cost Feasible Plan Deficiencies in 2023 150
Figure 44. Bay County Cost Feasible Plan Deficiencies in 2050 152
Figure 45. Cost Feasible Plan Online Comment Card 156
Figure 46. Cost Feasible Plan Social Media Posts 156
Figure 47. Adopted 2050 Cost Feasible Plan Projects Map 158

SUPPORTING DOCUMENTS

The following technical reports and support documents are published on the ECRC web page[1]:

- Scope of Work (April 24, 2024)
- Goals and Objectives (February 5, 2025)
- Financial Resources (August 27, 2025)
- Evaluation Criteria (August 27, 2025)
- Congestion Management Process (August 27, 2025)
- Needs Plan (February 25, 2026)
- Cost Feasible Plan (May 27, 2026)
- System Performance Report (June 8, 2026)
- Northwest Florida Regional Transportation Model Validation Report (November 2024)
- Northwest Florida Regional Transportation Model Socioeconomic Data Report (November 2024)

ABBREVIATIONS

A

AADT – Annual Average Daily Traffic
ACS – American Community Survey
ADA – Americans with Disabilities Act
AFB – Air Force Base
ATMS – Advanced Traffic Management System
AV – Automated Vehicle

B

BIL – Bipartisan Infrastructure Law

C

3-C – Continuing, Comprehensive and Cooperative
CAC – Citizens Advisory Committee
CEI – Construction, Engineering, and Inspection
CFR – Code of Federal Regulations
CMP – Congestion Management Process
CR – County Road
CRA – Community Redevelopment Agency
CST – Construction
CV – Connected Vehicle

[1] https://ecrc.org/programs/transportation_planning/bay_county_tpo/plans_and_documents/long_range_transportation_plan/2050_lrtp.php

D
DB – Design, Build
DOD – Department of Defense
DOT – Department of Transportation

E
ECRC – Emerald Coast Regional Council
EO – Executive Order
EST – Environmental Screening Tool
ETDM – Efficient Transportation Decision Making
ENV – Environmental
EV – Electric Vehicle

F
FAST Act – Fixing America's Surface Transportation Act
FDACS – Florida Department of Agriculture and Consumer Services
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
FL – Florida
FLMA – Federal Land Management Agency
FTA – Federal Transit Administration
FTP – Florida Transportation Plan
FY – Fiscal Year

G
GPC – General Planning Consultant

H
HSIP – Highway Safety Improvement Program
HUD – Department of Housing and Urban Development

I
IIJA – Infrastructure Investment and Jobs Act
ITS – Intelligent Transportation Systems

J
JLUS – Joint Land Use Study

K
KPI – Key Performance Indicator

L
LOS – Level of Service
LRTP – Long Range Transportation Plan

M
MaaS – Mobility as a Service
MIRR – Military Installation Resilience Review
MOD – Mobility on Demand
MPA – Metropolitan Planning Area
MPO – Metropolitan Planning Organization
MVMT – Million Vehicle Miles Traveled

N
NEPA – National Environmental Policy Act
NHS – National Highway System
NHTSA – National Highway Traffic Safety Administration
NSA – Naval Support Activity

P
PDC – Present Day Cost
PD&E – Project Development and Environment Study
PE – Preliminary Engineering
PEA – Planning Emphasis Area
PEL – Planning and Environmental Linkages
PPP – Public Participation Plan

R
ROW – Right of Way
RTMC – Regional Transportation Management Center

S
SHIP – State Housing Initiatives Partnership
SHS – State Highway System
SHSP – State Highway Safety Plan
SIS – Strategic Intermodal System
SR – State Road
STRAHNET – Strategic Highway Network
STIP – Statewide Transportation Improvement Program
SUN – Shared-Use Non-Motorized Trail Program (FDOT)

T
TA – Transportation Alternatives
TCC – Technical Coordinating Committee
TD – Transportation Disadvantaged
TDP – Transportation Development Plan
TIP – Transportation Improvement Program
TMA – Transportation Management Area
TPO – Transportation Planning Organization
TRIP – Transportation Regional Incentive Program
TSM – Transportation Systems Management
TSMO – Transportation Systems Management and Operations

U
UPWP – Unified Planning Work Program
US – United States (or U.S.)
USACE – US Army Corps of Engineers
U.S.C – United States Code (or USC)

V
VMT – Vehicle Miles Traveled

W
WMD – Water Management District

Y
YOE – Year of Expenditure

1 INTRODUCTION

The Federal-Aid Highway Act of 1962 established the federal requirement for urban transportation planning in response to construction of the Interstate Highway System and the planning of routes through and around urban areas. The Act required, as a condition attached to federal transportation financial assistance, that transportation projects in urbanized areas with populations of 50,000 or more be based on a continuing, comprehensive, and cooperative (3-C) planning process.

By 1965, all existing urbanized areas had an urban transportation planning process underway, but many lacked qualified planning agencies to conduct the process. As a result, the Bureau of Public Roads (now the Federal Highway Administration) required the creation of planning agencies or organizational arrangements that would be capable of carrying out the required 3-C planning process. As a result, Metropolitan Planning Organizations (MPOs), or Transportation Planning Organizations (TPOs), quickly came into being because of the growing emphasis of the highway program and the federal funding of the planning process.

There are currently 27 TPOs in Florida. The Bay County TPO is located in Northwest Florida, where the Emerald Coast Regional Council (ECRC) provides regional planning services to seven counties: Escambia, Santa Rosa, Okaloosa, Walton, Bay, Washington, and Holmes. The region includes Baldwin County, Alabama (associated with the Florida-Alabama TPO) and extends from Mobile, Alabama to Tallahassee, Florida. Inside ECRC there are three International Airports, two deep water ports, four railroads, one major east-west Interstate (I-10), and three TPOs.

The Bay County TPO was established by designation of the governor and an interlocal agreement in 1981, following the 1980 Census. The Bay County TPO Metropolitan Planning Area (MPA) Boundary includes all of Bay County. This was established by the TPO and approved by the governor. Federal and state metropolitan planning regulations require the Bay County TPO to develop a regional transportation plan every five years. The 2045 Plan was adopted on June 16, 2021, and the 2050 Plan update was adopted on May 27, 2026. The resolution is provided in **Appendix A.**

The Long Range Transportation Plan (LRTP) defines the region's long-term transportation vision and investment strategy over a 20-year planning horizon, establishes goals and objectives that will lead to achieving the vision, and allocates projected revenues to transportation programs and projects that implement those goals and objectives.

1.1 EMERALD COAST REGIONAL COUNCIL

Emerald Coast Regional Council (ECRC) is one of ten regional planning councils in the state of Florida. ECRC supports northwest Florida by planning for and coordinating intergovernmental solutions to growth-related problems, providing technical assistance to local governments, and meeting the needs of municipalities in the seven-county region: Escambia, Santa Rosa, Okaloosa, Walton, Bay, Washington, and Holmes.

1.2 BAY COUNTY TRANSPORTATION PLANNING ORGANIZATION

The Bay County TPO is the local, intergovernmental transportation policy board. The following organizations comprise the TPO Board:

- Five members from the Bay County Commission
- Five members from the Panama City Commission
- Two members from the Callaway City Commission
- Two members from the Panama City Beach City Commission
- Two members from the Lynn Haven City Commission
- One member from the Springfield City Commission
- One member from the Mexico Beach City Council
- One member from the Parker City Council

Additional information on the organization and management of the Bay County TPO is found in the Unified Planning Work Program (UPWP). The Bay County TPO is required by state and federal law to establish a cooperative, comprehensive, and continuing planning process. The TPO works to improve safety, mobility, accessibility, system connectivity, and the efficient movement of people and goods throughout the region.

ECRC serves as staff to the Bay County TPO. In addition to the TPO Board, the Bay County TPO has a Technical Coordinating Committee (TCC), and a Citizens Advisory Committee (CAC). The TCC is made up of local government staff and other transportation stakeholders. The CAC is composed of members of the general public who express an interest in transportation planning.

1.3 LRTP PROCESS AND PRODUCTS

The LRTP is a blueprint for maintaining and enhancing the regional transportation system. The LRTP identifies roadway, transit, bicycle and pedestrian, intelligent transportation systems (ITS), and other improvements needed over the long-range planning horizon through the year 2050 in accordance with federal and state requirements (Appendix B).

Developing the LRTP is a collaborative effort between the public, local governments, and state and federal partners. The LRTP examines future transportation needs of the region and determines how to best address those needs.

The LRTP includes a Needs Plan and a Cost Feasible Plan. The Needs Plan, as its name implies, is a plan that identifies the transportation projects necessary to meet future demands. Projects advanced into the Cost Feasible Plan are based on existing and anticipated funding.

Development of the 2050 LRTP began when the Bay County TPO approved the Scope of Services for the LRTP update on April 24, 2024. The 2050 LRTP consists of eight primary tasks that are identified below:

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

1.3.1 LRTP Amendment and Modification Process

The FDOT District MPO Liaison Handbook defines the process for revising the LRTP, either by modification or amendment.

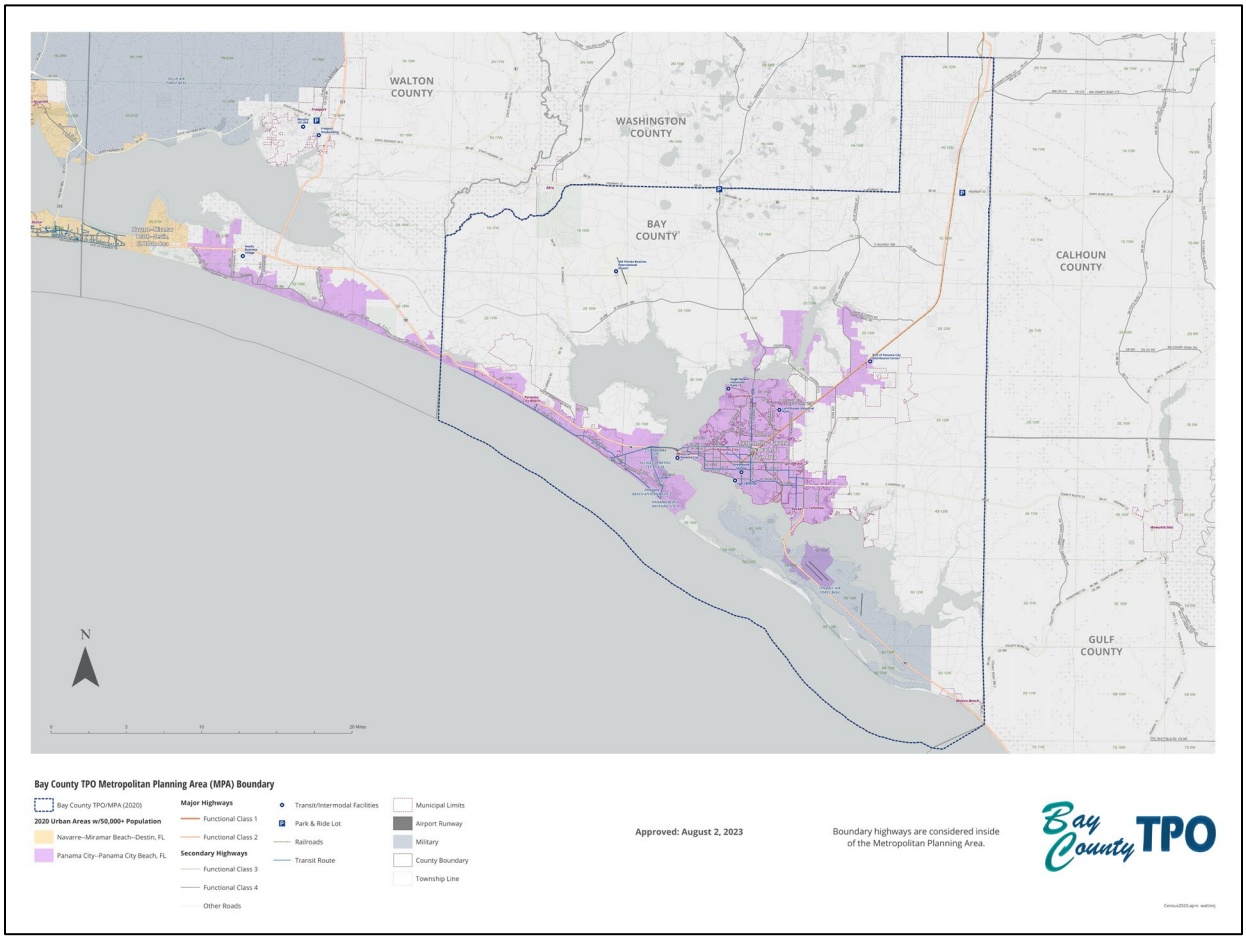
- A modification is a minor revision to the LRTP that includes minor changes to project/project phase costs, minor changes to funding sources of previously included projects, and minor changes to project/project phase initiation dates. A modification is a revision that does not require public review and comment, redemonstration of fiscal constraint, or a conformity determination (in air quality nonattainment and maintenance areas).
- An amendment is a revision that involves a major change to a project such as adding or deleting a project, a major change in project cost, project/project phase initiation dates, or a major change in design concept or design scope (e.g., changing project termini, the number of through traffic lanes or changing the number of stations in the case of fixed guideway transit projects). An amendment is a revision that requires public review and comment and redemonstration of fiscal constraint. If an amendment involves nonexempt projects in air quality nonattainment and maintenance areas, a conformity determination is required.

The LRTP can be revised at any time; however, the planning horizon only needs to be extended during the periodic five-year update process. Florida Statute requires the MPO Board to adopt any amendments to the LRTP by a recorded roll-call vote or hand-counted vote of the majority of the membership present.

1.4 STUDY AREA

The Bay County Metropolitan Planning Area (MPA) boundary includes all of Bay County. The boundary is determined in coordination with FHWA and FDOT based on the most recent decennial census and urbanized area designation. The current boundary, shown in **Figure 1**, reflects the 2020 Census urbanized area and defines the geographic area within which the Bay County TPO conducts transportation planning activities.

Figure 1. Transportation Planning Area



Source: Emerald Coast Regional Council

1.5 AREA PROFILE SUMMARY

The LRTP includes an analysis of study area socioeconomic characteristics and trends to provide context for the planning process. The Area Profile is provided in **Appendix C** and summarized below.

- **Population and Growth:** Bay County's population was approximately 180,076 residents in 2020 and is projected to reach 219,400 by 2050, representing an average annual growth rate of 0.73%. The county's population was estimated at 199,718 in 2024, reflecting continued growth during the planning period. Growth is concentrated in Panama City, Panama City Beach, and along the coast, increasing demand on key transportation corridors.

- **Households and Demographics:** The number of households in Bay County has increased in recent years, while average household size has declined, reflecting broader demographic trends. The population is relatively evenly distributed across age groups, with a growing share of older residents.
- **Employment and Economy:** Employment is expected to grow significantly, from approximately 82,380 jobs in 2020 to nearly 149,966 by 2050. Key industries include retail, tourism-related services, healthcare, and construction. Military installations such as Tyndall Air Force Base and Naval Support Activity Panama City remain major economic drivers. In a 2024 study conducted on the impact of Florida's military and defense workers, it is estimated that the military in Bay County makes up 33,339 jobs, 37.7% of the economy and $4.3 billion in County economic impact.
- **Commuting Flows:** A substantial portion of the workforce both lives and works within Bay County, while notable commuter flows exist both into and out of the county, reinforcing the importance of regional connectivity. Based on data from LEHD OnTheMap Software, 49,037 people live and work within Bay County. 22,595 residents of Bay County commute outside of Bay County when going to work and 27,269 workers who do not reside within Bay County commute into the county to work.

Figure 2. Northwest Florida Beaches International Airport



- **Income:** Median household income in Bay County is lower than state and national averages, and approximately 12% of households are below the poverty level. These factors influence transportation affordability and accessibility needs. Households in Bay County earning between $75,000 and $99,999 per year made up the smallest percentage at 14.6% and households earning between $25,000 and $49,999 per year made up the highest percentage at 24.5%.
- **Poverty Rate:** According to ACS Census Data, approximately 12% of households in Bay County are below the poverty level, slightly higher than the national average. Of these households below the poverty level, 46% are family households. These numbers have decreased over the past 5 years but are still 1.4% higher than the national average of 10.6% of households living below the poverty line. This highlights the importance of providing fair and affordable transportation options.
- **Real Gross Domestic Product:** Bay County's economy continues to grow steadily, with real Gross Domestic Product (GDP) reaching approximately $10.44 billion in 2024, supported largely by service industries and government-related activity.
- **Education:** In Bay County, the largest share of residents, representing 42% of the population, have completed some college coursework or earned an associate degree. In contrast, only 7% of residents hold a bachelor's degree or higher. Additionally, 32.8% of the population have a high school diploma or its equivalent as their highest level of educational attainment.
- **Vehicle Ownership:** Vehicle ownership remains high, with most households owning two vehicles. Registered vehicles have increased from approximately 155,570 in 2019 to 177,676 in 2025, contributing to increased travel demand and congestion pressures.

- **Land Use:** Development is concentrated in urbanized and coastal areas, while much of the remaining land is agricultural or constrained by environmental factors such as floodplains. These patterns influence where future transportation investments are needed.
- **Floodplain:** Large portions of Bay County fall within high-risk flood zones (Zones A, AE, and VE), particularly in coastal and low-lying areas. These conditions influence transportation planning, requiring consideration of resilience, evacuation routes, and infrastructure vulnerability.
- **Tourism:** Tourism is a major economic driver and transportation factor, with bed tax revenues increasing from $17.4 million in 2014 to $35.7 million in 2024 and airport passenger volumes more than doubling over the past decade. Seasonal tourism significantly impacts travel demand, particularly in coastal areas.

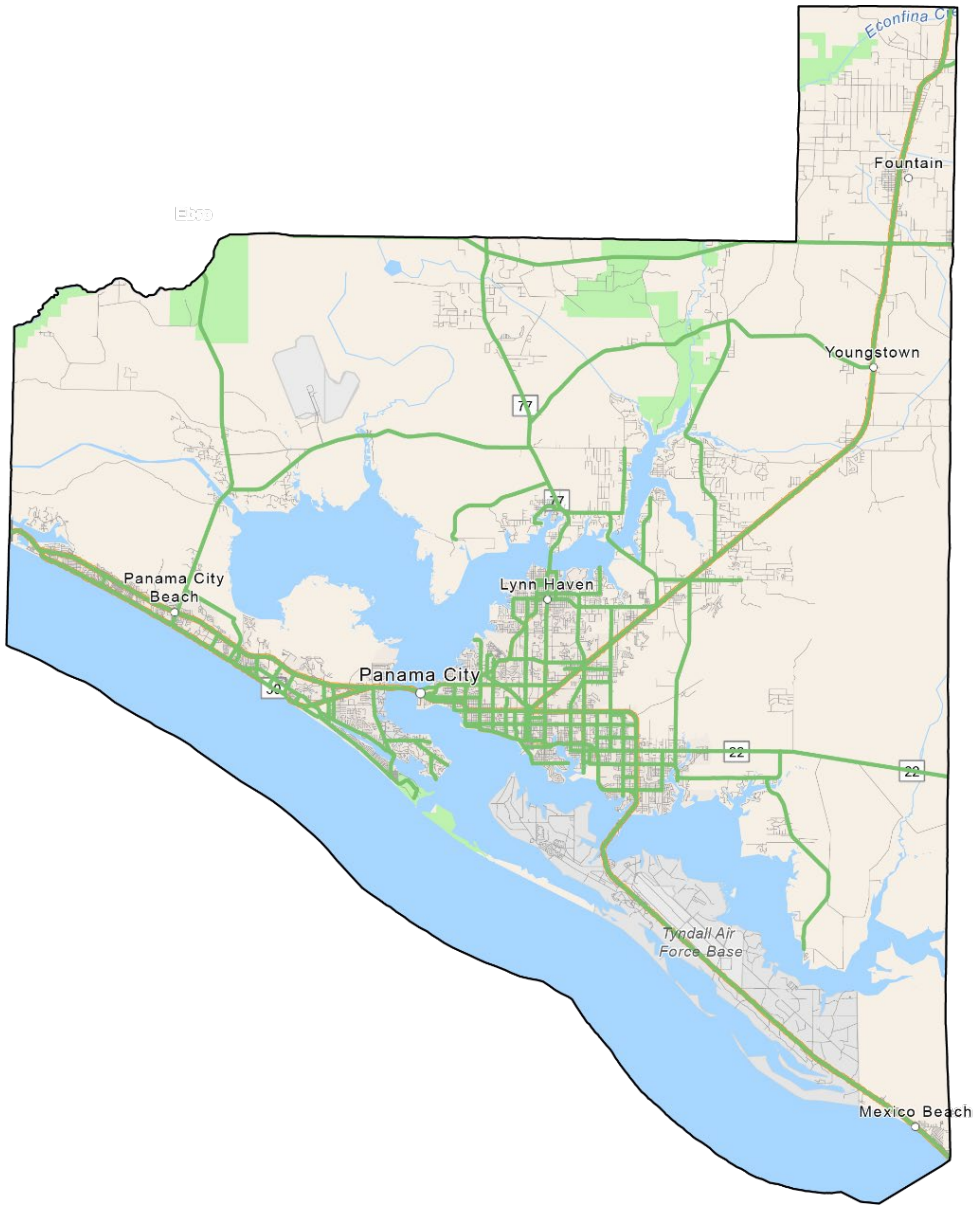
Figure 3. Panama City Beach Shoreline Aerial



1.6 ROADWAY NETWORK

The roadway network analyzed throughout the planning process was designated by the TPO as the Major Road Network. It includes three major types of facility systems as defined by FHWA. (1) Freeways and Tolls; (2) Arterials; and (3) Collectors. According to the semi-annual State Highway System (SHS) report from December 31, 2025, the total roadway network in Bay County is 212.8 miles. Residential and local roads are not included. The roadway network is shown in **Figure 4**.

Figure 4. Roadway Network

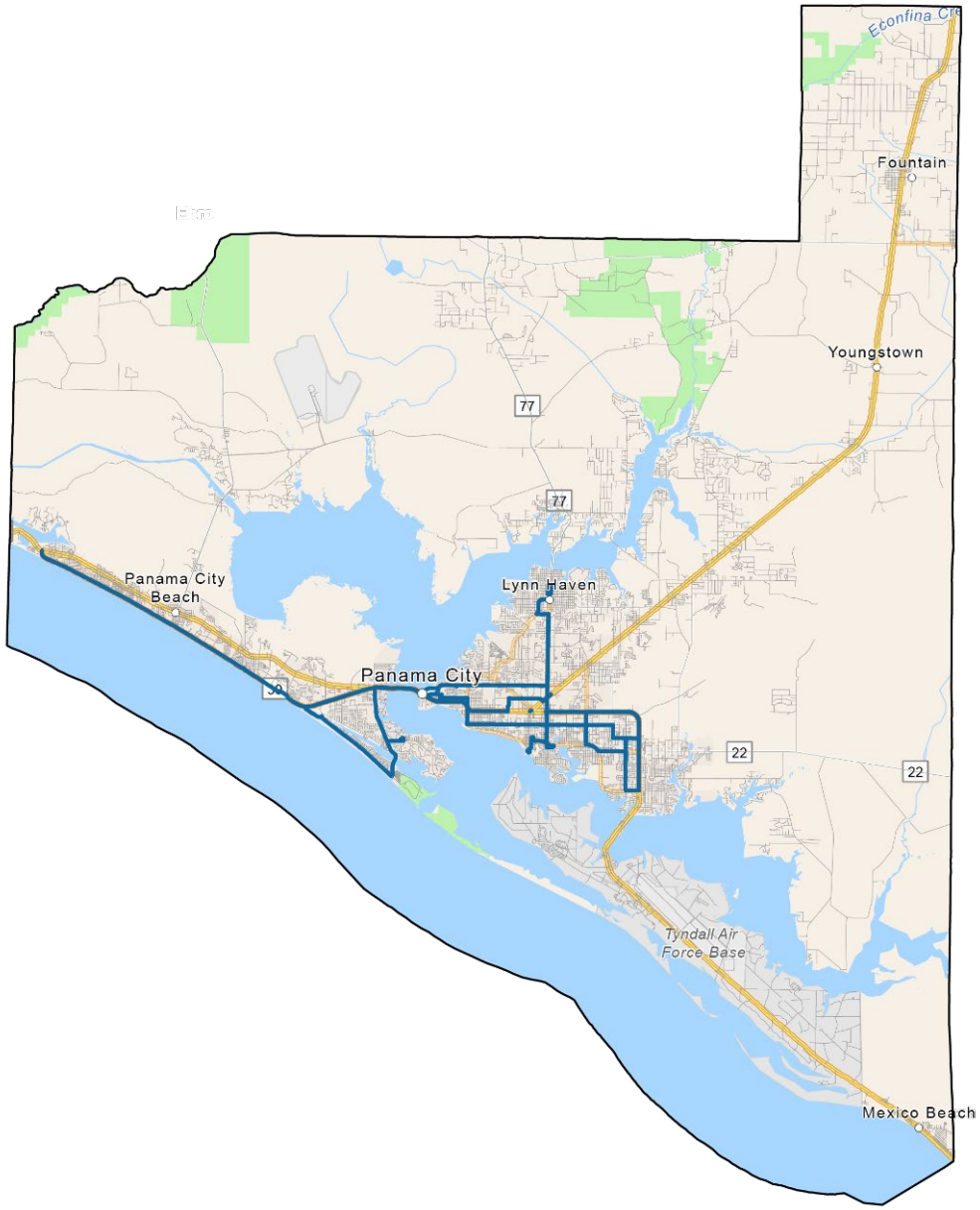


Source: Bay County GIS

1.7 TRANSIT NETWORK

The Bay County Transit Division administers the Bayway transit system, which provides public transportation services throughout Bay County. Bayway is a hybrid system that combines traditional fixed-route bus service with flexible, on-demand, and microtransit options, including Bayway On Demand. The Bay County TPO serves as the governing body for the transit system. Figure 5 shows the transit network.

Figure 5. Transit Network



Source: Bayway Transit

Figure 6. Bayway Fixed-Route Transit Service



1.7.1 Bayway

Bayway is the public transportation system serving Bay County, as shown in **Figure 5**. The service provides seven routes throughout the urbanized areas of Bay County and provides nearly 500,000 trips per year.

Bayway operates a hybrid transit system that combines traditional fixed-route bus service with flexible, on-demand, and microtransit options to serve residents and visitors throughout the urbanized areas of Bay County. The system provides service through multiple routes and transit stops and operates Monday through Saturday, with no service on Sunday, generally from 6:00 a.m. to 8:00 p.m. The transit fleet is wheelchair accessible and equipped with bicycle racks. The regular, one-way fare is $1.50, but students, ADA-certified transportation ID card holders, seniors and Medicare card holders all have discounted rates. Bayway offers real-time vehicle tracking through mobile applications and other digital tools that allow riders to track vehicles and access service information.

1.7.2 Bayway on Demand

The Bay County Board of County Commissioners serves as the Community Transportation Coordinator pursuant to criteria developed by the Florida Commission for the Transportation Disadvantaged. Bayway On Demand provides shared curb-to-curb transportation services for individuals who are transportation disadvantaged and do not have access to other transportation options. The service operates throughout Bay County and utilizes a fleet of vehicles to provide demand-responsive trips on a first-come, first-served basis, depending on availability. To be eligible for service, an individual must have no other means of transportation, and either be age 60 or older, have an income below current federal poverty guidelines, or have a disability preventing them from using Bayway's fixed-route transit service. The service operates Monday through Saturday, generally from 6:00 a.m. to 8:00 p.m.

1.7.3 Bayway Flex

Bayway Flex is a FDOT funded microtransit service that provides flexible, on-demand transportation within designated service zones in Bay County. Riders can request curb-to-curb trips through a smartphone application, allowing the service to operate similarly to a ride-sharing platform while maintaining connections to the Bayway transit system. Bayway Flex primarily serves areas within Panama City Beach and surrounding communities and provides an additional mobility option for residents and visitors. The service helps expand transit coverage in areas where traditional fixed-route transit service may be less effective.

In 2024, Bayway's specialized on-demand services recorded significant usage. Bayway Flex provided 15,915 rides, while the Bayway OnDemand+ service for extra assistance booked 13,537 rides. Together with the broader demand response system, which saw 53,448 trips, these services form part of Bay County's total 493,000+ public transit trips in 2024.

1.7.4 Park and Ride

Park and Ride lots are coordinated through regional transportation programs and are provided throughout the region to support ridesharing, transit use, and commuter travel. These facilities serve as central meeting points where people can park to ride transit, carpool, or vanpool. There are six park and ride facilities in Bay County. Most of the lots are constructed by the Florida Department of Transportation (FDOT), although in some cases private property owners designate parking areas for park and ride use. The current park and ride locations are listed below.

- Highway 77 / Highway 20, northwest corner of intersection
- Highway 231 / Highway 20, northeast corner of intersection
- The Curve at Thomas Drive on Panama City Beach
- Highway 98 / Wildwood Ave. – K-Mart parking lot in Panama City Beach
- Pier Park, facing Front Beach Rd. across from pier
- Winn-Dixie parking lot at west end of Panama City Beach

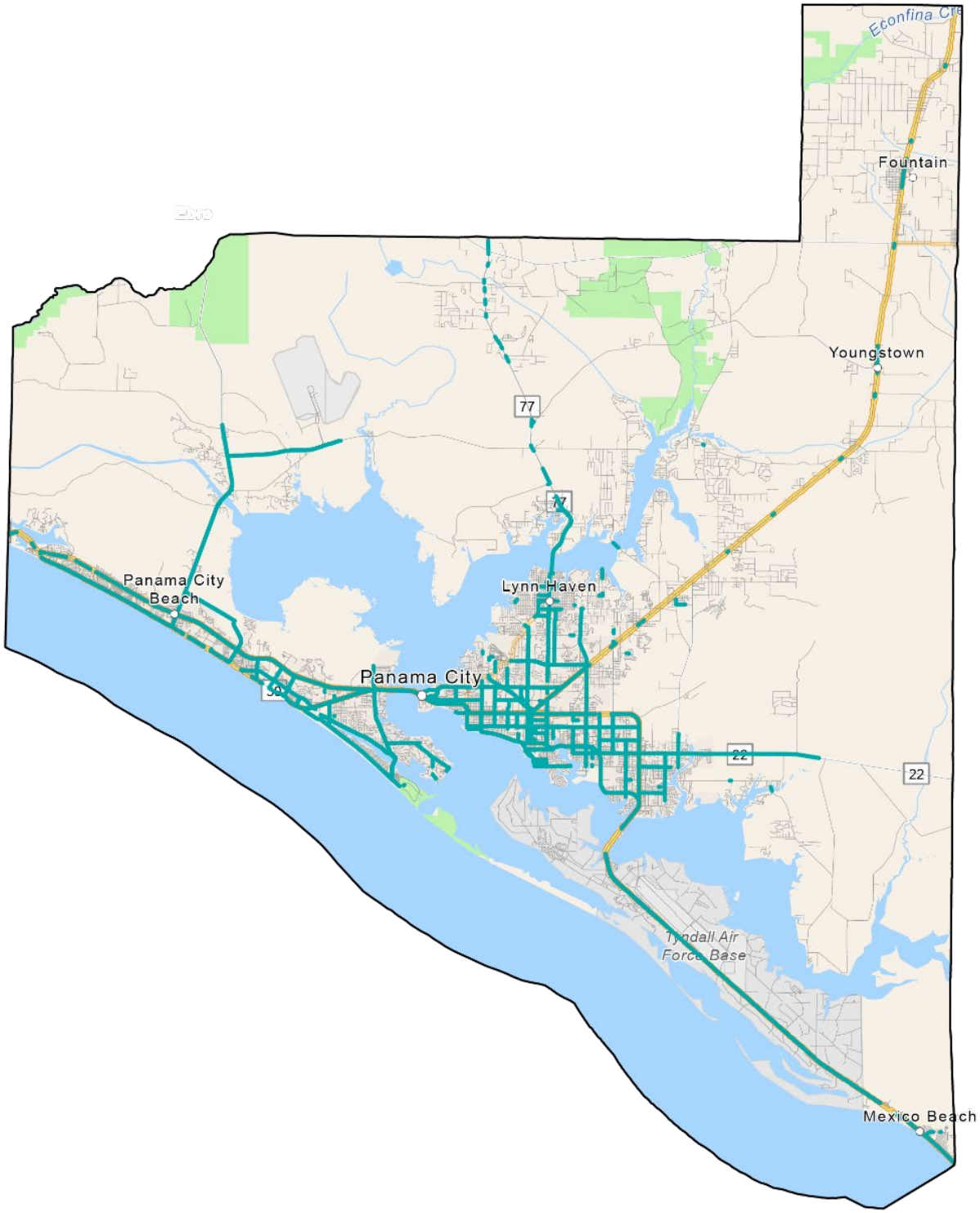
1.8 BICYCLE & PEDESTRIAN NETWORK

The Bicycle and Pedestrian Facility Network consists of the following facility types:

- **Bike Lanes:** A portion of a roadway that has been designated by striping, signing, and pavement markings for the preferential or exclusive use of bicyclists.
- **Shared-Use Paths:** These facilities usually consist of a paved multi-use path dedicated for non-motorized traffic.
- **Sidewalk:** The portion of a street or highway right-of-way developed for preferential or exclusive use by pedestrians, typically a concrete path.

Figure 7 shows the bicycle and pedestrian network.

Figure 7. Bicycle and Pedestrian Network



Source: Florida Department of Transportation (FDOT)

1.9 FREIGHT NETWORK

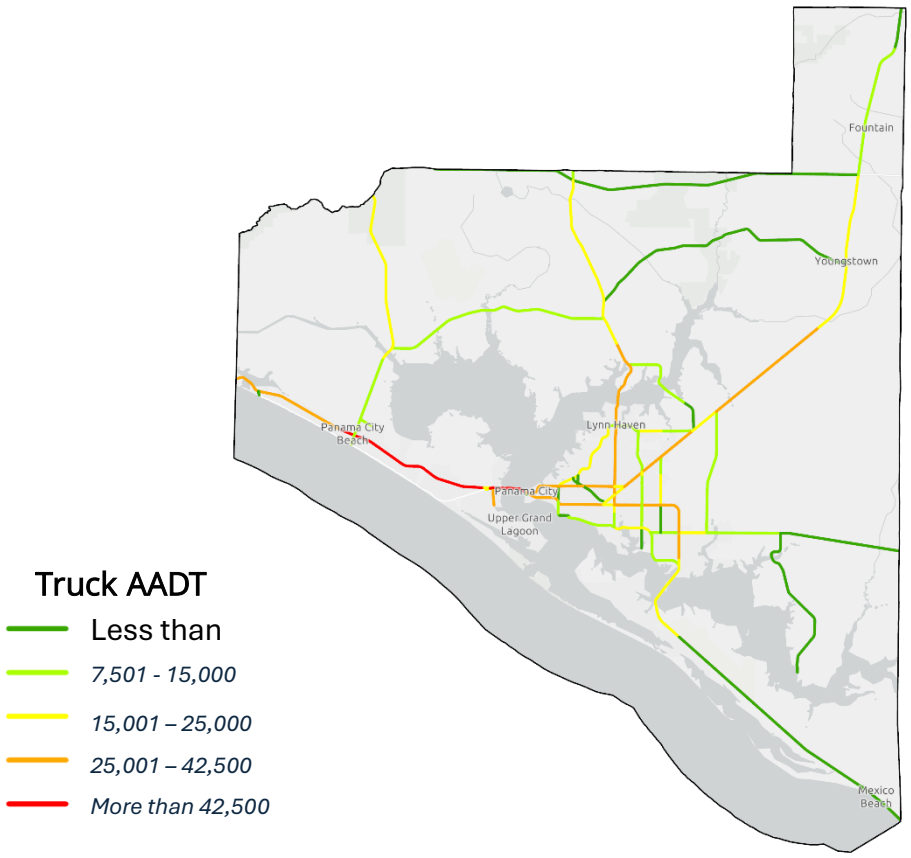
While there are other alternatives for moving goods, such as rail, water, and air cargo, the primary movement of goods in the area is by truck.

The Infrastructure Investment and Jobs Act (IIJA) continued the National Highway Freight Program's (NHFP) funding features that were previously available under the Fixing America's Surface Transportation (FAST) Act. To receive funding under the NHFP (23 U.S.C 167), FDOT recently updated their Freight Mobility and Trade Plan, which evaluates freeways and highways with heavy truck traffic to determine improvements necessary for the movement of goods statewide. **Figure 9** on the next page displays the truck AADT along the Bay County freight network.

Figure 8. Port Panama City



Figure 9. Bay County Truck Volume by AADT (2025)



Source: Florida Department of Transportation (FDOT)

1.10 LEVEL OF SERVICE

A level of service analysis was completed on all major state and county roads of Bay County consistent with the methodologies in the FDOT 2023 *Quality/Level of Service Handbook* and the Generalized Service Volume Tables. The analysis outlined the annual average daily traffic (AADT), peak hour peak direction volume, and Level of Service (LOS). It also incorporates an analysis of the maximum service volume, which is the capacity of each facility operating at the LOS level.

Table 1 lists all roadway segments operating below LOS D and **Figure 10** highlights the Bay County roadway segments that are operating below the adopted level of service in 2023.

Table 1. Bay County Roadway Segments Operating at or Below LOS D (FDOT, 2023)

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 14th 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
SR 22	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	Jenkins 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

Figure 10. Bay County Roadway Segment Operating at or below LOS D



Source: [FDOT District Three SHS LOS]

1.11 SAFETY ANALYSIS

FDOT annually collects crash information for each Florida county, and provides guidance for calculating a roadway segment's crash rate using this formula:

$$Crash\ Rate = \frac{Total\ Number\ of\ Crashes \times 1{,}000{,}000}{Number\ of\ Days \times AADT \times Number\ of\ Years \times Segment\ Length}$$

Using the crash rate formula and the Florida Traffic Safety Dashboard database, the safety of a roadway can be analyzed. The amount of traffic on the segment is directly proportional to the frequency of crashes occurring on the roadway segment. **Table 2** displays the change in both fatal and serious injury crash rates between 2018 to 2023.

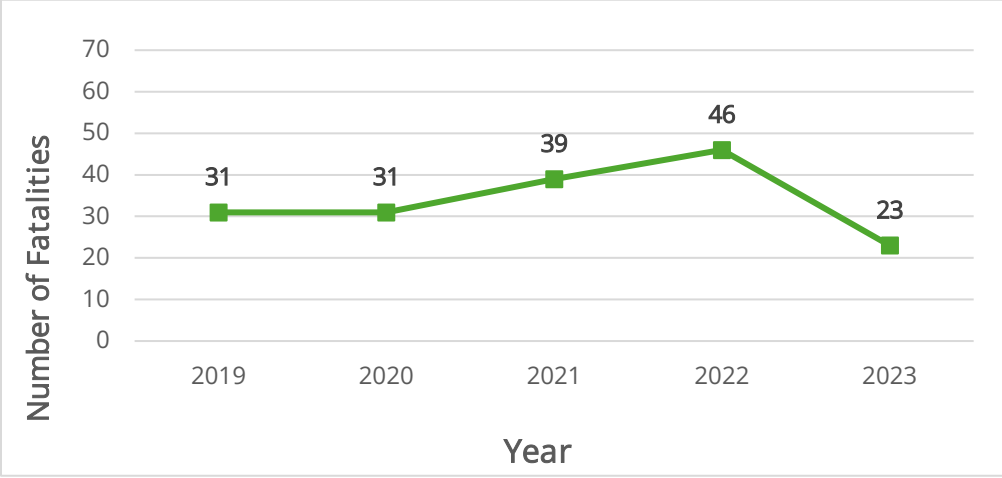
Table 2. Serious Injury and Fatal Crash Rates per Annual 100 MVMT

	2018	2019	2020	2021	2022	2023
Serious-Injury Crash Rate	11.162	10.449	9.278	8.596	7.724	**7.18**
Fatal Crash rate	1.601	1.584	1.617	1.665	1.829	**1.17**

Source: Florida Traffic Safety Dashboard, Florida Department of Transportation (FDOT)

Traffic fatalities are published annually by the National Highway Traffic Safety Administration (NHTSA). **Figure 11** illustrates the traffic fatalities in Bay County from 2019 through 2023.

Figure 11. Traffic Fatalities in Bay County 2019-2023



Source: National Highway Traffic Safety Administration (NHTSA), Fatality Analysis Reporting System (FARS).

1.12 FEDERAL REQUIREMENTS AND EMPHASIS AREAS

Federal law requires a TPO to address ten Federal Planning Factors as a part of its planning processes:

1. Economic Vitality
2. Safety
3. Security
4. Accessibility and Mobility
5. Environmental Quality
6. Multimodal Connectivity
7. System Efficiency
8. System Preservation
9. Resiliency & Reliability
10. Travel & Tourism

Appendix C contains a checklist to show how these factors are met in this LRTP.

1.13 FEDERAL EXPECTATIONS AND EMERGING ISSUES

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). 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 3 summarizes the Federal Emphasis Areas.

Table 3. Federal Emphasis Areas

Item	Planning Factor	Description	CFR Source
E1	Corridor Improvement	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
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

1.14 STATE GUIDANCE AND EMPHASIS AREAS

At the statewide level, Florida has implemented system-wide transportation, safety, bicycle/pedestrian, and intelligent transportation systems planning efforts. The Bay County TPO coordinates with FDOT for support in addressing a forward-looking strategy on emerging issues and proactive improvements within the TPO's metropolitan planning area.

The 2021 Florida Planning Emphasis Areas are:

- Safety
- Resilience
- Emerging Mobility

1.15 REGIONAL AND LOCAL PLANNING INTEGRATION

While not specifically required by federal or state direction, regional and local planning documents were examined to evaluate policy goals and objectives and Needs Plan projects that have direct relevance to the transportation system. The Goals and Objectives, Financial Resources, and Needs Plan reports provide additional discussion of the state, regional, and local planning documents considered during development of this LRTP and are listed below:

- Florida Transportation Plan (FTP)
- Florida Strategic Highway Safety Plan (SHSP)
- Florida Bicycle and Pedestrian Strategic Safety Plan (2021)
- Florida Greenways and Trails System Plan
- Florida Intelligent Transportation Systems Strategic Plan
- FDOT Shared Use Non-Motorized (SUN) Trail
- Bay County (FL) Comprehensive Plan
- Bay County PedBikeTrail Master Plan
- Bay County Joint Land Use Study
- Bay County Strategic Plan
- Bay County Transportation Disadvantaged Service Plan
- Bay County RESTORE Act Multi-Year Implementation Plan
- Bay County Long-Term Recovery Plan
- Bay-Walton Sector Plan
- Callaway Comprehensive Plan
- Lynn Haven Comprehensive Plan
- Mexico Beach Comprehensive Plan
- Panama City Beach Comprehensive Growth Development Plan
- Panama City Beach Strategic Plan 2020
- Panama City Beach Front Beach Road Community Redevelopment Plan
- Panama City Comprehensive Plan 2018

- Panama City Forest Park District Mobility Plan
- A Strategic Vision for Panama City's Historic Downtown and its Waterfront
- 2023 Economic Impact of Port Panama City
- City of Parker 2040 Comprehensive Plan
- City of Springfield Comprehensive Plan
- City of Springfield Master Plan
- ECRC Smart Regions Plan
- ECRC Safety Action Plan
- ECRC Data Analytics Plan

1.16 ECRC MILITARY INSTALLATION RESILIENCE REVIEW

The ECRC received a grant from the U.S. Department of Defense Office of Local Defense Community Cooperation through the Military Installation Sustainability program to develop a Military Installation Resilience Review (MIRR), finalized in October 2024. The purpose of the MIRR is to assist communities across Northwest Florida in assessing, planning, prioritizing, and implementing resilience actions and infrastructure investments that support mission assurance and mission-essential functions at regional military installations.

The Emerald Coast MIRR evaluates conditions across five counties in Northwest Florida and examines the resilience of key military installations, including Tyndall Air Force Base and Naval Support Activity Panama City in Bay County. The study evaluates potential shocks and stresses that could affect mission readiness and surrounding community infrastructure, including sea level rise and flooding, extreme heat, shoreline erosion, energy and fuel supply disruptions, and housing availability.

The MIRR identifies strategies to improve regional resilience and maintain operational readiness at military installations. Recommended actions include improvements to transportation infrastructure, stormwater management systems, utilities, land use coordination, and shoreline protection. Transportation improvements are particularly important in maintaining reliable access to installations and ensuring the movement of personnel, equipment, and emergency services.

The Bay County TPO coordinates with regional partners to ensure transportation investments identified through resilience planning efforts are considered during the development of the LRTP. These efforts help strengthen the transportation network while supporting the long-term resilience of military installations and surrounding communities.

1.17 COMMUNITY REDEVELOPMENT AGENCY

Community Redevelopment Agencies (CRAs) play an important role in implementing transportation improvements that support economic development and community revitalization. CRA districts focus on improving infrastructure, enhancing mobility, and supporting redevelopment efforts in targeted areas.

Within Bay County, several CRA districts support transportation improvements such as streetscape projects, pedestrian infrastructure, roadway enhancements, and access improvements. These efforts complement regional transportation planning by improving connectivity and accessibility within local activity centers.

Coordination between the Bay County TPO and local CRA districts helps ensure that redevelopment initiatives are consistent with regional transportation goals and mobility improvements.

2 PUBLIC INVOLVEMENT PROGRAM

2.1 INTRODUCTION

The Public Involvement Plan was prepared by the ECRC for this LRTP to define strategies that include a variety of outreach activities designed to solicit feedback during all stages of the planning process. The outreach program is intended to engage stakeholders of all ages, communities, and interests in accordance with federal requirements under 23 CFR 450.316 and guidance provided in the District MPO Liaison Handbook.

Public involvement activities are designed to provide meaningful opportunities for the public, partner agencies, and interested stakeholders to participate in the development of the LRTP. These activities include public meetings, stakeholder coordination, online engagement tools, and other outreach methods intended to increase awareness and participation in the planning process.

Documentation of public involvement outreach and outcomes is provided in the technical reports supporting this LRTP, including the:

- Goals and Objectives Report
- Financial Resources Report
- Evaluation Criteria Report
- Congestion Management Process Report
- Needs Plan Report
- Cost Feasible Plan Report

A key component of the public involvement program includes outreach conducted through Steering Committee meetings held during the development of the LRTP. These meetings are publicly advertised and provide opportunities for members of the public to attend, provide comments, and participate in the planning process.

To further expand public engagement, the outreach program incorporates online communication tools and social media platforms to share information and encourage participation. These tools help broaden the reach of the planning process and provide additional opportunities for community members who may not otherwise participate in traditional public meetings.

2.2 EMPHASIS AREAS

2.2.1 Title VI and Social Factors

The Bay County TPO considers Title VI of the Civil Rights Act of 1964, which prohibits discrimination based on race, color, and national origin in programs and activities receiving federal funds. The TPO also considers social factors and potential transportation impacts on minority, low-income, transit-dependent, older adult, disabled, and limited-English-proficiency populations within the TPO study area.

The TPO identifies and addresses, as appropriate, disproportionately high and adverse human health or environmental effects of its programs, policies, and activities on minority and low-income populations within the Bay County TPO study area. Social factor considerations were incorporated into the development of this LRTP to support fair and inclusive participation in the planning process.

Areas with higher concentrations of minority, transit-dependent, low-income, older adult, and limited-English-proficiency populations were identified for additional outreach consideration. Public outreach activities encouraged participants to provide residential ZIP codes to help evaluate participation levels from these areas and determine whether outreach efforts were effectively reaching underrepresented populations.

2.2.2 Resource Agency & Tribal Coordination

Resource agency and tribal coordination was initiated by ECRC and the FDOT Office of Environmental Management (OEM) through direct outreach to the following:

- Florida Department of Environmental Protection (FDEP)
- Florida Department of State Historic Preservation, Division of Historical Resources
- Northwest Florida Water Management District
- Florida Fish and Wildlife Conservation Commission
- Florida Department of Commerce.
- Tribal Representatives

2.2.3 Tourism

Tourism is an important component of the Bay County economy and plays a significant role in shaping transportation demand throughout the region. Visitors traveling to beaches, recreational areas, commercial centers, and special events contribute to seasonal and daily travel patterns that influence roadway, pedestrian, bicycle, and transit needs within the Bay County TPO study area.

Tourism considerations were incorporated into the development of this LRTP through review of relevant state and local planning documents that address tourism-related mobility needs. These documents include:

- ECRC Comprehensive Economic Development Strategy (CEDS)
- 2024-2028 Florida Greenways and Trails System Plan
- Bay County 2025 PedBikeTrail Master Plan
- 2021-2025 Bay County Strategic Plan
- Panama City Beach Front Beach Road Community Redevelopment Plan
- A Strategic Vision for Panama City's Historic Downtown and its Waterfront.

Regional transportation and tourism stakeholders, including the Northwest Florida Beaches International Airport, provide important input on visitor travel patterns and transportation needs.

Transportation improvements that support tourism include roadway enhancements, multimodal infrastructure, transit accessibility, and streetscape improvements that improve mobility for both residents and visitors. Coordination with local governments, community redevelopment agencies, and tourism-related stakeholders helps ensure that transportation investments support economic development while improving safety and mobility within key activity centers.

Figure 12. Visitor Activity Center in Downtown Panama City



2.2.4 Natural Disaster Risk Reduction

Natural disaster risk reduction is an important consideration in transportation planning within Bay County due to the region's exposure to coastal storms, flooding, and other hazard events. Transportation infrastructure plays a critical role in supporting evacuation, emergency response, and post-disaster recovery.

Consideration of natural disaster risks was incorporated into the development of this LRTP through review of state and local planning documents addressing resilience and hazard mitigation. These documents include the Florida Transportation Plan, the Comprehensive Economic Development Strategy, and the local comprehensive plans within the Bay County TPO study area.

Coordination with local governments and regional partners helps identify transportation improvements that enhance system resilience and reduce vulnerability to natural disasters. These efforts support transportation investments that improve evacuation routes, strengthen critical infrastructure, and increase the overall resilience of the transportation network.

3 GOALS AND OBJECTIVES

3.1 INTRODUCTION

Goals and Objectives establish the framework for the LRTP and guide the development of transportation strategies and investments within the Bay County TPO study area. The Goals and Objectives Technical Report (Bay 2050 LRTP website) documents the process and outcomes of the 2050 Goals and Objectives update. The information is summarized below.

3.2 DEVELOPMENT OF GOALS AND OBJECTIVES

The following sources were used to shape the 2050 LRTP Goals and Objectives: federal transportation legislation, statewide transportation plans, the FDOT District MPO Liaison Handbook, local government comprehensive plans, and previously adopted Bay County TPO 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.
- Additional evaluation was conducted for guiding documents, including state, regional, and local plans that provide direction on transportation policy.
- Previously adopted Goals and Objectives were reviewed and refined to reflect current priorities and emerging transportation needs.
- The Steering Committee met on December 9, 2024 and January 28, 2025 to review and discuss the draft Goals and Objectives, provide recommendations for revisions, and incorporate feedback into the final Goals and Objectives.
- Opportunities for public and stakeholder input were provided throughout the planning process, and comments were incorporated into the final Goals and Objectives.
- The final Goals and Objectives were presented to the Bay County TPO and its advisory committees for review and adoption on February 5, 2025.

3.3 ADOPTED 2050 GOALS AND OBJECTIVES

The adopted 2050 Goals and Objectives are summarized in **Table 4**. The vision and mission statements, along with the goals and objectives, serve as the guiding principles of the Bay County TPO 2050 LRTP and inform the development of transportation strategies and project prioritization.

For the 2050 LRTP, the vision statement, mission statement, and goals have remained consistent with the previous LRTP, with refinements made to ensure continued alignment with current transportation priorities and planning considerations.

- **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.

Table 4. 2050 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 ei ciently.	
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 Corridor Improvement 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.

3.4 ADOPTED 2050 GOALS AND OBJECTIVES ỳ FEDERAL REQUIREMENTS

Table 5 shows how the required Federal Planning Factors were included in the strategies of 2050 LRTP. An "X" indicates the Objective fulfills a Federal Planning Factor.

Table 5. Incorporation of Federal Planning Factors

		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							
Ob		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			

	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
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	
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

		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
	5.8	X			X			X			X
	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
Ob	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		
	8.4		X		X		X	X		X	

4 EVALUATION CRITERIA

4.1 INTRODUCTION

Evaluation Criteria are derived from the Goals and Objectives to provide an impartial method to evaluate and rank projects in the LRTP Needs Plan.

4.2 DEVELOPMENT OF EVALUATION CRITERIA

The Evaluation Criteria Technical Report (Bay 2050 LRTP website) documents the process and outcome of how the evaluation criteria were developed and applied for this LRTP. The criteria were developed through coordination with the Steering Committee, which reviewed the draft Goals and Objectives and provided input to refine the evaluation criteria to reflect current planning priorities.

The Steering Committee guided the development of the Evaluation Criteria through meetings held on December 9, 2024 and January 28, 2025, where draft materials were presented and feedback was incorporated into the final criteria.

The Evaluation Criteria were presented to and approved by the Bay County TPO and its committees. The adopted criteria were then applied to evaluate projects included in the Needs Plan. The results of this evaluation are documented in the Evaluation Criteria Technical Report and were used to support development of the Cost Feasible Plan. The overall evaluation framework and weighting structure are consistent with previous plan updates, with refinements made to reflect the updated Goals and Objectives.

4.3 2050 EVALUATION CRITERIA

The 2050 Evaluation Criteria are organized into categories that correspond with the adopted Goals and Objectives of the LRTP. Each category is assigned a weight to reflect its relative importance in evaluating Needs Plan projects and supporting development of the Cost Feasible Plan.

The adopted Evaluation Criteria include the following categories:

- Transportation Safety
- Multimodal Choices and Connections
- System Efficiency and Preservation

- System Sustainability and Livability
- Economic Vitality
- Transportation Security
- Congestion Management

Projects are scored based on how well they address the criteria within each category. The weighted scores are used to compare projects and support prioritization for the Cost Feasible Plan. The adopted Evaluation Criteria, weights, and scoring methodology are detailed in **Table 6**.

Table 6. 2050 Adopted Evaluation Criteria

Category and Criteria	Criteria Rating Scale		
Transportation Safety - 20% [Goal 1: A multimodal transportation system that is safe]			
Complete Systems (Project assists in providing a completed transportation system)	0		5
Does the project provide an opportunity to continue completion of the transportation system for all users?	No		Yes
School Activity (Project within two miles of a public school, private school, or College)	0		5
Will the project help to improve a school zone or school-related activities (e.g., school crossings, school routes, buses, etc.)?	No		Yes
Safety Improvement Strategies (Crash Rates based on Signal Four Analytics)	0	2.5	5
Projects ranked from highest to lowest and awarded a graduated point value based on ranking past five years	Lowest	Mid-Range	Highest
Crash Severity (Project makes improvements to an area with a high crash severity)	0	2.5	5
Does the project make safety improvements to an area with severe injury or fatal crashes?	No Injury	Some Injury	Fatal/Severe Injury
Multimodal Choices and Connections - 15% [Goal 2: A multi-modal network of integrated transportation systems for the movement of people and goods]			
Pedestrian (Project included as a Pedestrian project in the TPO's Bicycle/Pedestrian Plan)	0	2.5	5
To what extent will the project enhance pedestrian and related connections or opportunities?	> 1/2 mile	< 1/2 mile	Same Facility
Bicycle (Project included as a bicycle project in the TPO's Bicycle/Pedestrian Plan)	0	2.5	5
To what extent will the project enhance bicycle and related connections or opportunities?	> 1/2 mile	< 1/2 mile	Same Facility
Public Transportation (Project is located on a BayWay Route or a FDOT Park and Ride Lot)	0	2.5	5
To what extent will the project enhance public transportation and related connections or opportunities (e.g., park&ride, bus shelters)?	> 1/2 mile	< 1/2 mile	Same Facility
System Efficiency and Preservation - 10% [Goal 3: A multi-modal transportation system that is operated and maintained efficiently]			
AADT (2024 AADT from Florida Traffic Online Database)	0	1.67	3.33
What is the estimated daily traffic volume at the project location?	< 10,000	10,000 to 20,000	> 20,000
Route Significance (Project is on the Strategic Intermodal System or NHS)	0		3.33
Is the project located on the National Highway System or SIS?	No		Yes
Existing Deficiency (Regional Transportation Model and FDOT's LOS Tables or other LOS Analysis	0	1.67	3.33
Will the project address one or more deficiencies (e.g., failing LOS, ADA, signal delay, resurfacing, etc.)?	> 1.3	1.0 to 1.3	< 1.0

Category and Criteria	Criteria Rating Scale		
System Sustainability and Livability - 10% [Goals 4 & 5: A multi-modal transportation system that protects, preserves, and enhances a high quality of life & A multi-modal transportation system that includes consistent, continuing cooperative and comprehensive planning processes]			
Environmental and Social (PD&E Study and/or FDOT Consultant ETDM Review)	0	1.67	3.33
To what extent will the project have social or environmental impacts as evaluated through an FDOT PD&E or equivalent study?	Substantial	Moderate	Low
Recreational Opportunity (Project is linked to water, campgrounds, parks, and trails)	0		3.33
To what extent might the project add, enhance, or otherwise benefit recreational opportunities for residents or visitors?	> 2 miles		0 to 2 miles
Local Planning (Project is located in a Local Government Comprehensive or Master Plan)	0		3.33
Is the project identified or supported by an existing municipal comprehensive plan or other locally-adopted plan or study?	No		Yes
Economic Vitality - 15% [Goal 6: A mutli-modal transportation system that supports economic vitality]			
Economic Reach (Positive Employment Growth from 2025 to 2050 Traffic Analysis Zones along Corridor)	0	1.875	3.75
To what extent will the project support planned development or provide economic benefits (e.g. job growth/retention)?	No	0 to 2%	> 2%
Base Access (Project on the SIS for Military Access or the Strategic Highway Network (STRAHNET))	0		3.75
Does the project improve military base access directly or indirectly (e.g., along a connecting route)?	No		Yes
Intermodal Goods Movement (Project on the Strategic Intermodal System (SIS) or TPO 's Regional Freight Plan Network)	0		3.75
To what extent will the project enhance, expand, or benefit intermodal facilities or opportunities for goods movement?	No		Yes
Tourism (Project provides for tourism, recreation, or ecotourism enhancement)	0		3.75
To what extent does the project promote tourism, recreation, or ecotourism?	No		Yes
Transportation Security - 10% [Goal 7: A multi-modal transportation system that provides for the security of residents, visitors, and commerce]			
Emergency Response (Project on a hurricane evacuation route in the Northwest Florida Hurricane Evacuation Restudy)	0		3.33
Will the project directly enhance emergency response or improve emergency access for police, fire, ambulance, major utility center, etc?	No		Yes
Identified Security Issues (Project is within 2 miles of military installation, airport, port, and local government center)	0		3.33
Will the project help to address a previously-identified security issue or concern?	No		Yes
Service Disruption (Project is within 5 miles of a hurricane evacuation route)	0		3.33
Does the proposed project provide alternative routes for natural disaster evacuation?	No		Yes
Congestion Management - 20% [Goal 8: A multi-modal transportation system that maintains acceptable roadway level of service on all major facilities]			
Correct Deficiency (Project has been identified as deficient in another study or plan)	0		6.67
Will the project appropriately address congestion as identified by studies or other observations?	No		Yes
Congestion Management Strategies (Volume to Capacity Ratio)	0	3.33	6.67
To what extent will the project incorporate congestion management strategies?	> 1.3	1.0 to 1.3	< 1.0
Facility Level of Service (LOS) (FDOT LOS Tables)	0	3.33	6.67
What is the LOS of the proposed project area?	A-B	C	D-F
Total Points			**100**

5 FINANCIAL RESOURCES

5.1 INTRODUCTION

Revenue forecasts used in development of the LRTP were provided by the FDOT and serve as the basis for estimating funding availability over the planning horizon. The Financial Resources Technical Report *(*Bay 2050 LRTP website*)* documents the revenue assumptions, source materials, and forecasting methodology used in this analysis. Supporting reference materials are included in **Appendix F** of the Final Report, including the applicable Year of Expenditure (YOE) multipliers from the FDOT Revenue Forecast Handbook.

5.2 DEVELOPMENT OF FINANCIAL RESOURCES

Summary of Federal and State Revenues for Florida

The FDOT District 3 Planning office provided estimates of state and federal transportation funding for the TPO for years 2025-2050. The forecast categorizes FDOT's major programs into capacity and non-capacity programs. It should be noted that this is not the total amount of funds spent on the transportation system, with the majority of transportation funds being spent to operate and maintain the existing system through programs such as roadway surfacing and safety. Once all of the maintenance and operations obligations are satisfied, the remaining funds are available for capacity projects.

Forecasted revenues for capacity programs are used to expand existing transportation systems that support economic competitiveness and improve quality of life.

5.2.1 Capacity Programs

Capacity programs include each major FDOT program that expands the capacity of existing transportation systems (such as highways and transit), as described in the sections below.

SIS Highways Construction & ROW – Provides funding for construction, improvements, and associated right of way on SIS highways (i.e., Interstate, the Turnpike, other toll roads, and other facilities designed to serve interstate and regional commerce including SIS Connectors). Examples of roadways that are part of the SIS include:

- US 98 (State Road 30)
- US 231 (State Road 75)
- State Road 79
- 23rd Street (State Road 368)

Other Arterial Construction / ROW – Provides funding for construction, improvements, and associated right of way on State Highway System roadways not designated as part of the SIS. It also includes funding for local assistance programs such as the Transportation Regional Incentive Program (TRIP), and the County Incentive Grant Program (CIGP).

Aviation – Financial and technical assistance to Florida's airports in the areas of safety, security, capacity enhancement, land acquisition, planning, economic development, and preservation.

Transit – Technical and operating/capital assistance to transit, paratransit, and ridesharing systems.

Seaport Development – Funding for development of public deep-water ports projects, such as security infrastructure and law enforcement measures, land acquisition, dredging, construction of storage facilities and terminals, and acquisition of container cranes and other equipment used in moving cargo and passengers.

Transportation Management Area Funds (TMA) – Urbanized areas with a population greater than 200,000 are designated as TMAs and must comply with additional federal transportation planning requirements. Bay County TPO is not designated as a TMA and therefore does not qualify for TMA funds.

5.2.2 Non-Capacity Programs

Refers to FDOT programs designed to support, operate and maintain the state highway system: safety, resurfacing, bridge, product support, operations and maintenance, and administration. In a typical Work Program cycle the non-capacity dollars make up approximately 50-60% of the Work Program's budget.

Safety Programs – Includes the Highway Safety Improvement Program, the Highway Safety Grant Program, Bicycle/Pedestrian Safety activities, the Industrial Safety Program, and general safety issues on a Department-wide basis.

Resurfacing Programs – Resurfacing of pavements on the State Highway System and local roads as provided by state law.

Bridge Programs – Repair and replace deficient bridges on the state highway system. In addition, not less than 15% of the amount of 2009 federal bridge funds must be expended off the federal highway system (e.g., on local bridges not on the State Highway System).

Product Support – Planning and engineering required to "produce" FDOT products and services (i.e., each capacity program; Safety, Resurfacing, and Bridge Programs).

Operations & Maintenance Program – Activities to support and maintain transportation infrastructure once it is constructed and in place.

Administration and Other – Resources required to perform the fiscal, budget, personnel, executive direction, document reproduction, and contract functions. Also includes the Fixed Capital Outlay Program, which provides for the purchase, construction, and improvement of non-highway fixed assets (e.g., offices, maintenance yards). The "Other" category consists primarily of debt service.

5.3 REVENUE SUMMARIES FOR FLORIDA

Listed in the table below are the projections provided by FDOT for the Bay County TPO to use in development of the 2050 Bay County LRTP. The TIP projects are from the FY2026-2030 TIP, and the costs will not exceed the revenue. **Table 7** is presented in YOE dollars.

Table 7. 2050 State and Federal Funds – Florida 2050 Revenue Forecast

Bay County TPO Revenue Estimates *(Millions of $)*					
Funding Source	FY26-30	FY31-35	FY36-40	FY41-50	Total
SIS *(SIS Cost Feasible Plan)*	$261.88	$411.23	$247.70	$4.62	$991.96
SL *(Handbook Table 9)*	$28.49	$29.41	$29.41	$58.82	$146.63
SHS (Non SIS) Non-TMA* *(Handbook Table 12)*	$0.89	$2.33	$2.43	$4.96	$12.78
Other Roads (non-SIS, non-SHS) *(Handbook Table 39)*	$1.30	$3.40	$3.53	$7.20	$15.64
Transit *(Handbook Table 40)*	$2.87	$3.10	$3.24	$6.61	$16.86
TMA/SU	N/A	N/A	N/A	N/A	N/A
Total Capacity Programs	$295.43	$449.47	$286.31	$82.21	$1,183.87

**Provided by FDOT District 3 for Bay County TPO area only*

Project costs for the 2050 LRTP are expressed in YOE dollars to reflect the anticipated future cost of implementing transportation improvements. YOE costs account for inflation and escalation over time and are based on revenue growth and inflation assumptions developed by the FDOT, as documented in the Financial Resources Technical Report (Bay 2050 LRTP website). Planning-level cost estimates include Preliminary Development and Construction (PDC) components, consistent with FDOT cost estimating practices.

Appendix F of this LRTP provides the FDOT Revenue Forecast excerpt from the 2050 FDOT Revenue Forecast Guidebook (June 2023) for the Bay County TPO and for the inflation factors to adjust to YOE.

FDOT District 3 provided the Bay 2050 Revenues on April 8, 2025, which were used to develop the revenues table in **Table 7**. FDOT District 3 provided an update on October 14, 2025 to the cost per mile estimates that was used to develop the cost estimates tool (see **Section 6.3.7** and **Table 20**).

Financial Resources were reviewed with the Steering Committees on:

- Steering Committee Meeting #3: April 14, 2025
- Steering Committee Meeting #4: June 17, 2025

Financial Resources were reviewed with the public at the Cost-Feasible Plan Public Workshop in Panama City on April 14, 2026.

Financial Resources were reviewed with the TPO and Committees on:

- August 27, 2025 (Adopted)

Strategic Intermodal System (SIS) Funding is from the SIS Plans:

- Adopted Five-Year Plan (July 2025) [FY 26-30]
- Approved Second Five-Year Plan (July 2025) [FY 31-35]
- Long-Range Cost Feasible Plan (July 2024) [FY 35-50]

Non-Strategic Intermodal System (Non-SIS) Capacity funding includes:

- SL [Handbook Table 9] (**Appendix F**)
- SHS (Non-SIS) Non-TMA [Handbook Table 12] (**Appendix F**)
- Other Roads (Non-SIS, Non-SHS) [Handbook Table 39] (**Appendix F**)

Capacity funding does not include:

- Transit [Handbook Table 40] (**Appendix F**)

6 NEEDS PLAN

6.1 INTRODUCTION

The Needs Plan considers current and future transportation needs without consideration of financial constraints. All projects that address transportation needs are included in the plan.

6.2 DEVELOPMENT OF NEEDS PLAN PROJECTS

The Needs Plan process is documented in the Needs Plan Technical Report (Bay 2050 LRTP website) and summarized in **Figure 13**.

Figure 13. Needs Plan Process



6.2.1 Existing Plus Committed Network

To determine the roadway projects initially needed, an Existing Plus Committed (E+C) Network is established. The E+C Network is composed of major arterial and collector roadways within the study area, together with new or expanded roadways that have been committed for construction between 2020-2028. The list of projects, as well as the map of the E+C Network can be found in **Table 8** and **Figure 14**.

Table 8. Existing Plus Committed Projects

Roadway	Limits	Project	Improvement
Powell Adams Road	SR 30A/US 98 (Back Beach Road)	L.C. Hilton Drive	4 Lanes
Bay Parkway Phase II / Philip Griffitts Sr. Parkway	Pier Park Drive	Nautilus Road	New 2 Lane Road
Colony Club Connector	Nautilus Street	Fairway Boulevard	New 2 Lane Road
Jenks Avenue	23rd Street	SR 390	4 Lanes (Two Way Center Turn Lane)
SR 390	Baldwin Road	Jenks Avenue	6 Lanes
SR 390	Jenks Avenue	SR 77	6 Lanes
Titus Road	SR 390	CR 2321	New 2 Lane Road
South Arnold Street	Back Beach Road	Front Beach	4 Lanes and Roundabout
SR 388	SR 79	East of Northwest Florida Beaches	4 Lanes
SR 30 (US 98) Tyndall Parkway	SR 30 (US 98) Tyndall Parkway	Tyndall Drive	Interchange Improvement
SR 390	SR 368 (23rd Street)	East of CR 2312 (Baldwin Road)	6 Lanes
SR 30A (US 98) / Panama City Beach Parkway	Mandy Lane	East of Nautilus Street	6 Lanes
SR 30A (US 98) / Panama City Beach Parkway	East of Nautilus Street	East of Richard Jackson Boulevard	6 Lanes
SR 75 (US 231)	CR 2315 (Star Avenue)	Titus Road	Intersection Improvement
Gulf Coast Parkway	SR 30 (US 98)	Star Avenue	New 4 Lane Road
Minge Branch Drive Extension	Mill Bayou Boulevard	Titus Connector Road	New 2 Lane Road
Powell Adams Road	Front Beach Road	South of Sting Ray Drive	4 Lanes
SR 30 / Front Beach Road	Lullwater Drive	Lantana Street	Median/Turn Lanes

Figure 14. Existing Plus Committed Projects



Source: Bay County TPO

Figure 15. Philip Griffitts Sr. Parkway Regional Transportation Infrastructure



6.2.2 Needs Plan 2023 Deficiencies

In previous plans, the Northwest Florida Regional Transportation model has been used to create a deficiency map identifying roadway segments that are experiencing capacity constraints. For the 2050 LRTP however, LOS data from FDOT's District Three SHS LOS Dashboard were used instead because the LOS values shown in this dashboard more closely aligned with local perceptions of congestion on area roadways.

Deficiencies are based on the 2023 level of service (LOS) for SHS roads in Bay County. **Table 10** lists roadway segments from the 2023 deficiencies map and their LOS rating (see **Table 9**). All 2023 deficient road segments projects have Needs Plan Projects identified along their extents that would alleviate congestion in those areas (indicated by blue highlighting in **Table 10**).

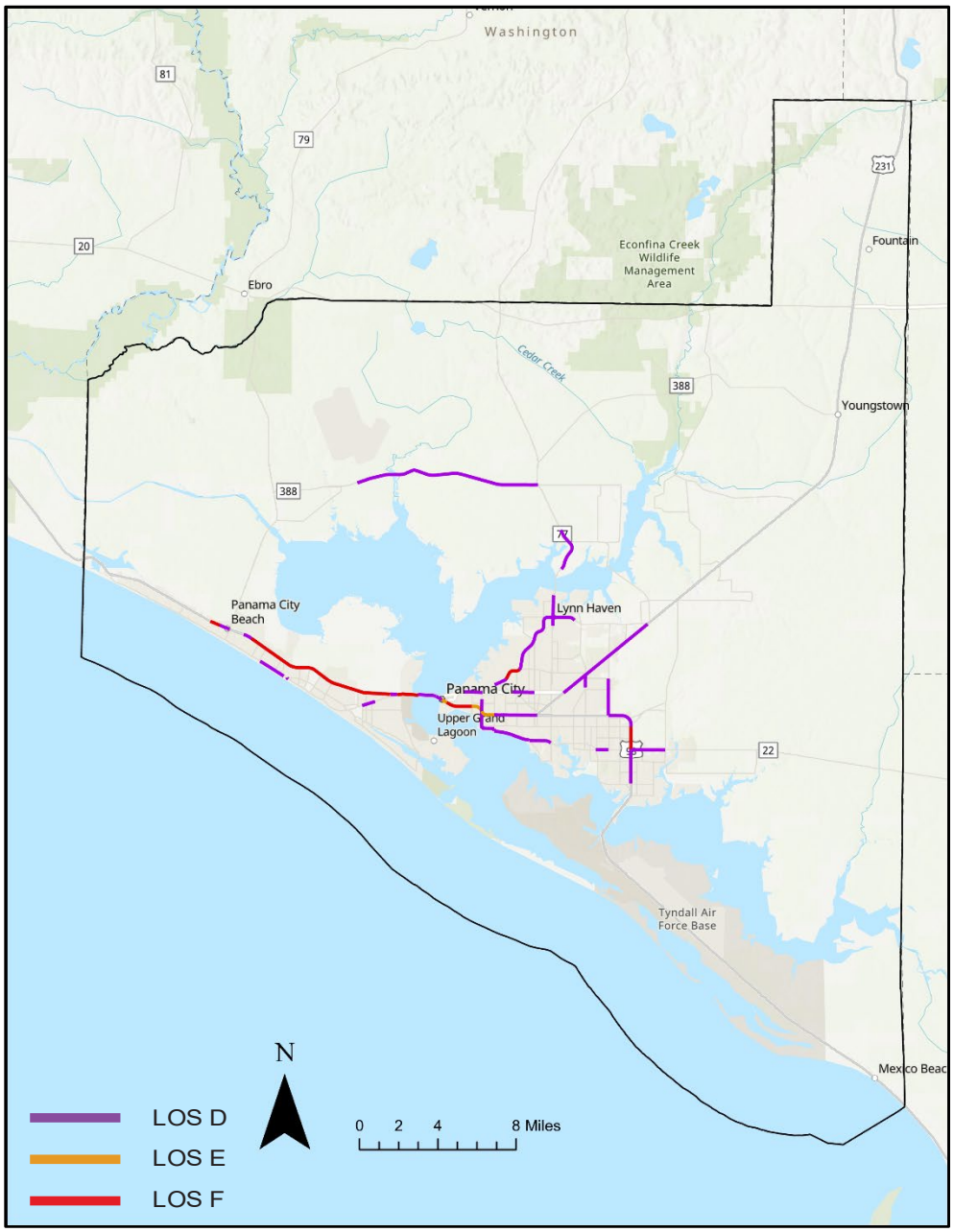
Table 9. LOS Congestion Levels

Daily v/c Ratio	Congestion Level
LOS D	Borderline Congested
LOS E	Congested
LOS F	Very Congested

Figure 16. Panama City 23rd Street Flyover



Figure 17. 2023 Bay County Needs Plan Deficiencies in 2023



Source: [FDOT District Three SHS Level of Service]

Table 10. Bay County Deficient Road Segments (2023) with Needs Plan Projects

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 14th 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
SR 22 (Wewa Highway)	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

6.2.3 2045 Needs Plan Review

The next step in development of the 2050 Needs Plan was to review projects carried forward from the previous 2045 Needs Plan. These projects were evaluated in conjunction with the latest deficiency data to determine whether they were still warranted or should be removed. Some projects have since been completed, while other needs have shifted due to changes in roadway ownership, development patterns, or updated population and employment forecasts. Projects proposed for removal were reviewed with the Steering Committee and are listed in Table 11.

Table 11. 2045 Needs Plan Projects Not Included in 2050 Needs Plan

Corridor / Project	From	To	Project Description	Reason Not Included In 2050 Needs Plan
US 98 (Panama City Beach Parkway) SR 30A	Mandy Lane	Nautilus Street	Widen to 6 Lanes	Under Construction
US 98 (Panama City Beach Parkway) SR 30A	Nautilus Street	Richard Jackson Blvd	Widen to 6 Lanes	Under Construction
E 39th Street Extension	Camryns Crossing	Transmitter Road (CR 2327)	Construct new 2 Lane Facility	Not on Network
Philip Gri tts Sr Parkway	SR 388 (West Bay Parkway)	SR 79 at the Loop Road connection	Construct new 4 Lane Facility	Steering Committee Feedback
US 98 Dupont Bridge Replacement over St. Andrews Bay and ICWW	City of Parker	Tyndall Air Force Base	DuPont Bridge Replacement	Under Construction
Titus Connector Road	SR 390	CR2321	New 2 Lane Facility	E+C
Clarence Street	SR 392A (Hutchison Blvd.)	US 98A (Front Beach Road)	Widen to 4 Lanes	Not on Network
US 98 (SR 30)	CR 2327 (Transmitter Road)	Tyndall Drive / Airey Avenue (on Tyndall AFB)	Widen to 6 Lanes	Steering Committee Feedback
Harrison Avenue Complete Streets Corridor Study	US 98 (E. 15th Street)	Government Street	Study	Under Construction
CR 3026 (Cherry Street) at CR 2323 (N Berthe Ave)			Construct Roundabout	Steering Committee Feedback
CR 3026 (Cherry Street) at N. Hwy 22A (N. Bob Little Rd)			Construct Roundabout	Steering Committee Feedback
Thomas Dr Front Beach Rd			Beach Transfer and Maintenance Center	Public Workshop Feedback

6.2.4 TPO Priorities and TIPs

Another component of the Needs Plan development was the review of TPO project priorities, and the Transportation Improvement Program (TIP) as adopted by the Bay County TPO. Both current and previous TIP documents were reviewed to incorporate existing priorities and programmed projects and to ensure consistency between the TIP and the LRTP.

6.2.5 Review of Planning Documents

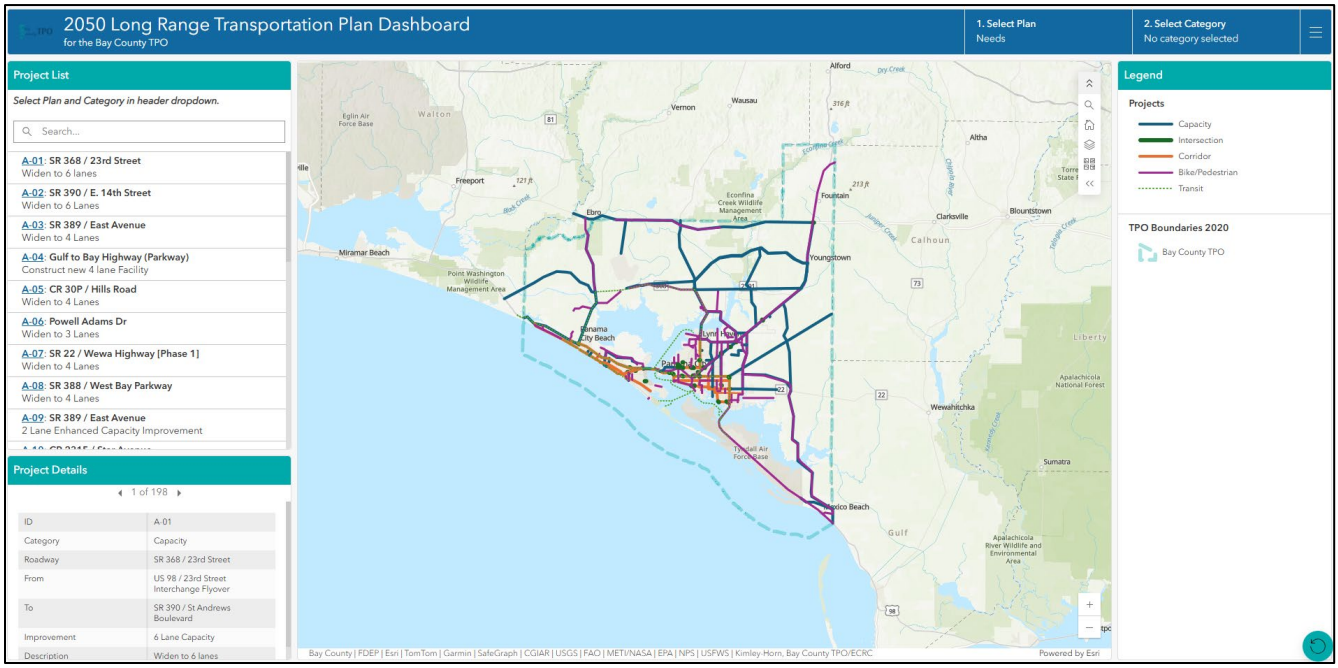
The 2050 LRTP considered local and regional planning documents to better understand issues of local importance identified through other planning efforts. This review contributed to development of the Needs Plan by identifying projects and recommendations from adopted plans and recovery initiatives. For example, projects from the Bay County Hurricane Michael Long-Term Recovery Plan and recommendations from the Post-Hurricane Michael Panama City Neighborhood Plans were considered during development of the Needs Plan. The planning documents reviewed are further discussed in the Goals and Objectives, Financial Resources, and Needs Plan Technical Reports (Bay 2050 LRTP website).

6.2.6 On-line Geographic Information System Map

The Bay County 2050 LRTP development used an online Geographic Information System (GIS) Dashboard, shown in **Figure 18**. The GIS Dashboard was put together by ECRC staff and used to support review and analysis of Needs Plan projects throughout development of the LRTP.

The Dashboard allows users to view Needs Plan projects geographically and select individual projects for additional information. Each project on the Dashboard is clickable and provides details from the Needs Plan project database, including the project ID, category, roadway, project limits, improvement type, and project description. The Dashboard also allows projects to be reviewed by category, including capacity, intersection, corridor, bicycle/pedestrian, and transit improvements.

Figure 18. 2050 Long-Range Transportation Plan GIS Dashboard



Source: [Bay County TPO 2050 Long Range Transportation Plan Dashboard]

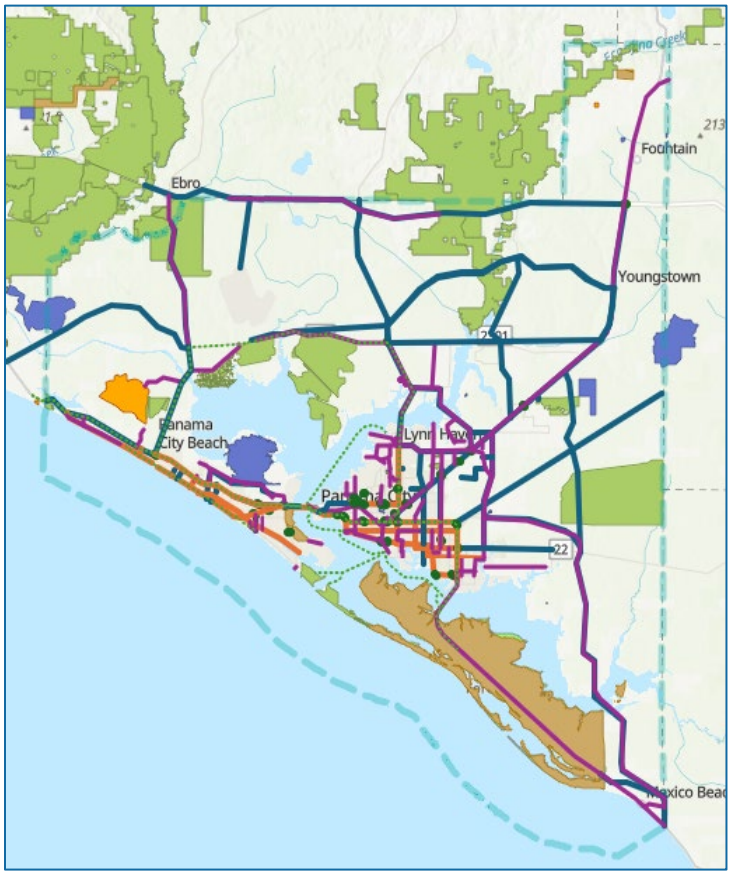
The GIS Dashboard included multiple geographic and environmental layers to support project review and analysis including:

- Needs Plan project locations
- Capacity projects
- Intersection projects
- Corridor projects
- Bicycle and pedestrian projects
- Transit projects
- Bay County TPO boundary
- Roadway network and community base map features
- Environmental resources such as parks, conservation lands, management areas, and state forests
- Military facilities, including Tyndall AFB and NSA Panama City
- Strategic Intermodal System (SIS) facilities, including highways, airport, seaport, rail, and other regional transportation facilities

- Community features such as hospitals, schools, parks, and activity centers
- Demographic information, including population and employment density
- Existing and planned bicycle, pedestrian, trail, and transit facilities
- Park and Ride locations
- Railroads and freight-related facilities
- Evacuation zones and coastal high hazard areas
- Planned developments and major growth areas

These layers were used to support consideration of Needs Plan projects and to help identify potential relationships between proposed transportation improvements, community features, environmental resources, military facilities, and other regional transportation assets. This mapping tool, shown in **Figure 19**, helped the Bay County TPO, local governments, stakeholders, and the public better understand the geographic distribution of transportation needs and potential project impacts.

Figure 19. GIS Dashboard Transportation, Environmental, and Community Data Layers



Source: Bay County GIS & FDOT GIS

6.2.7 Steering Committee and Local Government Review

Public and stakeholder input was incorporated into development of the 2050 Needs Plan through coordination with a Steering Committee and local governments within the Bay County TPO study area. The Steering Committee includes representatives from local governments, transportation agencies, and key stakeholders and provides guidance throughout the LRTP development process.

Steering Committee members provided input on transportation needs, project priorities, and local considerations that informed development of the Needs Plan. In addition to Steering Committee coordination, targeted outreach was conducted with agencies and stakeholders such as local governments, transit providers, aviation and port facilities, freight providers, and military installations to review Needs Plan projects and ensure consistency with local priorities, land use planning, and development trends. Feedback received through this coordination was used to refine project scopes and identify additional needs where appropriate.

The Steering Committee and local government review process resulted in meaningful collaboration and helped ensure that the Needs Plan reflects both regional transportation priorities and local community needs. Additional details on Steering Committee activities and coordination efforts are documented in the Needs Plan Technical Report (Bay 2050 LRTP website).

6.2.8 Public Involvement

Public involvement was incorporated into the development of the 2050 Needs Plan through a combination of public outreach activities, online engagement, and coordination with local governments and stakeholders. Outreach efforts were intended to provide the public with opportunities to review Needs Plan components, understand the LRTP planning process, and provide input on long-range transportation needs in Bay County.

To support public awareness and participation, information related to the Needs Plan was shared through traditional and digital communication tools. Outreach materials provided an overview of the LRTP process, identified key transportation needs, and invited the public to provide input on future transportation priorities.

Public notices and outreach materials were distributed through official agency communication channels and the Bay County TPO 2050 LRTP webpage.

Survey results were also used to help understand public priorities related to transportation needs. Participants identified support for several types of improvements, including expanding major roadways, upgrading major intersections, expanding multimodal connectivity, improving emergency response and evacuation routes, and investing in cost-effective transportation solutions (**Figure 20**). The survey also indicated that most participants rely on personal vehicles for daily travel (**Figure 21**) and experience congestion on their usual routes (**Figure 22**). These results were considered during development of the Needs Plan.

Figure 20. Transportation Improvement Preferences Survey Results

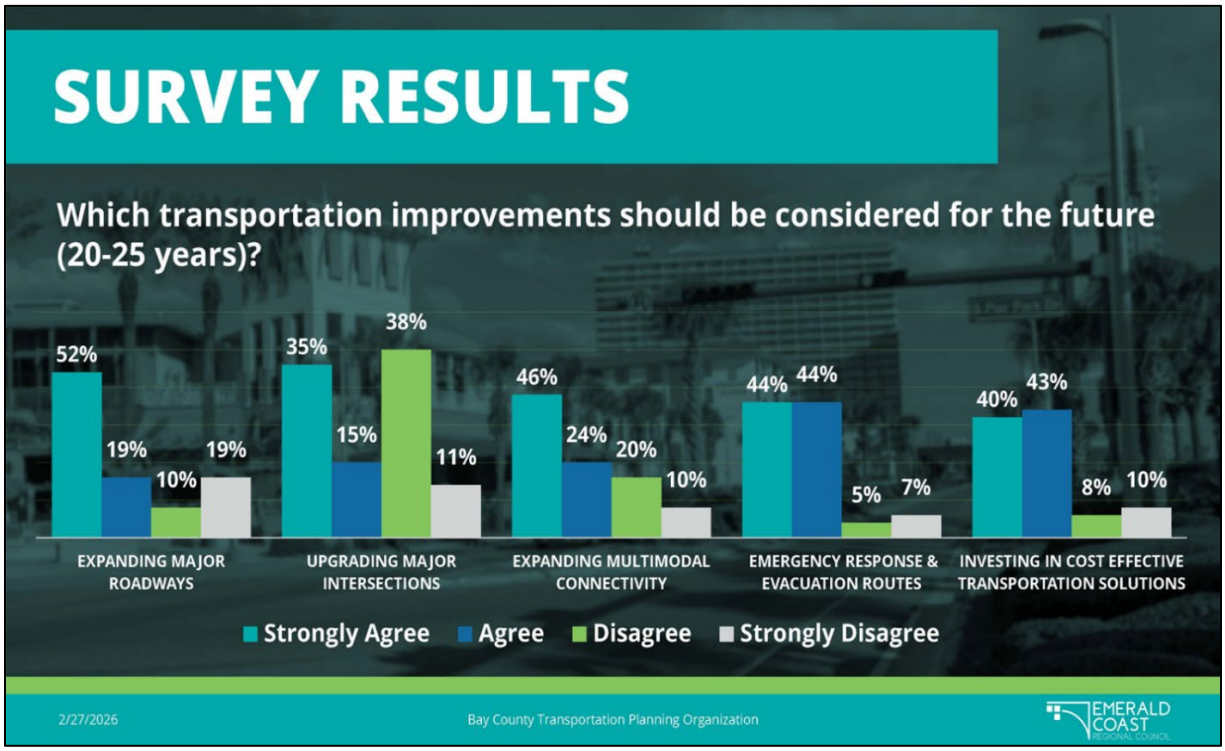


Figure 21. Primary Mode of Transportation Survey Results

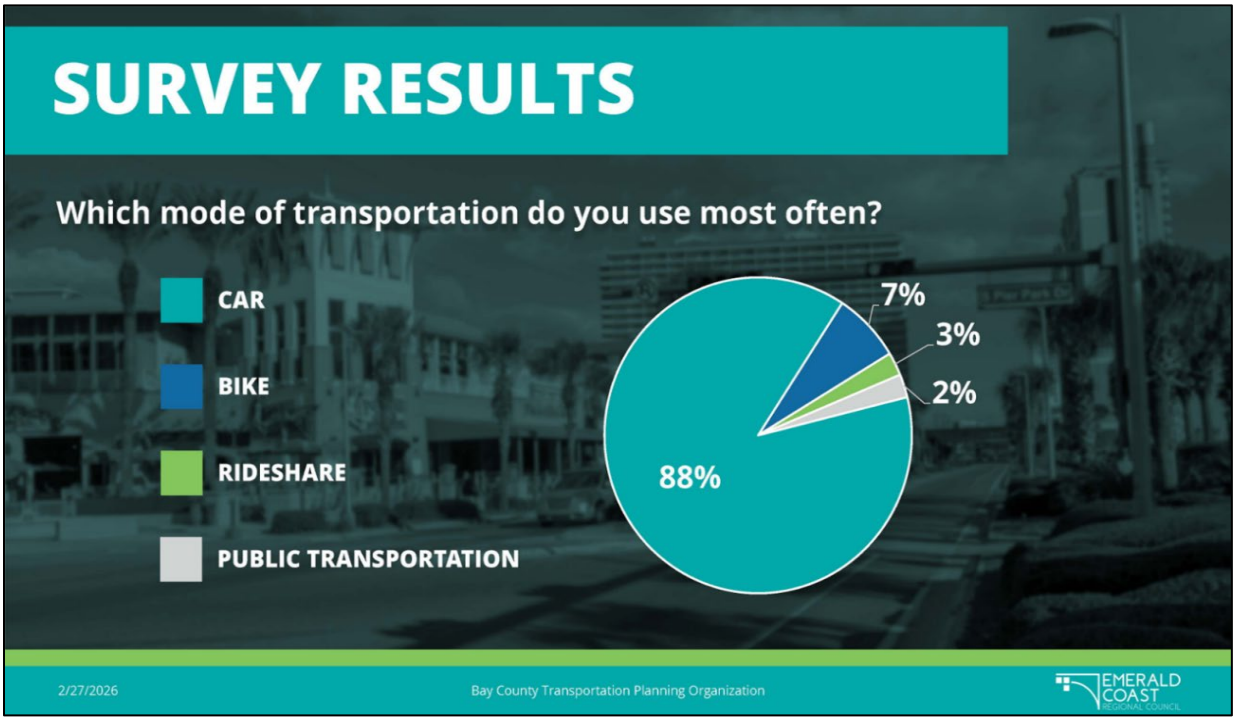


Figure 22. Traffic Congestion Experience Survey Results

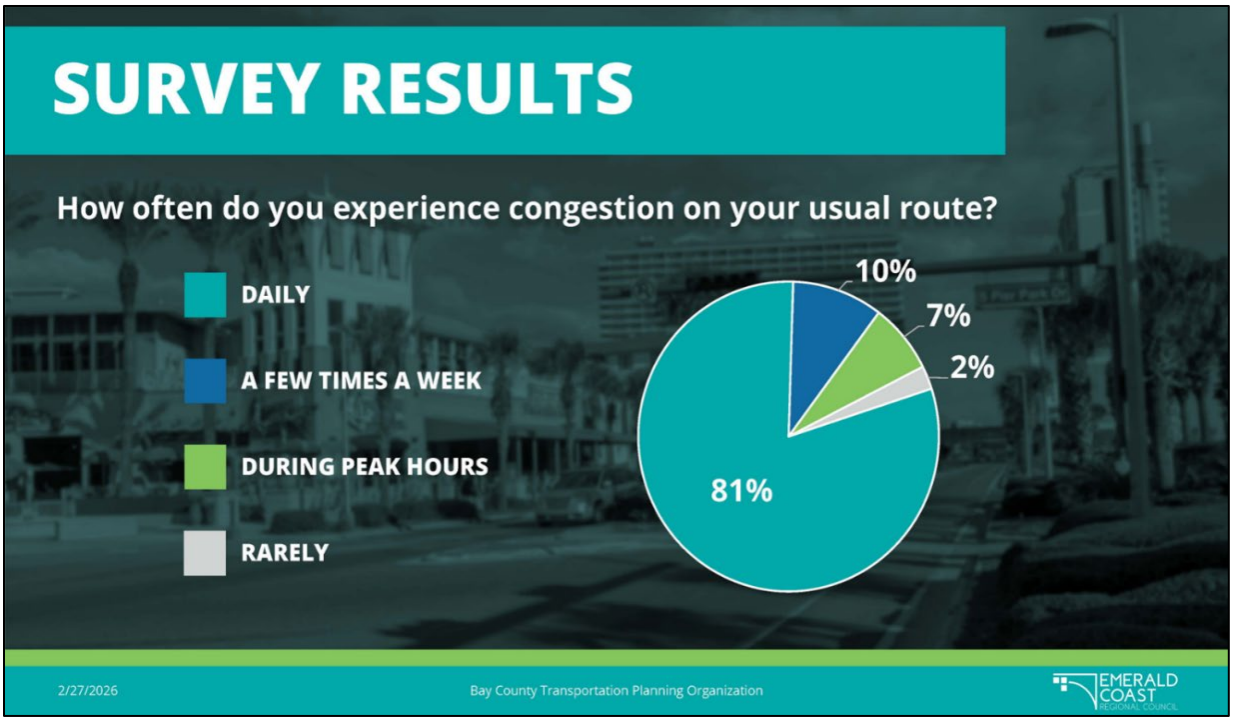
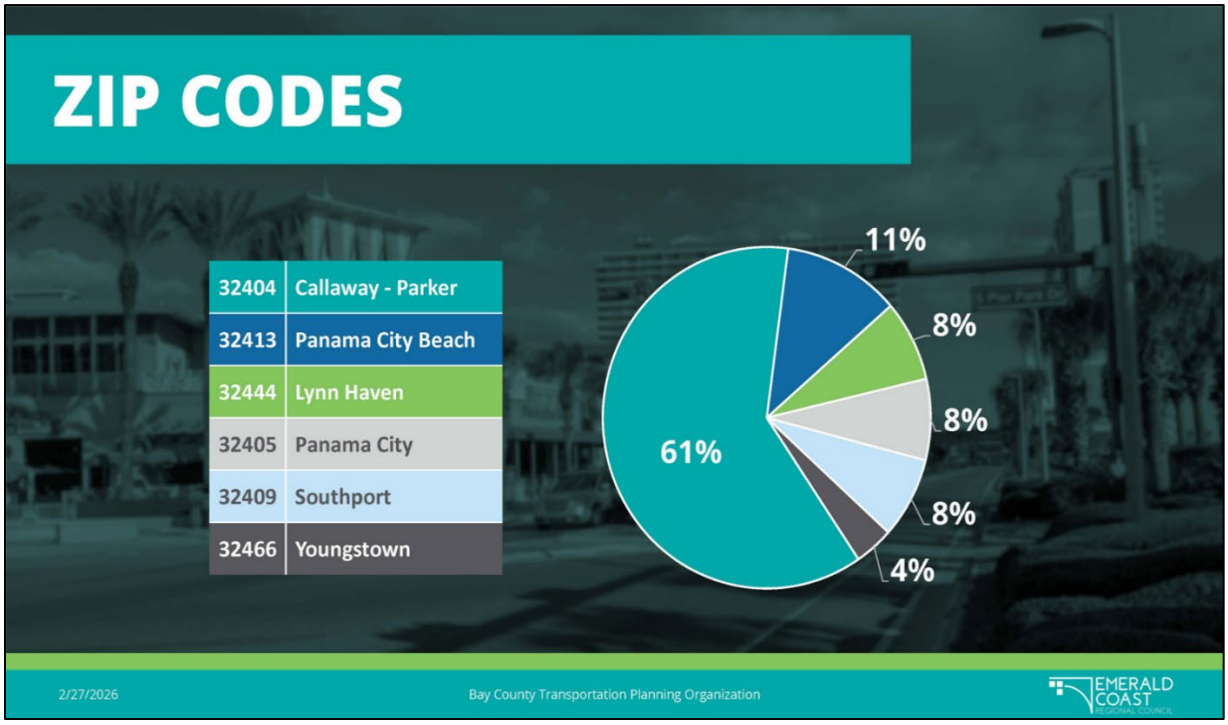


Figure 23. Survey Participant ZIP Code Distribution



Survey participation by ZIP code also helped identify the geographic distribution of public input across Bay County (**Figure 23**). Responses included participation from communities such as Callaway, Parker, Panama City Beach, Lynn Haven, Panama City, Southport, and Youngstown. This information helped the project team understand where public input was being received and whether additional outreach may be needed in different parts of the study area.

Public input received during the Needs Plan process was reviewed and considered along with technical analysis, Steering Committee input, local government coordination, and project evaluation results. The Needs Plan was developed to reflect both technical transportation needs and community priorities identified through the public involvement process.

6.2.9 Needs Plan Approval

The draft 2050 Needs Plan was presented to the Technical Coordinating Committee (TCC), the Citizens Advisory Committee (CAC), and the Bay County TPO for review at their November 5, 2025 meetings, and for action at their February 25, 2026 meetings.

TCC Meeting: The TCC recommended approval with the following changes:

- Capacity
  - US 98 to I-10 Corridor 2-lane need with right-of-way for 4 lanes.
- Bike/Ped
  - Sidewalks on Kelly Street from Back Beach Road to Front Beach Road.
  - Sidewalks on Laurie Avenue from Laird Street to N Lagoon Drive.
  - Bike lanes on Old Bicycle Road from Star Avenue to CR 2297.
  - Sidewalks on Goose Bayou Road from Bingoose Lane to N Shore Road.
  - Bicycle lanes on Joan Avenue from Thomas Drive to N Lagoon Drive.
  - Bicycle lanes on Thomas Drive from Joan Avenue to N Lagoon Drive.
- Corridor Management
  - Corridor Study along Panama City Beach Parkway from SR 79 to Hathaway Bridge to examine the addition of flyovers at major intersections.

CAC Meeting: The CAC recommended approval with the following changes:

- Capacity
  - US 98 to I-10 Corridor 2-lane need with right-of-way for 4 lanes.
  - SR 22 from Star Avenue to CR 2297 4-lane need.
- Bike/Ped
  - Sidewalks on Kelly Street from Back Beach Road to Front Beach Road.
  - Sidewalks on Laurie Avenue from Laird Street to N Lagoon Drive.
  - Bike lanes on Old Bicycle Road from Star Avenue to CR 2297.
  - Sidewalks on Goose Bayou Road from Bingoose Lane to N Shore Road.
  - Bicycle lanes on Joan Avenue from Thomas Drive to N Lagoon Drive.
  - Bicycle lanes on Thomas Drive from Joan Avenue to N Lagoon Drive.
- Corridor Management
  - Corridor Study along Panama City Beach Parkway from SR 79 to Hathaway Bridge to examine the addition of flyovers at major intersections.

TPO Meeting: The TPO approved the 2050 LRTP Needs Plan with the following changes:

- Capacity
  - US 98 to I-10 Corridor 2-lane need with right-of-way for 4 lanes.
  - SR 22 from Star Avenue to CR 2297 4-lane need.
- Bike/Ped
  - Sidewalks on Kelly Street from Back Beach Road to Front Beach Road.
  - Sidewalks on Laurie Avenue from Laird Street to N Lagoon Drive.
  - Bike lanes on Old Bicycle Road from Star Avenue to CR 2297.
  - Sidewalks on Goose Bayou Road from Bingoose Lane to N Shore Road.
  - Bicycle lanes on Joan Avenue from Thomas Drive to N Lagoon Drive.
  - Bicycle lanes on Thomas Drive from Joan Avenue to N Lagoon Drive.
- Corridor Management
  - Corridor Study along Panama City Beach Parkway from SR 79 to Hathaway Bridge to examine the addition of flyovers at major intersections.

6.3 ADOPTED 2050 NEEDS PLAN

The Needs Plan was adopted by the Bay County TPO on February 25, 2026, through Resolution Bay 26-01. The Needs Plan is organized into 5 categories shown in **Table 12** below. Purpose and Need statements are provided in **Appendix G** for roadway capacity projects.

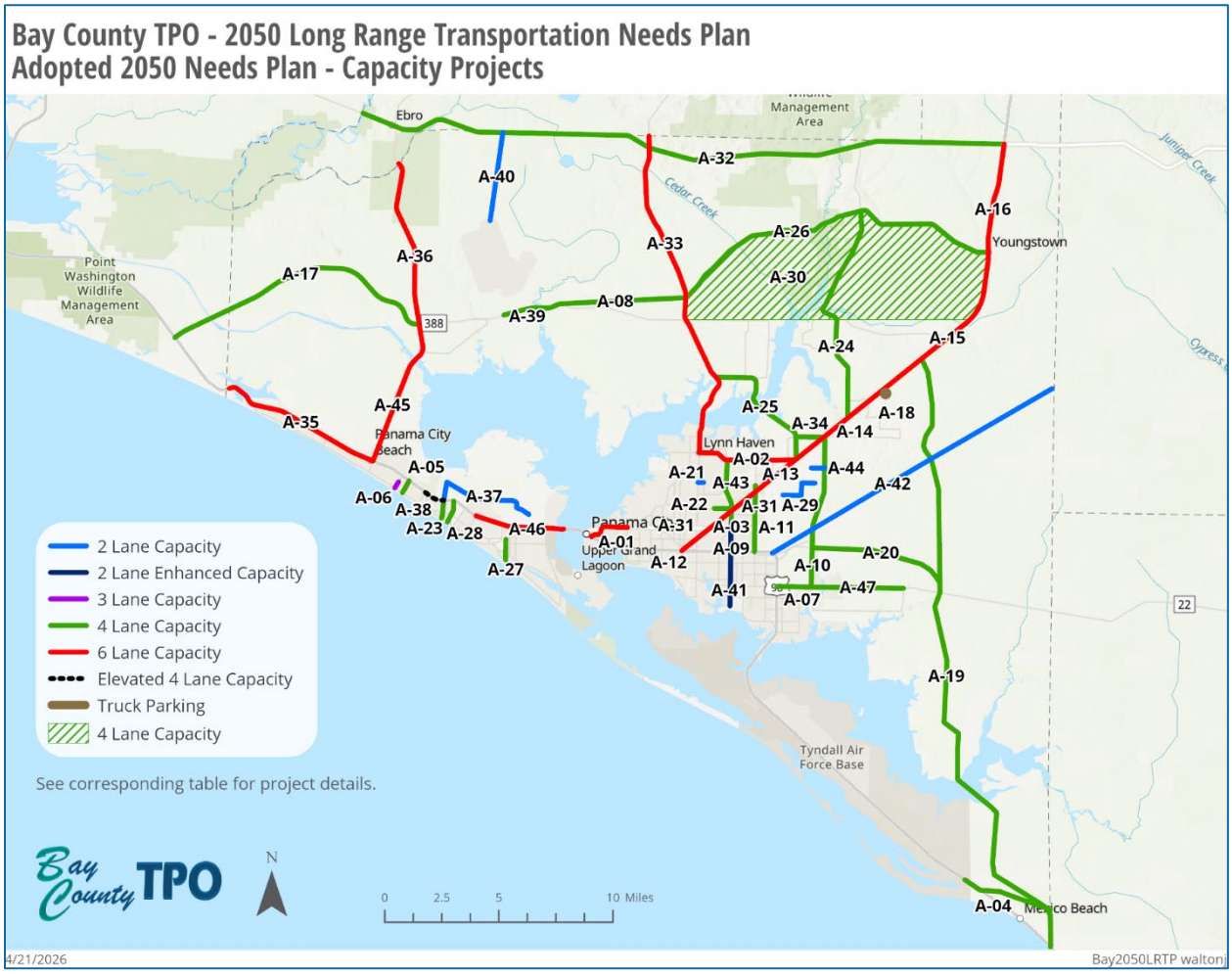
Table 12. Adopted 2050 Needs Plan Categories

Needs Plan Category	Number of Projects	Estimated Cost	Additional Cost Info Location
Roadway Capacity	47	$ 6,147,819,657	Table 21 (pg. 91)
Intersection	36	$ 185,119,011	Table 22 (pg. 94)
Bicycle / Pedestrian	81	$ 303,031,291	Table 23 (pg. 96)
Corridor Management	26	$ 249,360,000	Table 24 (pg. 101)
Public Transportation	9	$ 128,077,805	Table 25 (pg. 102)
Total	**199**	**$ 7,013,407,764**	

6.3.1 Capacity Projects

Figure 24 and **Table 13** below include the 47 capacity projects from the Adopted 2050 Needs Plan.

Figure 24. Adopted 2050 Needs Plan Capacity Projects Map



Source: Bay County TPO

Table 13. Adopted 2050 Needs Plan Capacity Projects

Map ID	Project Name	From	To	Improvement	Place(s)
A-01	SR 368 / 23rd Street	US 98 / 23rd Street Interchange Flyover	SR 390 / St Andrews Boulevard	Widen to 6 lanes	Panama City
A-02	SR 390 / E. 14th Street	SR 77 / Ohio Avenue	US 231 / SR 75	Widen to 6 Lanes	Lynn Haven
A-03	SR 389 / East Avenue	Baldwin Road	CR 2337 / Sherman Avenue	Widen to 4 Lanes	Springfield

Map ID	Project Name	From	To	Improvement	Place(s)
A-04	Gulf to Bay Highway (Parkway)	US 98 / SR 30 west of Mexico Beach	The Bay/Gulf County Line	Construct new 4 lane Facility	Mexico Beach
A-05	CR 30P / Hills Road	US 98A / Front Beach Road	US 98 / Panama City Beach Parkway	Widen to 4 Lanes	Panama City Beach
A-06	Powell Adams Dr	US 98A / Front Beach Road	L.C. Hilton Jr. Drive	Widen to 3 Lanes	Panama City Beach
A-07	SR 22 / Wewa Highway [Phase 1]	US 98 / Tyndall Parkway	Star Avenue	Widen to 4 Lanes	Callaway
A-08	SR 388 / West Bay Parkway	Burnt Mill Creek	SR 77 / Ohio Avenue	Widen to 4 Lanes	Bay County
A-09	SR 389 / East Avenue	Sherman Ave	US 98B / 5th St	2 Lane Enhanced Capacity Improvement	Bay County
A-10	CR 2315 / Star Avenue	US 231 / SR 75	SR 22 / Wewa Highway	Widen to 4 Lanes	Panama City
A-11	CR 2327 / Transmitter Road	C Street	US 98 / 15th St	Widen to 4 Lanes	Springfield
A-12[2]	US 231 / SR 75 [Segment 7]	US 98 / 15th St	SR 368 / 23rd St	Widen to 6 Lanes	Panama City
A-13[3]	US 231 / SR 75 [Segment 8]	SR 368 / 23rd St	Pipeline Road	Widen to 6 Lanes	Bay County
A-14	US 231 / SR 75	Pipeline Road	Penny Road	Widen to 6 Lanes	Bay County
A-15	US 231 / SR 75	Penny Road	Scotts Ferry Road	Widen to 6 Lanes	Bay County
A-16	US 231 / SR 75	Scotts Ferry Road	SR 20	Widen to 6 Lanes	Bay County
A-17	SR 388 / West Bay Parkway	US 98 / SR 30 in Walton County	SR 79	Construct new 4 lane Facility	Bay County
A-18	Truck Parking at US 231 Industrial Park	--	--	Construct Truck Parking	Panama City
A-19	Gulf Coast Parkway	US 98 / SR 30	US 231 / SR 75	Construct new 4 lane Facility	Panama City
A-20	Gulf Coast Parkway Connector	CR 2315 / Star Avenue	Old Allenton Road / Gulf Coast Parkway	Construct new 4 lane Facility	Bay County
A-21	26th Street Extension	SR 77	Minnesota Street	Construct new 2 lane Facility	Lynn Haven
A-22	CR 391 / Baldwin Road	Kirkwell Avenue	US 231 / SR 75	Widen to 4 lanes	Bay County
A-23	CR 30C / Clara Avenue	US 98A / Front Beach Road	US 98 / Panama City Beach Parkway	Widen to 4 Lanes	Panama City Beach
A-24	CR 2301	US 231 / SR 75	CR 388	Widen to 4 lanes	Bay County
A-25	CR 2321	SR 77	US 231 / SR 75	Widen to 4 Lanes	Bay County

[2] Includes adding flyover ramps on US 98 at the intersection of US 231 and on SR 77 (Martin Luther King, Jr. Boulevard) over US 231. Martin Luther King, Jr. Boulevard will be widened from four to six lanes from East 23rd Street to 15th Street. It will include a bridge over US 231 and the Bay Line Railroad.

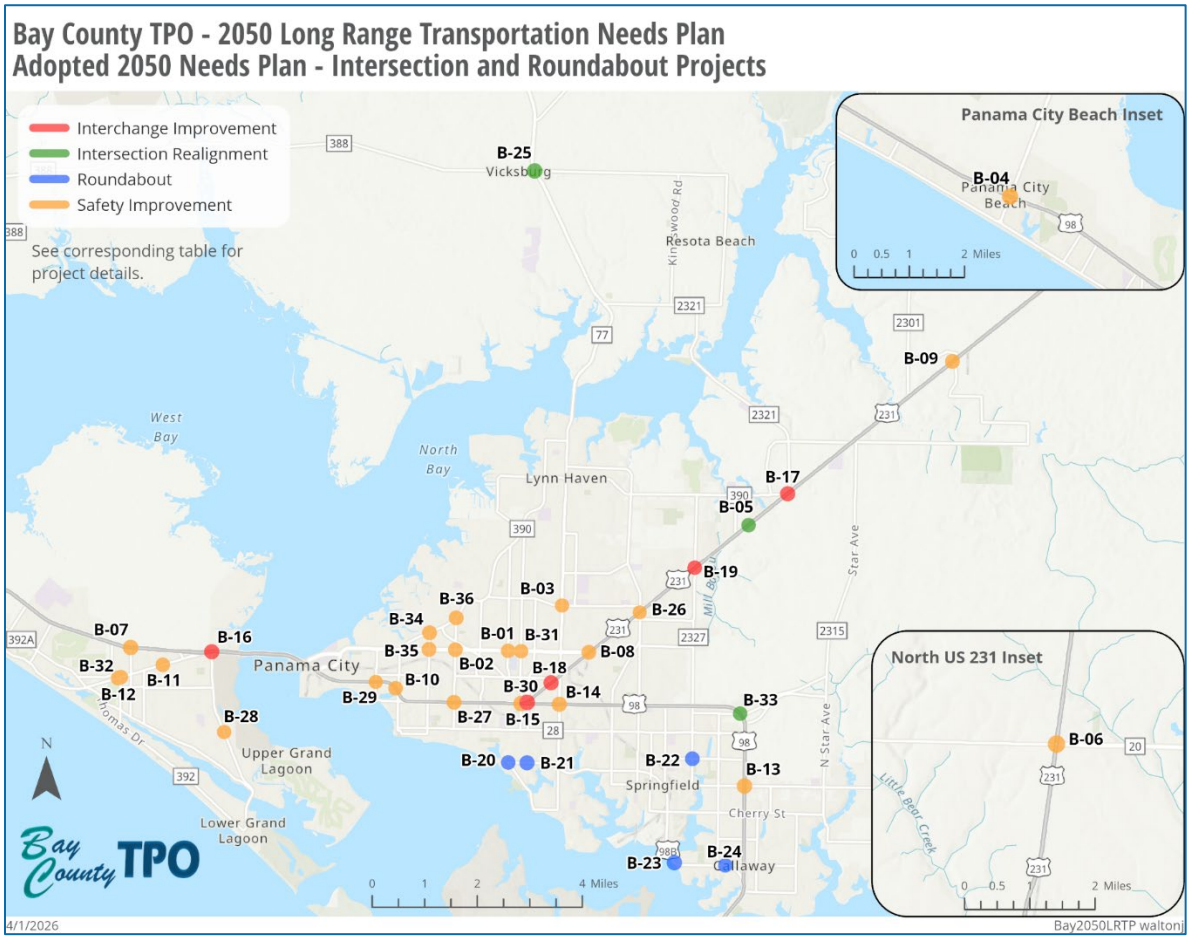
[3] Includes features such as widening SR 389 (East Avenue) from Sherman Avenue to Baldwin Road and Transmitter Road from C Street to Brooke Lane from two to four lanes.

Map ID	Project Name	From	To	Improvement	Place(s)
A-26	CR 388 / West Bay Parkway	SR 77 / Lynn Haven Parkway	US 231 / SR 75	Widen to 4 Lanes	Bay County
A-27	Joan Avenue	US 98 A / Front Beach Rd	CR 3031 / Thomas Drive	Widen to 4 lanes	Panama City Beach
A-28	Lyndell Lane	US 98 / Panama City Beach Parkway	US 98 A / Front Beach Rd	Widen to 4 lanes	Panama City Beach
A-29	Pipeline Road Extension	W of Country Lake Dr	Nehi Road	Construct new 2 lane Facility	Bay County
A-30	Gulf Coast Parkway Extension	SR 77	US 231 / SR 75	Construct new 4 lane Facility	Bay County
A-31	CR 2327 / Transmitter Road	Brooke Lane	C Street	Widen to 4 Lanes	Bay County
A-32	SR 20	Washington County Line	US 231 / SR 75	Widen to 4 Lanes	Bay County
A-33	SR 77	Bay County Line	SR 390 / 14th St	Widen to 6 Lanes	Bay County
A-34	Titus Road	CR 2321	US 231 / SR 75	Widen to 4 Lanes	Bay County
A-35	US 98 / Panama City Beach Pkwy	W. of Philips Inlet Bridge	SR 79 / Arnold Drive	Widen to 6 Lanes	Panama City Beach
A-36	SR 79	Bay County Line	SR 388 / West Bay Parkway	Widen to 6 Lanes	Bay County
A-37	Philip Griffitts Sr Parkway [Phase 3]	US 98 at Clara Avenue	Chip Seal Parkway	Construct new 2 Lane Facility	Panama City Beach
A-38	Philip Griffitts Sr Parkway [Phase 4]	Nautilus St	US 98 at Clara Avenue	Construct new 4-lane elevated segment of US 98	Panama City Beach
A-39	SR 388	NW FL Beaches Airport	Burnt Mill Creek Rd	Widen to 4 Lanes	Bay County
A-40	Northern Airport Connector	SR 20	NW FL Beaches Airport	Construct new 2 lane facility	Bay County
A-41	CR 389 / East Avenue	US 98B / 5th St	Eastern Port Ship Yard	2 Lane Enhanced Capacity Improvement	Panama City
A-42	US 98 to I-10 Corridor	US 98	CR 286 / I-10	New 2 lane roadway with ROW for 4 lanes	Bay County
A-43	CR 389 / East Avenue	CR 2312 / Baldwin Road	SR 390	Widen to 4 Lanes	Lynn Haven
A-44	Liberty Blvd Extension	Nehi Road	Liberty Blvd	Construct new 2 lane facility	Bay County
A-45	SR 79	SR 388	US 98 / Panama City Beach Parkway	Widen to 6 Lanes	Bay County
A-46	US 98 / Panama City Beach Pkwy	Richard Jackson Blvd	Hathaway Bridge	Widen to 6 Lanes	Bay County
A-47	SR 22	Star Avenue	CR 2297	Widen to 4 Lanes	Bay County

6.3.2 Intersection Projects

Figure 25 and **Table 14** below include the 36 intersection projects from the Adopted 2050 Needs Plan.

Figure 25. Adopted 2050 Needs Plan Intersection Projects Map



Source: Bay County TPO

Table 14. Adopted 2050 Needs Plan Intersection Projects

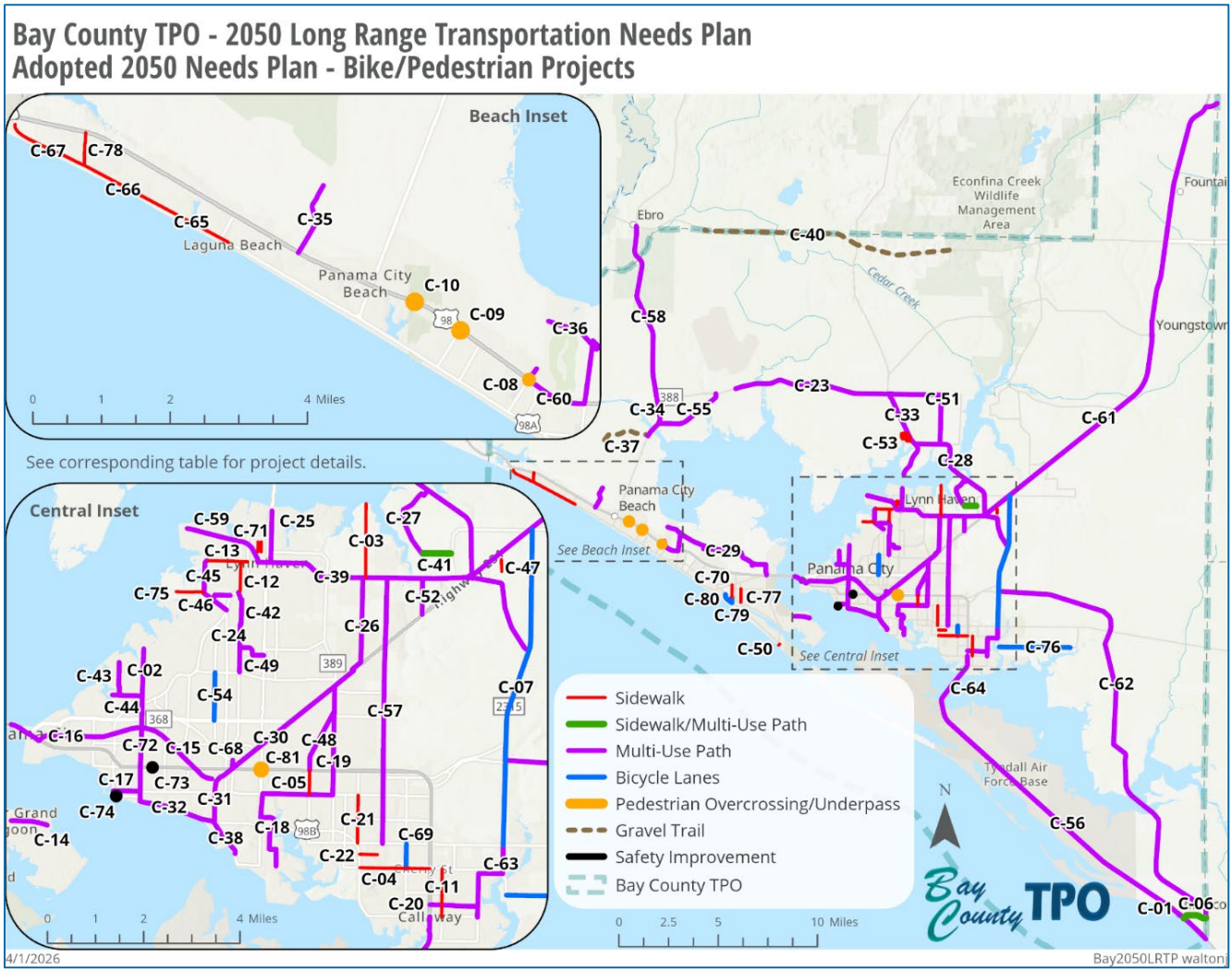
Map ID	Project Location	Improvement	Place(s)
B-01	State Avenue and W 23rd Street	Add right turn lane to State Avenue NB	Panama City
B-02	Lisenby Avenue and W 23rd Street	Add right turn lane	Bay County
B-03	SR 77 and Baldwin Road	Add an EB right turn lane	Bay County
B-04	Arnold Rd and Back Beach Road	Add right turn lane	Panama City Beach
B-05	US 231 / SR 75 and Pipeline Road	Realign and signalize intersection; add NB/SB left turn lanes on Pipeline Rd	Bay County

B-06	US 231 / SR 75 and SR 20	SR 75 (US 231) Intersection Safety Improvements at SR 20.	Bay County
B-07	Allison Ave and US 98 / Panama City Beach Parkway	Safety Improvements	Bay County
B-08	SR 368 / 23rd St and US 231 / SR 75	Safety Improvements	Bay County
B-09	Bayou George Dr and US 231 / SR 75	Safety Improvements	Bay County
B-10	W 17th St / Bayview Ave	Safety Improvements	Panama City
B-11	Pryor Ave and US 98A / Front Beach Rd	Safety Improvements	Bay County
B-12	Joan Ave and US 98A / Front Beach Rd	Safety Improvements	Bay County
B-13	SR-22 / 3rd St and US 98 / Tyndall Pkwy	Safety Improvements	Callaway
B-14	US 98 / 15TH ST and SR 77 / MLK Jr Blvd	Safety Improvements	Panama City
B-15	US 231 / SR 75 and US 98 / Harrison Avenue	Interchange improvement	Panama City
B-16	US 98 and Thomas Drive Interchange [Phase II and III]	Interchange improvement	Bay County
B-17	US 231 and SR 390	Intersection improvement	Bay County
B-18	US 231 / SR 75 and 19th Street	Interchange improvement	Panama City
B-19	US 231 / SR 75 and CR 2327 / Transmitter Rd	Intersection improvement	Bay County
B-20	6th Street and Beach Drive	Construct roundabout	Panama City
B-21	6th Street and Harrison Ave	Construct roundabout	Panama City
B-22	CR 2322 / 7th Avenue and CR 2327 / Transmitter Rd	Construct roundabout	Springfield
B-23	US 98B and Cedar Street and Pitts Ave	Construct roundabout	Parker
B-24	US 98B and Cheri Lane, Boat Race Road, and Luther St	Construct roundabout	Parker
B-25	SR 388 / Edwards Rd and SR 77	Intersection Realignment	Bay County
B-26	US 231 / SR 75 and SR 389 / East Ave	Safety Improvements	Bay County
B-27	US 98 / 15th St and Lisenby Ave	Safety Improvements	Panama City
B-28	CR 3031 / Thomas Dr and Gwyn Drive	Safety Improvements	Bay County
B-29	US 98 and Michigan Ave	Safety Improvements	Panama City
B-30	US 98 / 15th St and Jenks Ave	Safety Improvements	Panama City
B-31	SR 368 / 23rd St and Jenks Ave	Safety Improvements	Panama City
B-32	US 98A / Front Beach Rd and Hinson Rd	Safety Improvements	Bay County
B-33	Tram Road and US 98 / Tyndall Pkwy	Intersection Realignment	Springfield
B-34	Frankford Ave / SR 390	Add a NB and SB right turn lane	Bay County
B-35	Frankford Ave / 23rd Street	Add a NB and SB right turn lane	Bay County
B-36	Lisenby Avenue and SR 390	Add a NB and SB right turn lane	Bay County

6.3.3 Bicycle & Pedestrian Projects

Figure 26 and **Table 15** below include the 81 bicycle & pedestrian projects from the Adopted 2050 Needs Plan.

Figure 26. Adopted 2050 Needs Plan Bike/Pedestrian Projects Map



Source: Bay County TPO

Table 15. Adopted 2050 Needs Plan Bike/Pedestrian Projects

Map ID	Project Name	From	To	Improvement	Place(s)
C-01	US 98 / SR 30	Crooked Sound Drive	CR 386	Multi-Use Path	Bay County
C-02	CR 385 / Frankford Ave	St. Andrews Blvd	Pacifica Lane	Bike Path/Trail	Bay County
C-03	Harvard Boulevard Sidewalks	SR 390	Issac Byrd Park	Sidewalks	Lynn Haven
C-04	CR 3026 / Cherry Street Sidewalks	SR 30A/US 98/Tyndall Parkway	SR 30/Business 98	Sidewalks	Bay County
C-05	CR 2337 Sherman Avenue Sidewalks	CR 28/11th Street	SR 30A/US 98/15th Street	Sidewalks	Bay County
C-06	15th Street Sidewalks	SR 30/US 98	CR 386	Sidewalks/Multi-Use Path	Mexico Beach
C-07	CR 2315 / Star Avenue	SR 75/US 231	SR 22/Wewa Highway	Bicycle Lanes	Panama City
C-08	Elevated Pedestrian Structure on Back Beach Road	US 98 / Back Beach Rd and Nautilus Street	US 98 / Back Beach Rd and Nautilus Street	Pedestrian Overpass or Underpass	Panama City Beach
C-09	Elevated Pedestrian Structure on Back Beach Road	US 98 / Back Beach Rd and Powell Adams Rd	US 98 / Back Beach Rd and Powell Adams Rd	Pedestrian Overpass or Underpass	Panama City Beach
C-10	Elevated Pedestrian Structure on Back Beach Road	US 98 / Back Beach Rd at Frank Brown Park	US 98 / Back Beach Rd at Frank Brown Park	Pedestrian Overpass or Underpass	Panama City Beach
C-11	South Gay Avenue	Boat Race Road	Cherry Street	Construct Sidewalk	Callaway
C-12	Carolina Avenue	West 14th Street	SR 390	Construct Sidewalk	Lynn Haven
C-13	14th Street	Maryland Avenue	SR 390	Construct Sidewalk	Lynn Haven
C-14	Magnolia Beach Road	West Pelican Bay Drive	East of Mystic Lane	Multi-Use Path	Bay County
C-15	Panama City Sun Trail Program [Phase 2]	Michigan Ave and Bay Line RR	SE of Jenks Ave & W. 14th St at the intersection of the Bay Line RR Tracks	Multi-Use Path	Panama City
C-16	Panama City Sun Trail Program [Phase 1]	East end of Hathaway Bridge	Bay Line Railroad and Michigan Ave	Multi-Use Path	Bay County
C-17	Panama City Sun Trail Program [Phase 4]	Intersection of Bayview Ave & W 11th St	Frankford Ave and W 11th St	Multi-Use Path	Panama City
C-18	Panama City Sun Trail Program [Phase 5]	Cherry St and Harris Ave	East 11th St and MLK Blvd	Multi-Use Path	Bay County
C-19	Panama City Sun Trail Program [Phase 6]	MLK Blvd and E 11th St	800 ft before the intersection of US 231 & Ormond Ave	Multi-Use Path	Bay County
C-20	Lake Dr	SR 30 / US 98 / Tyndall Pkwy	Berthe Ave	Multi-Use Path	Callaway
C-21	School Ave	3rd St	11th St	Remove and replace existing sidewalks, add lighting, drainage, and landscaping	Springfield

Map ID	Project Name	From	To	Improvement	Place(s)
C-22	2nd St	Detroit Ave	US Business 98	Remove and replace existing sidewalk	Springfield
C-23	CR 388	Existing Multi-Use Path E of West Bay Pkwy	SR 77	12ft wide non-motorized trail	Bay County
C-24	Harrison Ave	Baldwin Ave	26th St	12ft wide paved non-motorized trail	Bay County
C-25	Pennsylvania Ave	SR 390	SR 77	10ft wide paved non-motorized trail	Lynn Haven
C-26	Ormond Ave	US 231	SR 390	12ft wide paved non-motorized trail	Bay County
C-27	Mill Bayou Trail Extension	Minge Branch Rd	SR 77A	North extension of Mill Bayou Trail along spine road, 12 ft wide	Lynn Haven
C-28	CR 2321/SR 77 - Dam Road Trail	US 231	SR 77/N end of Bailey Bridge	12ft wide non-motorized paved trail	Bay County
C-29	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	Bay County
C-30	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	Bay County
C-31	Panama City Spine Trail - South Spur	Bay Line RR Tracks	W 6th St	12ft paved non-motorized trail	Panama City
C-32	Beach Drive Trail	Frankford Ave	W 6th St	5-12ft paved non-motorized path	Panama City
C-33	SR 77 - Southport North	CR 388	CR 2321	12ft non-motorized paved trail	Bay County
C-34	SR 79 - Gayle's Trails North Extension	Gayle's Trails	SR 388 Trail	Multi-Use Path	Bay County
C-35	Griffin Blvd - Gayle's Trails South Connector	Gayle's Trails	Highway 98 Trail	12ft wide paved non-motorized trail	Panama City Beach
C-36	Colony Club Connector	Gayle's Trails East End	Other Trail Segments	Multi-Use Path	Panama City Beach
C-37	Gayle's Trails North Connector to SR 79	Conservation Park	SR 79	12ft wide gravel trail	Bay County
C-38	Beach Drive Connector	E 6th St	E 2nd Ct	Paved trail	Panama City
C-39	SR 390 West Trail	SR 77	SR 231	12ft wide paved multi purpose trail	Bay County
C-40	Florida National Scenic Trail	Existing gravel trail: SR 20 @ Bay County Line	Existing gravel trail: Asphalt Plant Rd	Gravel trail	Bay County
C-41	Minge Branch Rd	Titus Rd	Mill Bayou Blvd	Separated pedestrian path	Bay County
C-42	Mowat School Rd Connector	SR 390	W 26th St	10ft wide paved non-motorized trail along drainage ROW	Lynn Haven
C-43	Kings Rd	Queens Cir	W 27th St	Construct a multiuse path	Bay County

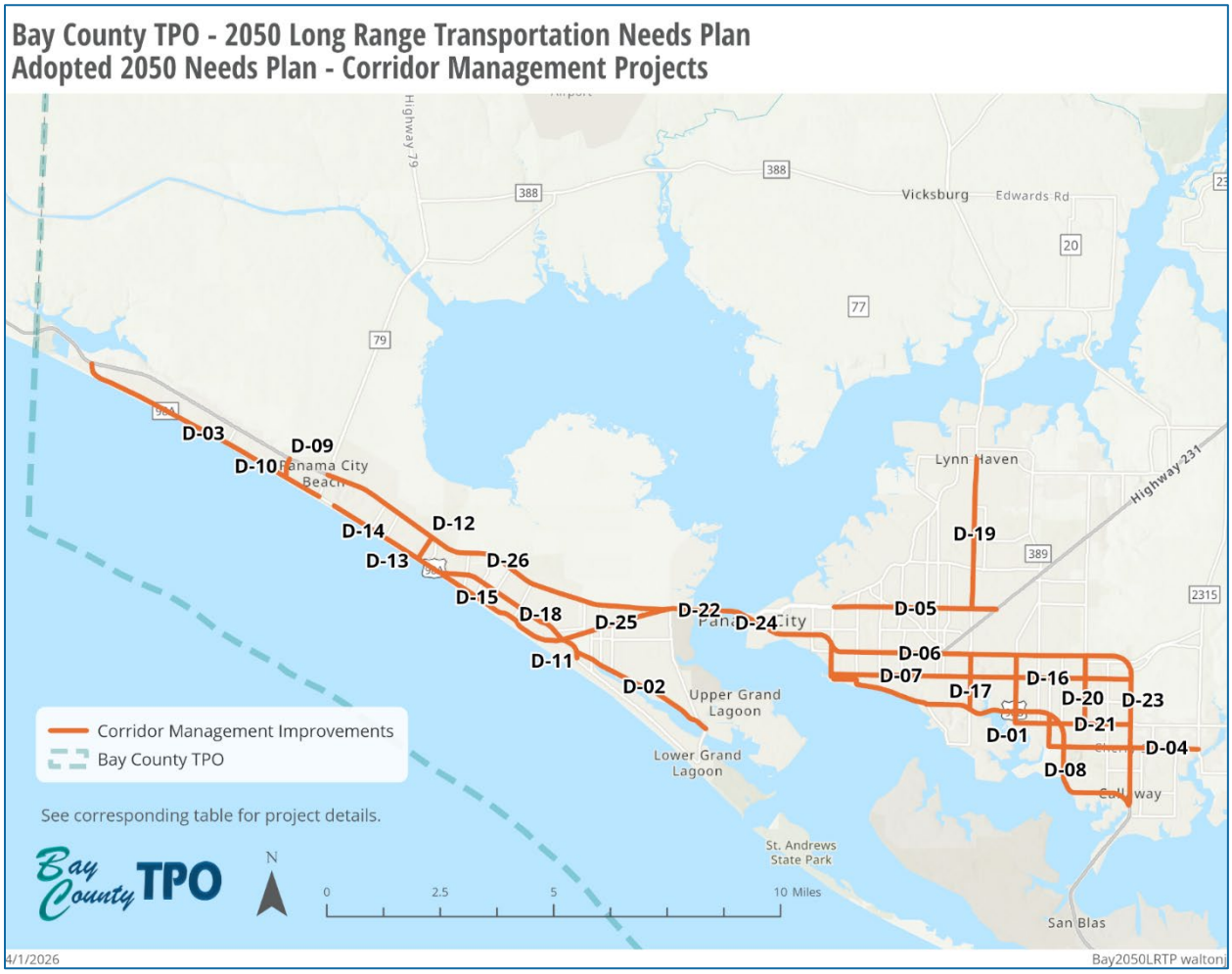
Map ID	Project Name	From	To	Improvement	Place(s)
C-44	W 27th St	Frankford Ave	Dead End	Construct a multiuse path on one side of W 27th Street	Bay County
C-45	Northshore Rd	SR 390	W 14th St	Bike/Ped Facility	Bay County
C-46	Wildridge Rd	Northshore Rd	SR 390	Bike/Ped Facility	Bay County
C-47	Cherokee Heights Rd	Frank Hough Rd	Merritt Brown Rd	Sidewalk; plus fill in side street connections at junctures	Bay County
C-48	CR 2337 / Sherman Avenue	SR 30A/US 98/15th Street	SR 389/East Ave	Sidewalk, plus bike features if feasible.	Bay County
C-49	Lakeridge Dr / 34th St	Harrison Ave	SR 77	Sidewalk, plus bicycle features if feasible.	Bay County
C-50	Lookout St	Spyglass Dr	Thomas Dr	Sidewalk	Bay County
C-51	Kingswood Rd / Edwards Rd	CR 2321	SR 77	Multi-Use Path	Bay County
C-52	Cato Rd	US 231 / SR 75	CR 390	Sidewalk, plus bicycle features where feasible	Bay County
C-53	Southport Elementary Pedestrian Improvements	Streets near Southport Elementary School		Sidewalks and Ped Crossings	Bay County
C-54	State Ave	23rd St	Baldwin Rd	Bicycle Lanes	Panama City
C-55	CR 388	SR 79	West Bay Parkway	Multi-Use Path	Bay County
C-56	US 98 Tyndall AFB Multi-Use Path	Dupont Bridge	Mexico Beach	Multi-Use Path	Tyndall AFB
C-57	Transmitter Rd	SR 22	SR 390	Multi-Use Path	Bay County
C-58	SR 79	SR 388	SR 20	Multi-Use Path	Bay County
C-59	Lynn Haven Rails to Trails - North Extension	SR 390	Old Fuel Depot	12ft wide paved non-motorized multipurpose trail	Lynn Haven
C-60	Nautilus St, US 98, & Clara Ave	Colony Club Rd	Clara Ave	12ft wide paved non-motorized multipurpose trail	Panama City Beach
C-61	US 231	SR 390	Bay County Line	12ft wide paved non-motorized multipurpose trail	Bay County
C-62	Nehi Rd, CR 2315 / Star Ave, Other	Nehi Rd @ US 331	Bay County Line @ 15th St (Mexico Beach)	12ft wide paved non-motorized multipurpose trail	Bay County
C-63	S Berthe Ave, Chippewa St, CR 2315/Star Ave	Boat Race Rd	SR 22	12ft wide paved non-motorized multipurpose trail	Callaway
C-64	US 98 Tyndall AFB Multi-Use Path	Boat Race Rd	S end of Dupont Bridge	12ft wide paved non-motorized multipurpose trail	Parker
C-65	SR 30 / US 98A / Front Beach Rd	East Lake Shore Dr	Twins Lake Dr	Fill sidewalk gaps (south side)	Bay County
C-66	SR 30 / US 98A / Front Beach Rd	Twins Lake Dr	Kelly St	Fill sidewalk gaps (south side)	Bay County
C-67	SR 30 / US 98A / Front Beach Rd	Kelly St	SR 30A / US 98 / Panama City Beach Pkwy	Fill sidewalk gaps	Bay County

Map ID	Project Name	From	To	Improvement	Place(s)
C-68	SR 391 / Harrison Ave	SR 75/US 231	Airport Rd	Multi-Use Path	Panama City
C-69	CR 22A / Bob Little Rd	Cherry St	SR 22 / Wewa Hwy	Bicycle Lanes	Bay County
C-70	CR 30B Joan Ave	CR 3030/N Lagoon Dr	Front Beach Rd	Sidewalks	Bay County
C-71	Lynn Haven Elementary School Sidewalks PH 1 - Georgia Ave & New York Ave	W 12th St	W 10th St	Sidewalk	Lynn Haven
C-72	CR 385 / Frankford Ave	West Beach Drive	St. Andrews Blvd	Bike Path/Trail	Bay County
C-73	US 98 and Fortune Ave	--	--	Crosswalk Project	Panama City
C-74	Chestnut Ave and 9th Street	--	--	Crosswalk Project	Panama City
C-75	Goose Bayou Road	Bingoose Ln	North Shore Rd	Sidewalks	Bay County
C-76	Old Bicycle Rd	Star Avenue	CR 2297	Bicycle Lanes	Bay County
C-77	Laurie Avenue	Laird Street	North Lagoon Drive	Sidewalks	Bay County
C-78	Kelly Street	US 98 / Back Beach Rd	SR 30 / Front Beach Rd	Sidewalks	Bay County
C-79	Joan Avenue	N Lagoon Drive	Thomas Drive	Bicycle Lanes	Bay County
C-80	Thomas Drive	N Lagoon Drive	Joan Avenue	Bicycle Lanes	Bay County
C-81	Elevated Pedestrian Structure on US 98 / 15th @ SR 77 / MLK Jr Blvd	--	--	Pedestrian Overpass / Underpass	Panama City

6.3.4 Corridor Management Projects

Figure 27 and **Table 16** below include the 26 corridor management projects from the Adopted 2050 Needs Plan.

Figure 27. Adopted 2050 Needs Plan Corridor Management Projects Map



Source: Bay County TPO

Table 16. Adopted 2050 Needs Plan Corridor Management Projects

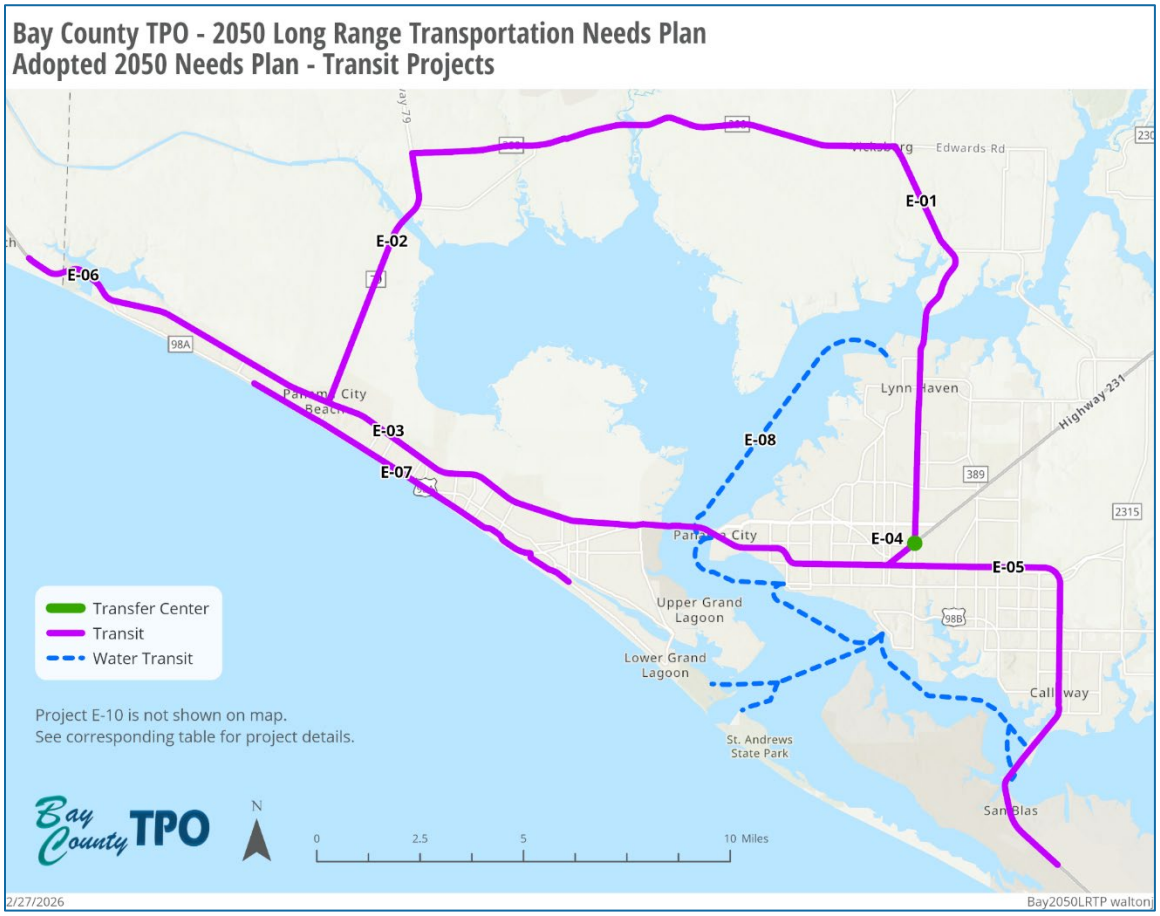
Map ID	Project Name	From	To	Improvement	Place(s)
D-01	Sherman Ave to 3rd St	US 98 / 15th St	US 98B	Corridor Management Improvements	State
D-02	SR 392 / Thomas Drive	CR 3030 / Lagoon Dr	CR-3031 / Bristol St	Corridor Management Improvements	Bay County
D-03	US 98A / Front Beach Rd	US 98 / Panama City Beach Parkway	Deluna Place	Corridor Management Improvements	Bay County

Map ID	Project Name	From	To	Improvement	Place(s)
D-04	Everitt Avenue to Cherry Street	US-98B / SR-30	N Star Ave	Corridor Management Improvements	Bay County
D-05	SR 368 / 23rd Street	SR 390	US 231 / SR 75	Corridor Management Improvements	Panama City
D-06	US 98 / 15th Street	23rd Street	CR 2327 / Transmitter Rd	Corridor Management Improvements	Panama City
D-07	CR 28 / 11th Street	Beck Avenue	SR 77 / MLK Jr Blvd	Corridor Management Improvements	Panama City
D-08	US 98B	US 98 / 15th Street	US 98 / SR 30	Corridor Management Improvements	Panama City
D-09	Cobb Road	US 98A / Front Beach Road	US 98 / Panama City Beach Parkway	Corridor Management Improvements	Panama City Beach
D-10	US 98A / Front Beach Road [Segment 5]	Deluna Place	SR 79 / Arnold Road	Corridor Management Improvements	Panama City Beach
D-11	CR 392 / Thomas Drive	US 98A / Front Beach Road	CR 3031 / South Thomas Drive	Corridor Management Improvements	Panama City Beach
D-12	Nautilus Road	US 98A / Front Beach Road	US 98 / Panama City Beach Parkway	Corridor Management Improvements	Panama City Beach
D-13	US 98A / Front Beach Road [Segment 4.2]	Hill Road	SR 2923A / Hutchison Blvd	Corridor Management Improvements	Panama City Beach
D-14	US 98A / Front Beach Road [Segment 4.1]	Lullwater Drive	Hill Road	Corridor Management Improvements	Panama City Beach
D-15	US 98A / Front Beach Road [Segment 4.3]	SR 2923A / Hutchison Blvd	Richard Jackson Blvd	Corridor Management Improvements	Panama City Beach
D-16	CR 28 / 11th Street	SR 77 / Martin Luther King Jr Blvd	US 98 / Tyndall Parkway	Corridor Management Improvements	Bay County
D-17	SR 77 / MLK Jr. Blvd	US 98 / 15th Street	US 98B	Corridor Management Improvements	Panama City
D-18	SR 392A / Hutchison Blvd	US 98A / Front Beach Road	US 98A / Front Beach Road	Corridor Management Improvements	Panama City Beach
D-19	SR 77 / MLK Jr. Blvd	SR 368 / 23rd St	SR 390	Corridor Management Improvements	Lynn Haven
D-20	CR 2327 / Transmitter Road	SR 22 / Wewa Highway	US 98 / 15th Street	Corridor Management Improvements	Springfield
D-21	SR 22 / Wewa Highway [Phase 2]	US 98B	Tyndall Parkway	Corridor Management Improvements	Panama City
D-22	US 98	Back Beach Rd	End of Hathaway Bridge	Corridor Management Improvements	Bay County
D-23	US 98 / Tyndall Parkway	Transmitter Rd	US 98 Business	Corridor Management Improvements	Bay County
D-24	US 98	End of Hathaway Bridge	Brown Ave	Corridor Management Improvements	Bay County
D-25	US 98A / Front Beach Rd	Richard Jackson Blvd	Thomas Drive	Corridor Management Improvements	Bay County
D-26	Panama City Beach Parkway	SR 79 / Arnold Rd	Hathaway Bridge	Intersection Flyover Study	Panama City Beach

6.3.5 Public Transportation Projects

Figure 28 and **Table 17** below include the 9 public transportation projects from the Adopted 2050 Needs Plan.

Figure 28. Adopted 2050 Needs Plan Public Transportation Projects Map



Source: Bay County TPO

Table 17. Adopted 2050 Needs Plan Public Transportation Projects

Map ID	Project Name	From	To	Improvement	Place(s)
E-01	Express Bus Service to Airport	Panama City	International Airport	Peak Hour Bus Service: Operate express bus service from Panama City to the International Airport	Bay County
E-02	Express Bus Service to Airport	Panama City Beach	International Airport	Peak Hour Bus Service: Operate express bus service from Panama City Beach to the International Airport	Bay County

E-03	Express Bus Service to Walton County	Panama City	South Walton County	Peak Hour Bus Service: Operate express bus service from Panama City to South Walton County	Panama City Beach
E-04	New Main Transfer Center	US Hwy 231 @ SR 77 (vicinity)	US Hwy 231 and SR 77 (vicinity)	US Hwy 231 @ SR 77 (vicinity)	Panama City
E-05	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	Panama City
E-06	Inlet Beach Route	Front Beach Road and US 98	CR 30A and US 98 (pedestrian underpass)	Inlet Beach Route from Front Beach & US 98 to Inlet Beach	Panama City Beach
E-07	US 98A Front Beach Road Trolley (Dedicated Lane)	DeLuna Place	SR 392 / Thomas Drive	US 98 A Front Beach Road Trolley (Dedicated Lane) from DeLuna Place to Thomas Drive	Panama City Beach
E-08	Water Transit	Lagoon Marinas	Tyndall, PC, St Andrews, Sun Harbor, Lynn Haven	Water taxi route	Bay County
E-09	Bay County	-	-	Update Bayway bus stops to be ADA compliant	Bay County

6.3.6 Needs Plan 2050 Deficiencies

As discussed in **Section 6.2.2**, roadway deficiencies were identified primarily through a roadway level of service (LOS) analysis, which provided the basis for development of the Needs Plan. Congestion levels determined through this LOS analysis can be found in **Table 18**.

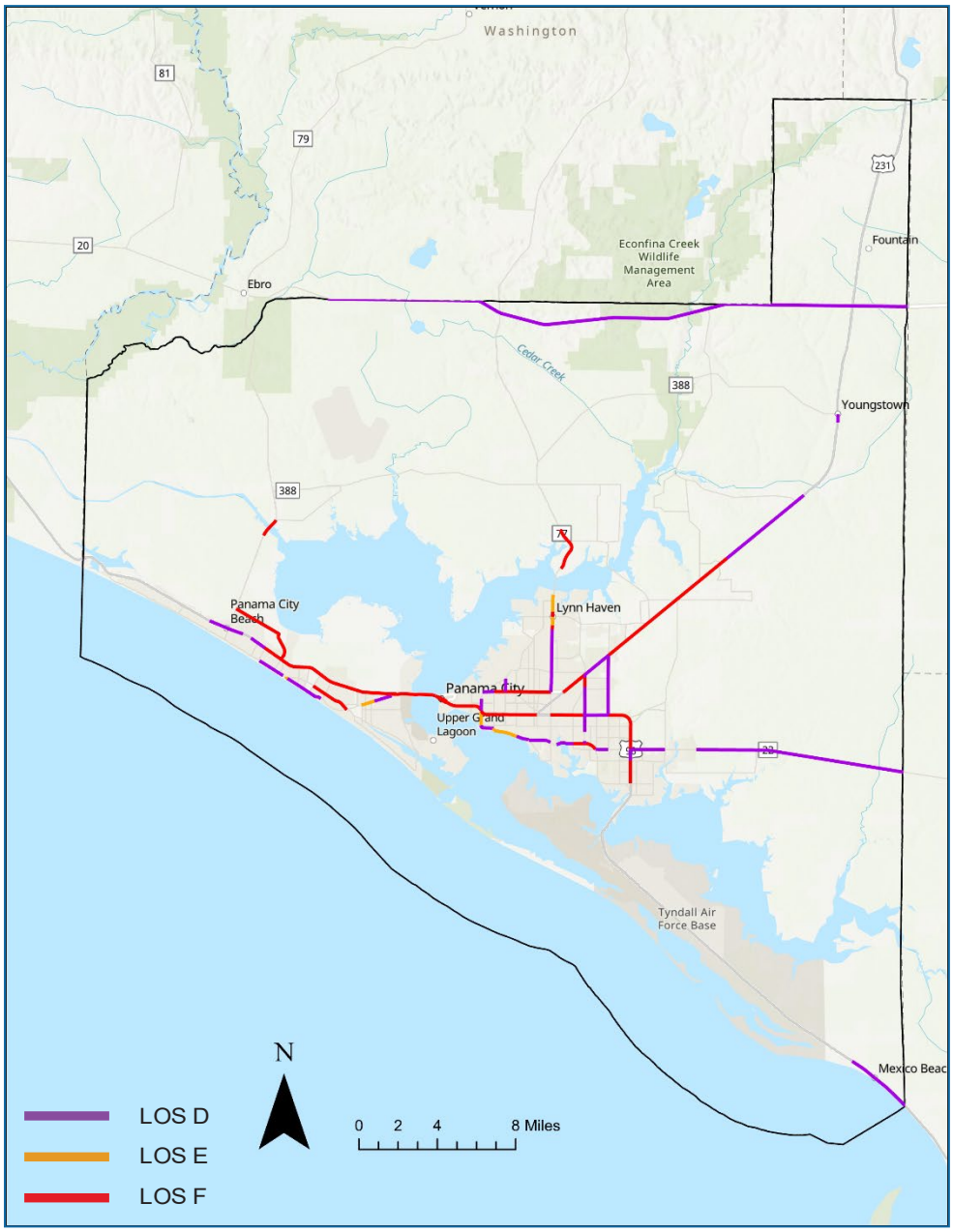
Table 18. LOS Congestion Levels

Daily v/c Ratio	Congestion Level
LOS D	Borderline Congested
LOS E	Congested
LOS F	Very Congested

Improvements identified in the Needs Plan are concentrated along key corridors serving Panama City, Panama City Beach, and Lynn Haven, where additional capacity and connectivity enhancements help reduce congestion and improve overall system performance. However, some segments, particularly along major east-west corridors such as US 98, continue to experience higher levels of congestion, reflecting ongoing growth and regional travel patterns. These

remaining deficiencies, shown in **Figure 29**, highlight areas where congestion will continue to increase without projects in place to address the future growth. **Table 19** lists roadway segments from the 2050 LOS deficiency map with a rating of D, E, or F. For **Table 19**, segments highlighted in blue have a Needs Plan or Existing + Committed project programmed along the route to alleviate congestion.

Figure 29. Bay County Needs Plan Deficiencies in 2050



Source: [FDOT District Three SHS Level of Service]

Table 19. Bay County Deficient Road Segments (2050) with Needs Plan Projects

Road Name	LOS	From	To
Back Beach Road	D	Cobb Rd	Manistee Dr
Back Beach Road	D	Manistee Dr	SR 79
Back Beach Road	D	SR 79	Mandy Lane
Back Beach Road	D	Pier Park Dr	Hills Rd
Back Beach Road	F	Hills Rd	Richard Jackson Blvd
Back Beach Road	F	Richard Jackson Blvd	Front Beach Rd
Back Beach Road	F	Wildwood Rd	W Hathaway Bridge
Beck Ave	E	US 98	W 11th Street
E 15th St	D	Mercedes Ave	Sherman Ave
E 15th St	F	Sherman Ave	N East Ave
E 15th St	F	N East Ave	E 3rd St
Frankford Ave	E	W 9th Street	W Beach Dr
Front Beach Road	D	Hills Rd	Crane Street
Front Beach Road	D	Azalea Street	Richard Jackson Blvd
Front Beach Road	E	Joan Ave	Warner Ave
Front Beach Road	D	Warner Ave	US 98 (Back Beach Rd)
Front Beach Road	E	Lantana Street	Azalea Street
Hutchison Blvd	F	Alf Coleman Rd	Richard Jackson Blvd
Hutchison Blvd	F	Richard Jackson Blvd	SR 30 (Front Beach Rd)
Lisenby Ave	D	SR 390	W 23rd Street
N East Ave	D	BUS 98 (E 5th Ave)	E 6th St
N East Ave	D	E 9th St	E 11th St
N East Ave	D	E 11th St	US 98 (15th St)
N East Ave	D	US 98 (15th St)	Sherman Ave
N East Ave	F	Sherman Ave	Game Farm Rd
N East Ave	D	Game Farm Rd	US 231
Philip Grii tts Sr Pkwy	F	SR 79	Pier Park Dr
Philip Grii tts Sr Pkwy	F	Pier Park Dr	Colony Club Rd
Philip Grii tts Sr Pkwy	F	Colony Club Rd	US 98 (Back Beach Rd)
SR 20	D	Washington Co. Line	SR 77
SR 20	D	SR 77	US 231
SR 20	D	US 231	Calhoun Co. Line
SR 22 (Wewa Highway)	D	BUS 98 (E 5th Ave)	Transmitter Rd
SR 22 (Wewa Highway)	D	US 98 (15th St)	Berthe Ave
SR 22 (Wewa Highway)	D	Berthe Ave	Star Ave
SR 22 (Wewa Highway)	D	James St	CR 2297
SR 22 (Wewa Highway)	D	CR 2297	Calhoun Co. Line
SR 390	D	BUS 98 (E 5th Ave)	W 19th St

Road Name	LOS	From	To
SR 390	D	W 19th St	W 21st St
SR 77	D	W 23rd St	Baldwin Rd
SR 77	D	Baldwin Rd	Mowat School Rd
SR 77	F	Mowat School Rd	E 18th St
SR 77	E	E 18th St	SR 390
SR 77	F	SR 390	12th St
SR 77	E	12th St	4th St
SR 77	F	Grassy Point Rd	SR 77A
SR 77	F	SR 77A	Liberty Ave
SR 79	F	Back Beach Rd	Firenzo Ave
SR 79	F	SR 388	Side Camp Rd
Transmitter Rd	D	US 231	Game Farm Rd
Transmitter Rd	D	Game Farm Rd	US 98 (15th St)
US 231	F	SR 368 (W 23rd St)	N East Ave
US 231	D	N East Ave	Transmitter Rd
US 231	F	Transmitter Rd	SR 390
US 231	F	SR 390	Star Ave
US 231	F	Star Ave	Penny Rd
US 231	D	Penny Rd	Campflowers Rd
US 231	D	SR 388	Waller Rd
US Hwy 98	F	W Hathaway Bridge	E Hathaway Bridge
US Hwy 98	F	E Hathaway Bridge	Moody Ave
US Hwy 98	F	Moody Ave	SR 368 (23rd Street)
US Hwy 98	F	SR 368 (23rd Street)	Michigan Ave
US Hwy 98	F	Michigan Ave	SR 390
US Hwy 98	F	SR 390	Frankford Ave
US Hwy 98	F	Frankford Ave	Lisenby Ave
US Hwy 98	F	Lisenby Ave	Balboa Ave
US Hwy 98	F	Balboa Ave	Florida Ave
US Hwy 98	F	Florida Ave	Jenks Ave
US Hwy 98	F	Jenks Ave	Harrison Ave
US Hwy 98	F	SR 77	N East Ave
US Hwy 98	D	N East Ave	Transmitter Rd
US Hwy 98	F	Transmitter Rd	E 11th St
US Hwy 98	F	E 11th St	SR 22
US Hwy 98	D	SR 22	Cherry St
US Hwy 98	F	Cherry St	Boat Race Rd
US Hwy 98	D	Canal Pkwy	CR 386
W 23rd Street	D	St Andrews Blvd	Frankford Ave
W 23rd Street	F	Frankford Ave	Airport Road

Road Name	LOS	From	To
W 23rd Street	F	Airport Road	State Ave
W 23rd Street	F	State Ave	Jenks Ave
W 23rd Street	F	Jenks Ave	SR 77
W 6th Street	D	W Beach Dr	US 231
W 6th Street	D	US 231	SR 77
W 9th Street	D	W 11th Street	Frankford Ave
W Beach Dr	E	Frankford Ave	Balboa Ave
W Beach Dr	D	Balboa Ave	W 6th Street

6.3.7 Needs Plan Cost Development

Project cost estimates were developed using various information sources including:

- FDOT District Three 2023 Cost Per Mile Models
- Specific project costs from completed PD&E studies
- Specific project costs from local government design plans
- Specific project costs from FDOT's work program or SIS
- Previous cost estimates performed for Needs Plan projects
- Costs in the first band (2026-2030) are derived from the Bay County TIP

Costs are primarily based on estimates based on the FDOT District Three 2023 Cost Per Mile Models shown in **Table 20**. Estimates were then supplemented by any information found in the remaining sources listed above.

Project estimates are also split into five phases listed below. The total project cost is the summation of costs for all five phases. Costs for different phases have been assumed to be within a range of the percentage of construction (CST) cost.

- Planning / Project Development and Environment Study (PLN/PD&E) – 5% to 10% of CST
- Final Design (PE) – 10% to 20% of CST
- Right of Way (ROW) – 30% to 90% of CST
- Construction (CST)
- Construction Engineering & Inspection (CEI) – 10% to 15% of CST

The total cost estimates for Needs Plan projects by category can be found in **Table 12**. Individual cost estimates for every Needs Plan Project can be found in the following sections.

Table 20. FDOT District Three 2023 Cost Per Mile

Road Type	Project Description	PLN/PD&E	PE	ROW	CST	CEI
Rural Roadway Arterial	Construct New 2-Lane Road	$657,973	$986,960	$3,289,867	$6,579,734	$986,960
	Construct New 4-Lane Road	$933,408	$1,400,111	$4,667,038	$9,334,076	$1,400,111
	Construct New 6-Lane Road	$1,207,980	$1,811,970	$6,039,899	$12,079,798	$1,811,970
	Mill & Resurface 2-Lane Road	$-	$-	$-	$687,111	$-
	Mill & Resurface 4-Lane Road	$-	$-	$-	$1,307,462	$-
	Mill & Resurface 6-Lane Road	$-	$-	$-	$2,011,065	$-
	Widen 2 to 4-Lanes	$921,459	$1,382,188	$4,607,294	$9,214,587	$1,382,188
	Widen 4 to 6-Lanes	$829,480	$1,244,220	$4,147,401	$8,294,802	$1,244,220
	Widen 6 to 8-Lanes	$904,572	$1,356,859	$4,522,861	$9,045,722	$1,356,858
	Add 1 Inside Through Lane	$307,365	$461,048	$1,536,826	$3,073,651	$461,048
	Add 1 Outside Through Lane	$230,187	$345,281	$1,150,936	$2,301,872	$345,281
	Add Left Turn Lane	$27,972	$41,958	$139,862	$279,723	$41,958
	Add Right Turn Lane	$28,165	$42,248	$140,827	$281,655	$42,248
Urban Roadway Arterial	Construct New 2-Lane Road	$1,058,632	$1,587,949	$5,293,162	$10,586,324	$1,587,949
	Construct New 4-Lane Road	$1,593,534	$2,390,301	$7,967,670	$15,935,339	$2,390,301
	Construct New 6-Lane Road	$1,615,801	$2,423,702	$8,079,006	$16,158,012	$2,423,702
	Mill & Resurface 4-Lane Road	$-	$-	$-	$1,571,091	$-
	Mill & Resurface 6-Lane Road	$-	$-	$-	$1,936,170	$-
	Widen 2 to 4-Lanes	$1,193,342	$1,790,012	$5,966,708	$11,933,415	$1,790,012
	Widen 4 to 6-Lanes	$986,989	$1,480,483	$4,934,943	$9,869,886	$1,480,483
	Widen 6 to 8-Lanes	$1,175,931	$1,763,897	$5,879,657	$11,759,314	$1,763,897
	Add 1 Outside Through Lane	$410,401	$615,601	$2,052,003	$4,104,006	$615,601
	Add 1 Inside Through Lane	$231,694	$347,541	$1,158,470	$2,316,940	$347,541
	Add Left Turn Lane	$47,329	$70,994	$236,647	$473,294	$70,994
	Add 2 Left Turn Lane	$94,659	$141,988	$473,294	$946,589	$141,988
	Add Right Turn Lane	$42,648	$63,971	$213,238	$426,475	$63,971
	Add 2 Right Turn Lane	$85,295	$127,943	$426,475	$852,950	$127,943

Road Type	Project Description	PLN/PD&E	PE	ROW	CST	CEI
Rural Interstate	Construct New 4-Lane Road	$1,074,617	$1,611,925	$5,373,083	$10,746,166	$1,611,925
	Widen 4 to 6-Lanes with 0 Structures	$885,495	$1,328,243	$4,427,476	$8,854,951	$1,328,243
	Widen 6 to 8-Lanes with 0 Structures	$916,966	$1,375,449	$4,584,829	$9,169,657	$1,375,449
	Widen 4 to 6-Lanes with 2 Structures	$2,157,979	$3,236,969	$10,789,895	$21,579,791	$3,236,969
	Widen 6 to 8-Lanes with 2 Structures	$2,403,727	$3,605,590	$12,018,635	$24,037,270	$3,605,590
	Widen 4 to 6-Lanes with 3 Structures	$1,727,692	$2,591,537	$8,638,458	$17,276,916	$2,591,537
	Widen 6 to 8-Lanes with 3 Structures	$1,927,084	$2,890,627	$9,635,422	$19,270,844	$2,890,627
Interstate Interchange	Construct Diamond Interchange	$3,265,262	$3,265,262	$9,795,785	$32,652,618	$4,897,893
	Construct Cloverleaf Interchange	$5,036,901	$5,036,901	$15,110,703	$50,369,010	$7,555,351
	Construct Trumpet Interchange	$3,033,477	$3,033,477	$9,100,430	$30,334,767	$4,550,215
Rural Frontage Roads	Construct New 1-Lane Frontage Road	$171,007	$256,511	$855,037	$1,710,075	$256,511
	Construct New 2-Lane Frontage Road	$266,271	$399,407	$1,331,355	$2,662,711	$399,407
Roadway Bike / Ped Projects	Construct Sidewalks - 1 Side	$19,403	$38,807	$38,807	$388,070	$38,807
	Construct Sidewalks - Both Sides	$28,833	$57,666	$57,666	$576,657	$57,666
	Construct Bike Lane - Both Sides	$17,224	$34,448	$34,448	$344,475	$34,448
	Construct 12' Multi-Use Trail	$46,739	$93,478	$93,478	$934,783	$93,478
	Crosswalk Striping	$-	$-	$-	$4,080	$-
Local Intersections	Construct Roundabout	$234,494	$937,978	$4,220,900	$4,689,889	$703,483
	Intersection Improvement or Realignment	$234,494	$937,978	$4,220,900	$4,689,889	$703,483

Capacity Projects Cost Estimates

Table 21. Capacity Projects Cost Estimates

2050 Needs Project ID	Project Name	From	To	Improvement	Place(s)	PLN / PD&E	PE (Design)	Right of Way (ROW)	Construction (CST)	CEI	CST + CEI	Total Cost (All Phases)
A-01	SR 368 / 23rd Street	US 98 / 23rd Street Interchange Flyover	SR 390 / St Andrews Boulevard	Widen to 6 lanes	Panama City	Complete	$13,900,000	$114,130,000	$115,800,000	$2,846,235	$118,646,235	$246,676,235
A-02	SR 390 / E. 14th Street	SR 77 / Ohio Avenue	US 231 / SR 75	Widen to 6 Lanes	Lynn Haven	Complete	$5,124,600	$131,000,000	$162,000,000	$18,000,000	$180,000,000	$316,124,600
A-03	SR 389 / East Avenue	Baldwin Road	CR 2337 / Sherman Avenue	Widen to 4 Lanes	Springfield	$ 820,636	$1,230,954	$4,103,178	$8,206,357	$1,230,954	$9,437,311	$15,592,078
A-04	Gulf to Bay Highway (Parkway)	US 98 / SR 30 west of Mexico Beach	The Bay/Gulf County Line	Construct new 4 lane Facility	Mexico Beach	$ 3,979,730	$5,969,595	$19,898,652	$39,797,303	$5,969,595	$45,766,899	$75,614,876
A-05	CR 30P / Hills Road	US 98A / Front Beach Road	US 98 / Panama City Beach Parkway	Widen to 4 Lanes	Panama City Beach	$ 766,972	$1,150,458	$3,834,860	$7,669,720	$1,150,458	$8,820,179	$14,572,469
A-06	Powell Adams Dr	US 98A / Front Beach Road	L.C. Hilton Jr. Drive	Widen to 3 Lanes	Panama City Beach	$ 76,176	$114,264	$380,882	$761,763	$114,264	$876,028	$1,447,350
A-07	SR 22 / Wewa Highway [Phase 1]	US 98 / Tyndall Parkway	Star Avenue	Widen to 4 Lanes	Callaway	Complete	$900,000	$45,000,000	$61,000,000	$7,000,000	$68,000,000	$113,900,000
A-08	SR 388 / West Bay Parkway	Burnt Mill Creek	SR 77 / Ohio Avenue	Widen to 4 Lanes	Bay County	$ 6,077,759	$9,116,639	$30,388,797	$60,777,593	$9,116,639	$69,894,232	$115,477,427
A-09	SR 389 / East Avenue	Sherman Ave	US 98B / 5th St	2 Lane Enhanced Capacity Improvement	Bay County	Complete	$2,100,000	$7,900,635	$15,801,269	$2,370,190	$18,171,459	$28,172,094
A-10	CR 2315 / Star Avenue	US 231 / SR 75	SR 22 / Wewa Highway	Widen to 4 Lanes	Panama City	$ 6,533,901	$9,800,851	$32,669,503	$65,339,006	$9,800,851	$75,139,857	$124,144,112
A-11	CR 2327 / Transmitter Road	C Street	US 98 / 15th St	Widen to 4 Lanes	Springfield	$ 1,575,000	$2,600,000	$10,315,910	$20,631,821	$3,094,773	$23,726,594	$38,217,504
A-12	US 231 / SR 75 [Segment 7]	US 98 / 15th St	SR 368 / 23rd St	Widen to 6 Lanes	Panama City	Complete	Complete	$93,725,152	$359,100,000	$39,900,000	$399,000,000	$492,725,152
A-13	US 231 / SR 75 [Segment 8]	SR 368 / 23rd St	Pipeline Road	Widen to 6 Lanes	Bay County	Complete	Complete	$63,166,233	$214,200,000	$23,800,000	$238,000,000	$301,166,233
A-14	US 231 / SR 75	Pipeline Road	Penny Road	Widen to 6 Lanes	Bay County	Complete	$162,000	$508,000	$47,751,253	$7,162,688	$54,913,941	$55,583,941
A-15	US 231 / SR 75	Penny Road	Scotts Ferry Road	Widen to 6 Lanes	Bay County	$ 6,546,148	$9,819,221	$32,730,738	$65,461,476	$9,819,221	$75,280,698	$124,376,805
A-16	US 231 / SR 75	Scotts Ferry Road	SR 20	Widen to 6 Lanes	Bay County	$ 5,085,188	$7,627,781	$25,425,938	$50,851,875	$7,627,781	$58,479,657	$96,618,563
A-17	SR 388 / West Bay Parkway	US 98 / SR 30 in Walton County	SR 79	Construct new 4 lane Facility	Bay County	Complete	$11,700,000	$800,000	$183,000,000	$23,000,000	$206,000,000	$218,500,000
A-18	Truck Parking at US 231 Industrial Park	--	--	Construct Truck Parking	Panama City	N/A	$140,590	$702,949	$702,949	$105,442	$808,391	$1,651,930

2050 Needs Project ID	Project Name	From	To	Improvement	Place(s)	PLN / PD&E	PE (Design)	Right of Way (ROW)	Construction (CST)	CEI	CST + CEI	Total Cost (All Phases)
A-19	Gulf Coast Parkway	US 98 / SR 30	US 231 / SR 75	Construct new 4 lane Facility	Panama City	Complete	$36,000,000	$30,000,000	$490,000,000	$60,000,000	$550,000,000	$616,000,000
A-20	Gulf Coast Parkway Connector	CR 2315 / Star Avenue	Old Allenton Road / Gulf Coast Parkway	Construct new 4 lane Facility	Bay County	$5,975,749	$8,963,623	$29,878,744	$59,757,489	$8,963,623	$68,721,112	$113,539,229
A-21	26th Street Extension	SR 77	Minnesota Street	Construct new 2 lane Facility	Lynn Haven	$289,424	$434,137	$1,447,122	$2,894,244	$434,137	$3,328,380	$5,499,063
A-22	CR 391 / Baldwin Road	Kirkwell Avenue	US 231 / SR 75	Widen to 4 lanes	Bay County	$1,113,132	$1,669,698	$5,565,659	$11,131,319	$1,669,698	$12,801,017	$21,149,506
A-23	CR 30C / Clara Avenue	US 98A / Front Beach Road	US 98 / Panama City Beach Parkway	Widen to 4 Lanes	Panama City Beach	$992,454	$1,488,681	$4,962,272	$9,924,543	$1,488,681	$11,413,225	$18,856,632
A-24	CR 2301	US 231 / SR 75	CR 388	Widen to 4 lanes	Bay County	$9,748,496	$14,622,744	$48,742,481	$97,484,962	$14,622,744	$112,107,706	$185,221,427
A-25	CR 2321	SR 77	US 231 / SR 75	Widen to 4 Lanes	Bay County	Complete	$8,977,092	$29,923,639	$59,847,278	$8,977,092	$68,824,370	$107,725,101
A-26	CR 388 / West Bay Parkway	SR 77 / Lynn Haven Parkway	US 231 / SR 75	Widen to 4 Lanes	Bay County	$14,822,090	$22,233,135	$74,110,450	$148,220,901	$22,233,135	$170,454,036	$281,619,711
A-27	Joan Avenue	US 98 A / Front Beach Rd	CR 3031 / Thomas Drive	Widen to 4 lanes	Panama City Beach	$1,143,967	$1,715,951	$5,719,836	$11,439,673	$1,715,951	$13,155,624	$21,735,378
A-28	Lyndell Lane	US 98 / Panama City Beach Parkway	US 98 A / Front Beach Rd	Widen to 4 lanes	Panama City Beach	$1,247,985	$1,871,978	$6,239,927	$12,479,854	$1,871,978	$14,351,832	$23,711,723
A-29	Pipeline Road Extension	W of Country Lake Dr	Nehi Road	Construct new 2 lane Facility	Bay County	Complete	Complete	Complete	$4,458,331	$495,370	$4,953,701	$4,953,701
A-30	Gulf Coast Parkway Extension	SR 77	US 231 / SR 75	Construct new 4 lane Facility	Bay County	$15,670,997	$23,506,496	$78,354,985	$156,709,970	$23,506,496	$180,216,466	$297,748,944
A-31	CR 2327 / Transmitter Road	Brooke Lane	C Street	Widen to 4 Lanes	Bay County	$777,838	$1,166,757	$3,889,192	$7,778,383	$1,166,757	$8,945,141	$14,778,928
A-32	SR 20	Washington County Line	US 231 / SR 75	Widen to 4 Lanes	Bay County	Complete	$42,000,000	$31,900,000	$326,340,000	$36,260,000	$362,600,000	$436,500,000
A-33	SR 77	Bay County Line	SR 390 / 14th St	Widen to 6 Lanes	Bay County	$13,077,623	$19,616,434	$65,388,114	$130,776,228	$19,616,434	$150,392,663	$248,474,834
A-34	Titus Road	CR 2321	US 231 / SR 75	Widen to 4 Lanes	Bay County	$1,193,237	$1,789,855	$5,966,184	$11,932,368	$1,789,855	$13,722,224	$22,671,500
A-35	US 98 / Panama City Beach Pkwy	W. of Philips Inlet Bridge	SR 79 / Arnold Drive	Widen to 6 Lanes	Panama City Beach	Complete	$12,225,000	$37,674,813	$75,349,626	$11,302,444	$86,652,070	$136,551,884
A-36	SR 79	Bay County Line	SR 388 / West Bay Parkway	Widen to 6 Lanes	Bay County	$6,367,058	$9,550,587	$31,835,289	$63,670,578	$9,550,587	$73,221,165	$120,974,099
A-37	Philip Griffitts Sr Parkway [Phase 3]	US 98 at Clara Avenue	Chip Seal Parkway	Construct new 2 Lane Facility	Panama City Beach	Complete	Complete	$4,560,000	$82,080,000	$9,120,000	$91,200,000	$95,760,000
A-38	Philip Griffitts Sr Parkway [Phase 4]	Nautilus St	US 98 at Clara Avenue	Construct new 4-lane elevated segment of US 98	Panama City Beach	$3,708,216	$29,665,726	$74,164,315	$148,328,629	$22,249,294	$170,577,923	$278,116,180
A-39	SR 388	NW FL Beaches Airport	Burnt Mill Creek Rd	Widen to 4 Lanes	Bay County	$1,849,630	$2,774,444	$9,248,148	$18,496,295	$2,774,444	$21,270,739	$35,142,961

2050 Needs Project ID	Project Name	From	To	Improvement	Place(s)	PLN / PD&E	PE (Design)	Right of Way (ROW)	Construction (CST)	CEI	CST + CEI	Total Cost (All Phases)
A-40	Northern Airport Connector	SR 20	NW FL Beaches Airport	Construct new 2 lane facility	Bay County	$2,726,743	$4,090,114	$13,633,713	$27,267,427	$4,090,114	$31,357,541	$51,808,111
A-41	CR 389 / East Avenue	US 98B / 5th St	Eastern Port Ship Yard	2 Lane Enhanced Capacity Improvement	Panama City	Complete	$2,075,000	$4,024,307	$8,048,614	$1,207,292	$9,255,906	$15,355,213
A-42	US 98 to I-10 Corridor	US 98	CR 286 / I-10	New 2 lane roadway with ROW for 4 lanes	Bay County	$14,053,973	$21,080,959	$70,269,863	$140,539,727	$21,080,959	$161,620,686	$267,025,481
A-43	CR 389 / East Avenue	CR 2312 / Baldwin Road	SR 390	Widen to 4 Lanes	Lynn Haven	$2,749,963	$4,124,944	$13,749,814	$27,499,629	$4,124,944	$31,624,573	$52,249,295
A-44	Liberty Blvd Extension	Nehi Road	Liberty Blvd	Construct new 2 lane facility	Bay County	$408,931	$613,397	$2,044,656	$4,089,311	$613,397	$4,702,708	$7,769,691
A-45	SR 79	SR 388	US 98 / Panama City Beach Parkway	Widen to 6 Lanes	Bay County	$5,743,507	$8,615,261	$28,717,536	$57,435,073	$8,615,261	$66,050,334	$109,126,639
A-46	US 98 / Panama City Beach Pkwy	Richard Jackson Blvd	Hathaway Bridge	Widen to 6 Lanes	Bay County	Complete	Complete	Complete	$102,225,297	$-	$102,225,297	$102,225,297
A-47	SR 22	Star Avenue	CR 2297	Widen to 4 Lanes	Bay County	$3,945,672	$5,918,508	$19,728,358	$39,456,717	$5,918,508	$45,375,224	$74,967,762
Total						**$139,068,194**	**$368,247,475**	**$1,348,420,846**	**$3,814,514,853**	**$477,568,288**	**$4,292,083,141**	**$6,147,819,657**

Intersection Projects Cost Estimates

Table 22. Intersection Projects Cost Estimates

2050 Needs Project ID	Project Name	Improvement	Place(s)	PLN / PD&E	PE (Design)	Right of Way (ROW)	Construction (CST)	CEI	CST + CEI	Total Cost (All Phases)
B-01	State Avenue and W 23rd Street	Add right turn lane to State Avenue NB	Panama City	$17,162	$25,743	$85,810	$171,621	$25,743	$197,364	$326,079
B-02	Lisenby Avenue and W 23rd Street	Add right turn lane	Bay County	$17,782	$26,672	$88,908	$177,816	$26,672	$204,488	$337,850
B-03	SR 77 and Baldwin Road	Add an EB right turn lane	Bay County	$16,616	$24,924	$83,080	$166,159	$24,924	$191,083	$315,703
B-04	Arnold Rd and Back Beach Road	Add right turn lane	Panama City Beach	$20,535	$30,803	$102,675	$205,351	$30,803	$236,154	$390,167
B-05	US 231 / SR 75 and Pipeline Road	Realign and signalize intersection; add NB/SB left turn lanes on Pipeline Rd	Bay County	Complete	Complete	$476,203	$-	$-	$-	$476,203
B-06	US 231 / SR 75 and SR 20	SR 75 (US 231) Intersection Safety Improvements at SR 20.	Bay County	Complete	Complete	$30,000	$277,249	$-	$277,249	$307,249
B-07	Allison Ave and US 98 / Panama City Beach Parkway	Safety Improvements	Bay County	$150,000	$-	$-	$-	$-	$-	$150,000
B-08	SR 368 / 23rd St and US 231 / SR 75	Safety Improvements	Bay County	$150,000	$-	$-	$-	$-	$-	$150,000
B-09	Bayou George Dr and US 231 / SR 75	Safety Improvements	Bay County	$150,000	$-	$-	$-	$-	$-	$150,000
B-10	W 17th St / Bayview Ave	Safety Improvements	Panama City	$150,000	$-	$-	$-	$-	$-	$150,000
B-11	Pryor Ave and US 98A / Front Beach Rd	Safety Improvements	Bay County	$150,000	$-	$-	$-	$-	$-	$150,000
B-12	Joan Ave and US 98A / Front Beach Rd	Safety Improvements	Bay County	$150,000	$-	$-	$-	$-	$-	$150,000
B-13	SR-22 / 3rd St and US 98 / Tyndall Pkwy	Safety Improvements	Callaway	$150,000	$-	$-	$-	$-	$-	$150,000
B-14	US 98 / 15TH ST and SR 77 / MLK Jr Blvd	Safety Improvements	Panama City	$150,000	$-	$-	$-	$-	$-	$150,000
B-15[4]	US 231 / SR 75 and US 98 / Harrison Avenue	Interchange improvement	Panama City	N/A	N/A	N/A	N/A	N/A	N/A	$-
B-16	US 98 and Thomas Drive Interchange [Phase II and III]	Interchange improvement	Bay County	$3,000,000	$2,020,000	$2,786,000	$99,664,348	$14,949,652	$114,614,000	$122,420,000
B-17	US 231 and SR 390	Intersection improvement	Bay County	$124,048	$496,190	$2,232,856	$2,480,951	$372,143	$2,853,094	$5,706,188
B-18	US 231 / SR 75 and 19th Street	Interchange improvement	Panama City	$124,048	$496,190	$2,232,856	$2,480,951	$372,143	$2,853,094	$5,706,188
B-19	US 231 / SR 75 and CR 2327 / Transmitter Rd	Intersection improvement	Bay County	$124,048	$496,190	$2,232,856	$2,480,951	$372,143	$2,853,094	$5,706,188
B-20	6th Street and Beach Drive	Construct roundabout	Panama City	$124,048	$496,190	$2,232,856	$2,480,951	$372,143	$2,853,094	$5,706,188

[4] The cost for project B-15 is included as part of project A-12 (https://storymaps.arcgis.com/collections/ff251517502b44f78942619cede66efc?item=1)

2050 Needs Project ID	Project Name	Improvement	Place(s)	PLN / PD&E	PE (Design)	Right of Way (ROW)	Construction (CST)	CEI	CST + CEI	Total Cost (All Phases)
B-21	6th Street and Harrison Ave	Construct roundabout	Panama City	$124,048	$496,190	$2,232,856	$2,480,951	$372,143	$2,853,094	$5,706,188
B-22	CR 2322 / 7th Avenue and CR 2327 / Transmitter Rd	Construct roundabout	Springfield	$124,048	$496,190	$2,232,856	$2,480,951	$372,143	$2,853,094	$5,706,188
B-23	US 98B and Cedar Street and Pitts Ave	Construct roundabout	Parker	$124,048	$496,190	$2,232,856	$2,480,951	$372,143	$2,853,094	$5,706,188
B-24	US 98B and Cheri Lane, Boat Race Road, and Luther St	Construct roundabout	Parker	$124,048	$496,190	$2,232,856	$2,480,951	$372,143	$2,853,094	$5,706,188
B-25	SR 388 / Edwards Rd and SR 77	Intersection Realignment	Bay County	$124,048	$496,190	$2,232,856	$2,480,951	$372,143	$2,853,094	$5,706,188
B-26	US 231 / SR 75 and SR 389 / East Ave	Safety Improvements	Bay County	$150,000	$-	$-	$-	$-	$-	$150,000
B-27	US 98 / 15th St and Lisenby Ave	Safety Improvements	Panama City	$150,000	$-	$-	$-	$-	$-	$150,000
B-28	CR 3031 / Thomas Dr and Gwyn Drive	Safety Improvements	Bay County	$150,000	$-	$-	$-	$-	$-	$150,000
B-29	US 98 and Michigan Ave	Safety Improvements	Panama City	$150,000	$-	$-	$-	$-	$-	$150,000
B-30	US 98 / 15th St and Jenks Ave	Safety Improvements	Panama City	$150,000	$-	$-	$-	$-	$-	$150,000
B-31	SR 368 / 23rd St and Jenks Ave	Safety Improvements	Panama City	$150,000	$-	$-	$-	$-	$-	$150,000
B-32	US 98A / Front Beach Rd and Hinson Rd	Safety Improvements	Bay County	$150,000	$-	$-	$-	$-	$-	$150,000
B-33	Tram Road and US 98 / Tyndall Pkwy	Intersection Realignment	Springfield	$94,960	$379,841	$1,709,283	$1,899,203	$284,880	$2,184,083	$4,368,167
B-34	Frankford Ave / SR 390	Add a NB and SB right turn lane	Bay County	$45,121	$67,682	$225,605	$451,211	$67,682	$518,892	$857,300
B-35	Frankford Ave / 23rd Street	Add a NB and SB right turn lane	Bay County	$45,121	$67,682	$225,605	$451,211	$67,682	$518,892	$857,300
B-36	Lisenby Avenue and SR 390	Add a NB and SB right turn lane	Bay County	$45,121	$67,682	$225,605	$451,211	$67,682	$518,892	$857,300
Total				**$6,668,846**	**$7,176,740**	**$26,134,481**	**$126,243,941**	**$18,895,004**	**$145,138,944**	**$185,119,011**

Bicycle/Pedestrian Project Cost Estimates

Table 23. Bicycle/Pedestrian Project Cost Estimates

2050 Needs Project ID	Project Name	From	To	Improvement	Place(s)	PLN / PD&E	PE (Design)	Right of Way (ROW)	Construction (CST)	CEI	CST + CEI	Total Cost (All Phases)
C-01	US 98 / SR 30	Crooked Sound Drive	CR 386	Multi-Use Path	Bay County	Complete	$3,501,000	$414,879	$4,148,785	$414,879	$4,563,664	$8,479,542
C-02	CR 385 / Frankford Ave	St. Andrews Blvd	Pacifica Lane	Bike Path/Trail	Bay County	Complete	$425,000	$-	$1,865,811	$-	$1,865,811	$2,290,811
C-03	Harvard Boulevard Sidewalks	SR 390	Issac Byrd Park	Sidewalks	Lynn Haven	$240,000	$400,000	$80,000	$1,360,000	$240,000	$1,600,000	$2,320,000
C-04	CR 3026 / Cherry Street Sidewalks	SR 30A/US 98/Tyndall Parkway	SR 30/Business 98	Sidewalks	Bay County	$44,521	$89,043	$89,043	$890,428	$89,043	$979,470	$1,202,077
C-05	CR 2337 Sherman Avenue Sidewalks	CR 28/11th Street	SR 30A/US 98/15th Street	Sidewalks	Bay County	$15,190	$30,381	$30,381	$303,809	$30,381	$334,190	$410,142
C-06	15th Street Sidewalks	SR 30/US 98	CR 386	Sidewalks/Multi-Use Path	Mexico Beach	$311,850	$519,750	$103,950	$1,767,150	$311,850	$2,079,000	$3,014,550
C-07	CR 2315 / Star Avenue	SR 75/US 231	SR 22/Wewa Highway	Bicycle Lanes	Panama City	$121,171	$242,342	$242,342	$2,423,419	$242,342	$2,665,761	$3,271,616
C-08	Elevated Pedestrian Structure on Back Beach Road	US 98 / Back Beach Rd and Nautilus Street	US 98 / Back Beach Rd and Nautilus Street	Pedestrian Overpass or Underpass	Panama City Beach	Complete	$1,000,000	$-	$4,000,000	$-	$4,000,000	$5,000,000
C-09	Elevated Pedestrian Structure on Back Beach Road	US 98 / Back Beach Rd and Powell Adams Rd	US 98 / Back Beach Rd and Powell Adams Rd	Pedestrian Overpass or Underpass	Panama City Beach	Complete	$1,000,000	$-	$4,000,000	$-	$4,000,000	$5,000,000
C-10	Elevated Pedestrian Structure on Back Beach Road	US 98 / Back Beach Rd at Frank Brown Park	US 98 / Back Beach Rd at Frank Brown Park	Pedestrian Overpass or Underpass	Panama City Beach	Complete	$1,000,000	$-	$4,000,000	$-	$4,000,000	$5,000,000
C-11	South Gay Avenue	Boat Race Road	Cherry Street	Construct Sidewalk	Callaway	$30,496	$60,992	$60,992	$609,915	$60,992	$670,907	$823,385
C-12	Carolina Avenue	West 14th Street	SR 390	Construct Sidewalk	Lynn Haven	$18,601	$37,203	$37,203	$372,029	$37,203	$409,232	$502,239
C-13	14th Street	Maryland Avenue	SR 390	Construct Sidewalk	Lynn Haven	$25,054	$50,108	$50,108	$501,078	$50,108	$551,185	$676,455
C-14	Magnolia Beach Road	West Pelican Bay Drive	East of Mystic Lane	Multi-Use Path	Bay County	Complete	Complete	$11,000	$187,000	$33,000	$220,000	$231,000
C-15	Panama City Sun Trail Program [Phase 2]	Michigan Ave and Bay Line RR	SE of Jenks Ave & W. 14th St at the intersection of the Bay Line RR Tracks	Multi-Use Path	Panama City	$142,900	$285,800	$285,800	$2,858,001	$285,800	$3,143,801	$3,858,301
C-16	Panama City Sun Trail Program [Phase 1]	East end of Hathaway Bridge	Bay Line Railroad and Michigan Ave	Multi-Use Path	Bay County	$90,966	$181,932	$181,932	$1,819,323	$181,932	$2,001,256	$2,456,087
C-17	Panama City Sun Trail Program [Phase 4]	Intersection of Bayview Ave & W 11th St	Frankford Ave and W 11th St	Multi-Use Path	Panama City	$27,891	$55,783	$55,783	$557,826	$55,783	$613,609	$753,065

2050 Needs Project ID	Project Name	From	To	Improvement	Place(s)	PLN / PD&E	PE (Design)	Right of Way (ROW)	Construction (CST)	CEI	CST + CEI	Total Cost (All Phases)
C-18	Panama City Sun Trail Program [Phase 5]	Cherry St and Harris Ave	East 11th St and MLK Blvd	Multi-Use Path	Bay County	$97,554	$195,107	$195,107	$1,951,072	$195,107	$2,146,179	$2,633,947
C-19	Panama City Sun Trail Program [Phase 6]	MLK Blvd and E 11th St	800 ft before the intersection of US 231 & Ormond Ave	Multi-Use Path	Bay County	$209,684	$419,367	$419,367	$4,193,674	$419,367	$4,613,042	$5,661,460
C-20	Lake Dr	SR 30 / US 98 / Tyndall Pkwy	Berthe Ave	Multi-Use Path	Callaway	Complete	$174,000	$-	$1,356,256	$-	$1,356,256	$1,530,256
C-21	School Ave	3rd St	11th St	Remove and replace existing sidewalks, Street Lighting, Stormwater drainage and Landscaping	Springfield	$30,535	$61,070	$61,070	$610,703	$61,070	$671,773	$824,449
C-22	2nd St	Detroit Ave	US Business 98	Remove and Replace existing sidewalk	Springfield	$11,306	$22,612	$22,612	$226,122	$22,612	$248,735	$305,265
C-23	CR 388	Existing Multi-Use Path E of West Bay Pkwy	SR 77	12ft wide non-motorized trail	Bay County	$389,761	$779,523	$779,523	$7,795,229	$779,523	$8,574,751	$10,523,559
C-24	Harrison Ave	Baldwin Ave	26th St	12ft wide paved non-motorized trail	Bay County	$49,105	$98,211	$98,211	$982,109	$98,211	$1,080,319	$1,325,846
C-25	Pennsylvania Ave	SR 390	SR 77	10ft wide paved non-motorized trail	Lynn Haven	$52,514	$105,028	$105,028	$1,050,281	$105,028	$1,155,309	$1,417,880
C-26	Ormond Ave	US 231	SR 390	12ft wide paved non-motorized trail	Bay County	$98,046	$196,091	$196,091	$1,960,912	$196,091	$2,157,003	$2,647,231
C-27	Mill Bayou Trail Extension	Minge Branch Rd	SR 77A	North extension of Mill Bayou Trail along spine road, 12 ft wide	Lynn Haven	$86,121	$172,242	$172,242	$1,722,421	$172,242	$1,894,663	$2,325,269
C-28	CR 2321/SR 77 - Dam Road Trail	US 231	SR 77/N end of Bailey Bridge	12ft wide non-motorized paved trail	Bay County	$391,642	$783,283	$783,283	$7,832,831	$783,283	$8,616,115	$10,574,322
C-29	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	Bay County	$328,817	$657,635	$657,635	$6,576,345	$657,635	$7,233,980	$8,878,066
C-30	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	Bay County	$150,275	$300,550	$300,550	$3,005,501	$300,550	$3,306,052	$4,057,427
C-31	Panama City Spine Trail - South Spur	Bay Line RR Tracks	W 6th St	12ft paved non-motorized trail	Panama City	$48,136	$96,272	$96,272	$962,724	$96,272	$1,058,997	$1,299,678
C-32	Beach Drive Trail	Frankford Ave	W 6th St	5-12ft paved non-motorized path	Panama City	$79,756	$159,512	$159,512	$1,595,116	$159,512	$1,754,628	$2,153,407
C-33	SR 77 - Southport North	CR 388	CR 2321	12ft non-motorized paved trail	Bay County	$141,276	$282,553	$282,553	$2,825,529	$282,553	$3,108,082	$3,814,464
C-34	SR 79 - Gayle's Trails North Extension	Gayle's Trails	SR 388 Trail	Multi-Use Path	Bay County	$107,320	$214,640	$214,640	$2,146,403	$214,640	$2,361,043	$2,897,644

2050 Needs Project ID	Project Name	From	To	Improvement	Place(s)	PLN / PD&E	PE (Design)	Right of Way (ROW)	Construction (CST)	CEI	CST + CEI	Total Cost (All Phases)
C-35	Griffin Blvd - Gayle's Trails South Connector	Gayle's Trails	Highway 98 Trail	12ft wide paved non-motorized trail	Panama City Beach	$54,460	$108,921	$108,921	$1,089,205	$108,921	$1,198,126	$1,470,427
C-36	Colony Club Connector	Gayle's Trails East End	Other Trail Segments	Multi-Use Path	Panama City Beach	$41,699	$83,398	$83,398	$833,982	$83,398	$917,380	$1,125,876
C-37	Gayle's Trails North Connector to SR 79	Conservation Park	SR 79	12ft wide gravel trail	Bay County	$120,403	$240,805	$240,805	$2,408,051	$240,805	$2,648,856	$3,250,869
C-38	Beach Drive Connector	E 6th St	E 2nd Ct	Paved trail	Panama City	$39,057	$78,115	$78,115	$781,146	$78,115	$859,260	$1,054,546
C-39	SR 390 West Trail	SR 77	SR 231	12ft wide paved multi purpose trail	Bay County	$225,308	$450,617	$450,617	$4,506,170	$450,617	$4,956,787	$6,083,329
C-40	Florida National Scenic Trail	Existing gravel trail: SR 20 @ Bay County Line	Existing gravel trail: Asphalt Plant Rd	Gravel trail	Bay County	$620,628	$1,241,255	$1,241,255	$12,412,550	$1,241,255	$13,653,805	$16,756,943
C-41	Minge Branch Rd	Titus Rd	Mill Bayou Blvd	Separated pedestrian path	Bay County	$28,316	$56,631	$56,631	$566,315	$56,631	$622,946	$764,525
C-42	Mowat School Rd Connector	SR 390	W 26th St	10ft wide paved non-motorized trail along drainage ROW	Lynn Haven	$35,170	$70,339	$70,339	$703,393	$70,339	$773,733	$949,581
C-43	Kings Rd	Queens Cir	W 27th St	Construct a multiuse path	Bay County	$34,381	$68,762	$68,762	$687,617	$68,762	$756,378	$928,283
C-44	W 27th St	Frankford Ave	Dead End	Construct a multiuse path on one side of W 27th Street	Bay County	$30,822	$61,644	$61,644	$616,436	$61,644	$678,080	$832,189
C-45	Northshore Rd	SR 390	W 14th St	Bike/Ped Facility	Bay County	$23,349	$46,698	$46,698	$466,985	$46,698	$513,683	$630,429
C-46	Wildridge Rd	Northshore Rd	SR 390	Bike/Ped Facility	Bay County	$7,798	$15,595	$15,595	$155,954	$15,595	$171,550	$210,538
C-47	Cherokee Heights Rd	Frank Hough Rd	Merritt Brown Rd	Sidewalk; plus fill in side street connections at junctures	Bay County	$7,653	$15,306	$15,306	$153,058	$15,306	$168,364	$206,629
C-48	CR 2337 / Sherman Avenue	SR 30A/US 98/15th Street	SR 389/East Ave	Sidewalk, plus bike features if determined feasible.	Bay County	$41,378	$82,755	$82,755	$827,555	$82,755	$910,310	$1,117,199
C-49	Lakeridge Dr / 34th St	Harrison Ave	SR 77	Sidewalk, plus bicycle features if deemed feasible.	Bay County	$19,747	$39,495	$39,495	$394,950	$39,495	$434,445	$533,182
C-50	Lookout St	Spyglass Dr	Thomas Dr	Sidewalk	Bay County	$2,450	$4,901	$4,901	$49,007	$4,901	$53,908	$66,160
C-51	Kingswood Rd / Edwards Rd	CR 2321	SR 77	Multi-Use Path	Bay County	$262,057	$524,113	$524,113	$5,241,131	$524,113	$5,765,244	$7,075,527

2050 Needs Project ID	Project Name	From	To	Improvement	Place(s)	PLN / PD&E	PE (Design)	Right of Way (ROW)	Construction (CST)	CEI	CST + CEI	Total Cost (All Phases)
C-52	Cato Rd	US 231 / SR 75	CR 390	Sidewalk, plus bicycle features where feasible	Bay County	$22,924	$45,847	$45,847	$458,473	$45,847	$504,320	$618,938
C-53	Southport Elementary Pedestrian Improvements	Streets near Southport Elementary School		Sidewalks and Ped Crossings	Bay County	$96,768	$193,535	$193,535	$1,935,354	$193,535	$2,128,890	$2,612,728
C-54	State Ave	23rd St	Baldwin Rd	Bicycle Lanes	Panama City	$18,225	$36,451	$36,451	$364,506	$36,451	$400,957	$492,084
C-55	CR 388	SR 79	West Bay Parkway	Multi-Use Path	Bay County	$174,390	$348,780	$348,780	$3,487,804	$348,780	$3,836,584	$4,708,535
C-56	US 98 Tyndall AFB Multi-Use Path	Dupont Bridge	Mexico Beach	Multi-Use Path	Tyndall AFB	$703,119	$1,406,237	$1,406,237	$14,062,374	$1,406,237	$15,468,611	$18,984,205
C-57	Transmitter Rd	SR 22	SR 390	Multi-Use Path	Bay County	$273,256	$546,511	$546,511	$5,465,112	$546,511	$6,011,623	$7,377,901
C-58	SR 79	SR 388	SR 20	Multi-Use Path	Bay County	$443,019	$886,038	$886,038	$8,860,381	$886,038	$9,746,419	$11,961,514
C-59	Lynn Haven Rails to Trails - North Extension	SR 390	Old Fuel Depot	12ft wide paved non-motorized multipurpose trail	Lynn Haven	$87,048	$174,096	$174,096	$1,740,957	$174,096	$1,915,053	$2,350,292
C-60	Nautilus St, US 98, & Clara Ave	Colony Club Rd	Clara Ave	12ft wide paved non-motorized multipurpose trail	Panama City Beach	$54,874	$109,749	$109,749	$1,097,487	$109,749	$1,207,236	$1,481,608
C-61	US 231	SR 390	Bay County Line	12ft wide paved non-motorized multipurpose trail	Bay County	$1,266,044	$2,532,089	$2,532,089	$25,320,889	$2,532,089	$27,852,977	$34,183,200
C-62	Nehi Rd, CR 2315 / Star Ave, Other	Nehi Rd @ US 331	Bay County Line @ 15th St (Mexico Beach)	12ft wide paved non-motorized multipurpose trail	Bay County	$1,389,972	$2,779,944	$2,779,944	$27,799,441	$2,779,944	$30,579,386	$37,529,246
C-63	S Berthe Ave, Chippewa St, CR 2315/Star Ave	Boat Race Rd	SR 22	12ft wide paved non-motorized multipurpose trail	Callaway	$99,384	$198,768	$198,768	$1,987,675	$198,768	$2,186,443	$2,683,361
C-64	US 98 Tyndall AFB Multi-Use Path	Boat Race Rd	S end of Dupont Bridge	12ft wide paved non-motorized multipurpose trail	Parker	$120,917	$241,834	$241,834	$2,418,341	$241,834	$2,660,176	$3,264,761
C-65	SR 30 / US 98A / Front Beach Rd	East Lake Shore Dr	Twins Lake Dr	Fill sidewalk gaps (south side)	Bay County	$24,734	$49,467	$49,467	$494,670	$49,467	$544,137	$667,805
C-66	SR 30 / US 98A / Front Beach Rd	Twins Lake Dr	Kelly St	Fill sidewalk gaps (south side)	Bay County	$23,992	$47,984	$47,984	$479,843	$47,984	$527,827	$647,787
C-67	SR 30 / US 98A / Front Beach Rd	Kelly St	SR 30A / US 98 / Panama City Beach Pkwy	Fill sidewalk gaps	Bay County	$36,869	$73,739	$73,739	$737,388	$73,739	$811,126	$995,473
C-68	SR 391 / Harrison Ave	SR 75/US 231	Airport Rd	Multi-Use Path	Panama City	$7,314	$14,628	$14,628	$146,283	$14,628	$160,911	$197,482

2050 Needs Project ID	Project Name	From	To	Improvement	Place(s)	PLN / PD&E	PE (Design)	Right of Way (ROW)	Construction (CST)	CEI	CST + CEI	Total Cost (All Phases)
C-69	CR 22A / Bob Little Rd	Cherry St	SR 22 / Wewa Hwy	Bicycle Lanes	Bay County	$9,317	$18,634	$18,634	$186,335	$18,634	$204,969	$251,552
C-70	CR 30B Joan Ave	CR 3030/N Lagoon Dr	Front Beach Rd	Sidewalks	Bay County	$18,985	$37,969	$37,969	$379,695	$37,969	$417,664	$512,588
C-71	Lynn Haven Elementary School Sidewalk Project PH 1 - Georgia Ave & New York Ave	W 12th St	W 10th St	Sidewalk	Lynn Haven	$12,813	$25,626	$25,626	$256,261	$25,626	$281,887	$345,952
C-72	CR 385 / Frankford Ave	West Beach Drive	St. Andrews Blvd	Bike Path/Trail	Bay County	$100,065	$200,130	$200,130	$2,001,299	$200,130	$2,201,428	$2,701,753
C-73	US 98 and Fortune Ave	--	--	Crosswalk Project	Panama City	$-	$-	$-	$4,317	$-	$4,317	$4,317
C-74	Chestnut Ave and 9th Street	--	--	Crosswalk Project	Panama City	$-	$-	$-	$4,317	$-	$4,317	$4,317
C-75	Goose Bayou Road	Bingoose Ln	North Shore Rd	Sidewalks	Bay County	$93,000	$155,000	$31,000	$527,000	$93,000	$620,000	$899,000
C-76	Old Bicycle Rd	Star Avenue	CR 2297	Bicycle Lanes	Bay County	$940,500	$1,567,500	$313,500	$5,329,500	$940,500	$6,270,000	$9,091,500
C-77	Laurie Avenue	Laird Street	North Lagoon Drive	Sidewalks	Bay County	$111,000	$185,000	$37,000	$629,000	$111,000	$740,000	$1,073,000
C-78	Kelly Street	US 98 / Back Beach Rd	SR 30 / Front Beach Rd	Sidewalks	Bay County	$78,000	$130,000	$26,000	$442,000	$78,000	$520,000	$754,000
C-79	Joan Avenue	North Lagoon Drive	Thomas Drive	Bicycle Lanes	Bay County	$5,134	$10,269	$10,269	$102,686	$10,269	$112,954	$138,626
C-80	Thomas Drive	North Lagoon Drive	Joan Avenue	Bicycle Lanes	Bay County	$10,448	$20,896	$20,896	$208,959	$20,896	$229,855	$282,095
C-81	Elevated Pedestrian Structure on US 98 / 15th Street @ SR 77 / MLK Jr Blvd	--	--	Pedestrian Overpass / Underpass	Panama City	Complete	$1,000,000	$-	$4,000,000	$-	$4,000,000	$5,000,000
Total						**$11,157,276**	**$29,823,102**	**$19,783,180**	**$221,279,653**	**$20,988,080**	**$242,267,733**	**$303,031,291**

Corridor Management Project Cost Estimates

Table 24. Corridor Management Project Cost Estimates

2050 Needs Project ID	Project Name	From	To	Improvement	Place(s)	PLN / PD&E	PE (Design)	Right of Way (ROW)	Construction (CST)	CEI	CST + CEI	Total Cost (All Phases)
D-01	Sherman Ave to 3rd St	US 98 / 15th St	US 98B	Corridor Management Improvements	State	$150,000	$-	$-	$-	$-	$-	$150,000
D-02	SR 392 / Thomas Drive	CR 3030 / Lagoon Dr	CR-3031 / Bristol St	Corridor Management Improvements	Bay County	$150,000	$-	$-	$-	$-	$-	$150,000
D-03	US 98A / Front Beach Rd	US 98 / Panama City Beach Parkway	Deluna Place	Corridor Management Improvements	Bay County	$150,000	$-	$-	$-	$-	$-	$150,000
D-04	Everitt Avenue to Cherry Street	US-98B / SR-30	N Star Ave	Corridor Management Improvements	Bay County	$150,000	$-	$-	$-	$-	$-	$150,000
D-05	SR 368 / 23rd Street	SR 390	US 231 / SR 75	Corridor Management Improvements	Panama City	$150,000	$-	$-	$-	$-	$-	$150,000
D-06	US 98 / 15th Street	23rd Street	CR 2327 / Transmitter Rd	Corridor Management Improvements	Panama City	$150,000	$-	$-	$-	$-	$-	$150,000
D-07	CR 28 / 11th Street	Beck Avenue	SR 77 / MLK Jr Blvd	Corridor Management Improvements	Panama City	$150,000	$-	$-	$-	$-	$-	$150,000
D-08	US 98B	US 98 / 15th Street	US 98 / SR 30	Corridor Management Improvements	Panama City	$150,000	$-	$-	$-	$-	$-	$150,000
D-09	Cobb Road	US 98A / Front Beach Road	US 98 / Panama City Beach Parkway	Corridor Management Improvements	Panama City Beach	$150,000	$-	$-	$-	$-	$-	$150,000
D-10	US 98A / Front Beach Road [Segment 5]	Deluna Place	SR 79 / Arnold Road	Corridor Management Improvements	Panama City Beach	$150,000	$-	$-	$-	$-	$-	$150,000
D-11	CR 392 / Thomas Drive	US 98A / Front Beach Road	CR 3031 / South Thomas Drive	Corridor Management Improvements	Panama City Beach	$150,000	$-	$-	$-	$-	$-	$150,000
D-12	Nautilus Road	US 98A / Front Beach Road	US 98 / Panama City Beach Parkway	Corridor Management Improvements	Panama City Beach	$150,000	$-	$-	$-	$-	$-	$150,000
D-13	US 98A / Front Beach Road [Segment 4.2]	Hill Road	SR 2923A / Hutchison Blvd	Corridor Management Improvements	Panama City Beach	Complete	$1,100,000	$1,000,000	$68,000,000	$4,750,000	$72,750,000	$74,850,000
D-14	US 98A / Front Beach Road [Segment 4.1]	Lullwater Drive	Hill Road	Corridor Management Improvements	Panama City Beach	Complete	$1,100,000	$-	$63,000,000	$4,750,000	$67,750,000	$68,850,000
D-15	US 98A / Front Beach Road [Segment 4.3]	SR 2923A / Hutchison Blvd	Richard Jackson Blvd	Corridor Management Improvements	Panama City Beach	Complete	$1,060,000	$31,200,000	$59,000,000	$700,000	$59,700,000	$91,960,000
D-16	CR 28 / 11th Street	SR 77 / Martin Luther King Jr Blvd	US 98 / Tyndall Parkway	Corridor Management Improvements	Bay County	$150,000	$-	$-	$-	$-	$-	$150,000
D-17	SR 77 / MLK Jr. Blvd	US 98 / 15th Street	US 98B	Corridor Management Improvements	Panama City	$150,000	$-	$-	$-	$-	$-	$150,000
D-18	SR 392A / Hutchison Blvd	US 98A / Front Beach Road	US 98A / Front Beach Road	Corridor Management Improvements	Panama City Beach	$150,000	$-	$-	$-	$-	$-	$150,000
D-19	SR 77 / MLK Jr. Blvd	SR 368 / 23rd St	SR 390	Corridor Management Improvements	Lynn Haven	$150,000	$-	$-	$-	$-	$-	$150,000
D-20	CR 2327 / Transmitter Road	SR 22 / Wewa Highway	US 98 / 15th Street	Corridor Management Improvements	Springfield	$150,000	$-	$-	$-	$-	$-	$150,000

2050 Needs Project ID	Project Name	From	To	Improvement	Place(s)	PLN / PD&E	PE (Design)	Right of Way (ROW)	Construction (CST)	CEI	CST + CEI	Total Cost (All Phases)
D-21	SR 22 / Wewa Highway [Phase 2]	US 98B	Tyndall Parkway	Corridor Management Improvements	Panama City	$150,000	$-	$-	$-	$-	$-	$150,000
D-22	US 98	Back Beach Rd	End of Hathaway Bridge	Corridor Management Improvements	Bay County	$150,000	$-	$-	$-	$-	$-	$150,000
D-23	US 98 / Tyndall Parkway	Transmitter Rd	US 98 Business	Corridor Management Improvements	Bay County	$3,400,000	$7,000,000	$-	$-	$-	$-	$10,400,000
D-24	US 98	End of Hathaway Bridge	Brown Ave	Corridor Management Improvements	Bay County	$150,000	$-	$-	$-	$-	$-	$150,000
D-25	US 98A / Front Beach Rd	Richard Jackson Blvd	Thomas Drive	Corridor Management Improvements	Bay County	$150,000	$-	$-	$-	$-	$-	$150,000
D-26	Panama City Beach Parkway	SR 79 / Arnold Rd	Hathaway Bridge	Intersection Flyover Study	Panama City Beach	$150,000	$-	$-	$-	$-	$-	$150,000
Total						**$6,700,000**	**$10,260,000**	**$32,200,000**	**$190,000,000**	**$10,200,000**	**$200,200,000**	**$249,360,000**

Public Transportation Project Cost Estimates

Table 25. Public Transportation Cost Estimates

2050 Needs Project ID	Project Name	From	To	Place(s)	PLN / PD&E	PE (Design)	Right of Way (ROW)	Construction (CST)	CEI	CST + CEI	Total Cost (All Phases)
E-01	Express Bus Service to Airport	Panama City	International Airport	Bay County	$-	$-	$-	$-	$-	$-	$755,944
E-02	Express Bus Service to Airport	Panama City Beach	International Airport	Bay County	$-	$-	$-	$-	$-	$-	$770,627
E-03	Express Bus Service to Walton County	Panama City	South Walton County	Panama City Beach	$-	$-	$-	$-	$-	$-	$744,353
E-04	New Main Transfer Center	US Hwy 231 @ SR 77 (vicinity)	US Hwy 231 and SR 77 (vicinity)	Panama City	$-	$-	$-	$-	$-	$-	$3,300,000
E-05	Express Bus Service between NSA and Tyndall Air Force Base	Naval Support Activity (NSA) Panama City	Tyndall Air Force Base	Panama City	$-	$-	$-	$-	$-	$-	$1,382,845
E-06	Inlet Beach Route	Front Beach Road and US 98	CR 30A and US 98 (pedestrian underpass)	Panama City Beach	$-	$-	$-	$-	$-	$-	$1,852,036
E-07	US 98A Front Beach Road Trolley (Dedicated Lane)	DeLuna Place	SR 392 / Thomas Drive	Panama City Beach	$-	$-	$-	$-	$-	$-	$68,300,000
E-08	Water Transit	Lagoon Marinas	Tyndall, PC, St Andrews, Sun Harbor, Lynn Haven	Bay County	$-	$-	$-	$-	$-	$-	$35,000,000
E-09	Bay County	-	-	Bay County	$-	$-	$-	$-	$-	$-	$15,972,000
Total											**$128,077,805**

6.4 EXPECTATIONS, EMPHASIS AREAS, AND EMERGING ISSUES

With establishment of the Needs Plan projects as discussed in the prior sections, the following sections describe technical topics of special emphasis that are required to be addressed in this LRTP.

6.4.1 Strategic Highway Safety Plan

As a federal planning emphasis area, goals, objectives, performance measures, and targets from the Highway Safety Improvement Program (HSIP), including the Florida Strategic Highway Safety Plan (SHSP), were considered in development of this LRTP.

The Florida SHSP was incorporated into the analysis of the Goals and Objectives to ensure consistency with statewide safety priorities. Safety is a key focus of the Evaluation Criteria, which prioritizes projects that improve safety conditions, including those located on evacuation routes and corridors with higher crash rates.

Safety performance measures and targets are further discussed in the Systems Performance Report provided in Appendix D. In addition, the Congestion Management Process (CMP) includes evaluation of crash data and identifies strategies to improve safety across the transportation network.

This LRTP incorporates findings from the CMP and other safety analyses to support a transportation system that reduces crashes, serious injuries, and fatalities within the Bay County TPO study area.

6.4.2 Freight

As part of federal planning expectations, this LRTP included coordination with agencies and stakeholders involved in freight movement to ensure that freight needs and demands are incorporated into the planning process. The Florida Freight Mobility and Trade Plan (FMTP) was reviewed and considered in development of the Needs Plan to support statewide freight goals, objectives, performance measures, and targets.

Freight and regional mobility needs in Bay County are closely tied to key corridors such as US 98 and connections to Interstate 10, which serve as primary routes for the movement of goods and regional travel. In addition, Port Panama City, Northwest Florida Beaches International Airport, Bay Line Railroad and regional

military installations including Tyndall AFB and NSA Panama City play a significant role in supporting freight movement, economic activity, and regional connectivity.

Coordination with stakeholders, including FDOT and local agencies, helped identify key freight and regional mobility needs. Projects incorporated into the Needs Plan to support freight movement and regional connectivity include:

- Capacity and operational improvements along US 98 and other major east-west corridors
- Improvements to regional connectors linking US 98 to Interstate 10
- Access and circulation improvements supporting Port Panama City and industrial areas
- Improvements supporting access to Northwest Florida Beaches International Airport
- Transportation improvements that support military installation access and mission readiness
- Truck routing, operational improvements, and potential truck parking considerations where appropriate
- Transportation Systems Management and Operations (TSMO) strategies to improve freight efficiency

In addition, many Strategic Intermodal System (SIS) facilities within Bay County support regional and statewide movement of goods and people. Projects on SIS corridors are incorporated into the Needs Plan to enhance connectivity between roadway, port, airport, military facilities, and railroads.

To further support freight planning, the Evaluation Criteria (**Section 4.3**) includes consideration of whether a project is identified in an adopted freight plan, ensuring consistency with statewide freight priorities.

6.4.3 Environmental Mitigation / Consultation

The Bay County 2050 LRTP incorporates environmental considerations throughout the planning process. An online GIS Dashboard was used to screen Needs Plan

projects against environmental and community resources, including parks, conservation lands, flood-prone areas, evacuation zones, coastal high hazard areas, military facilities, and other sensitive lands. In addition, qualifying projects may be reviewed through FDOT's Efficient Transportation Decision Making (ETDM) process, which provides opportunities for agency coordination and early identification of environmental considerations.

Environmental impacts are also incorporated into the LRTP evaluation process. Needs Plan projects are screened to identify potential environmental impacts and support early coordination before projects advance into implementation. More detailed environmental analysis occurs during the National Environmental Policy Act (NEPA) and Project Development and Environment (PD&E) processes, where project-specific avoidance, minimization, and mitigation measures are evaluated.

Typical mitigation strategies include:

- Avoiding impacts where feasible.
- Minimizing the extent or duration of impacts.
- Restoring or rehabilitating affected resources.
- Preserving resources to reduce long-term impacts.
- Providing compensatory mitigation for unavoidable impacts.

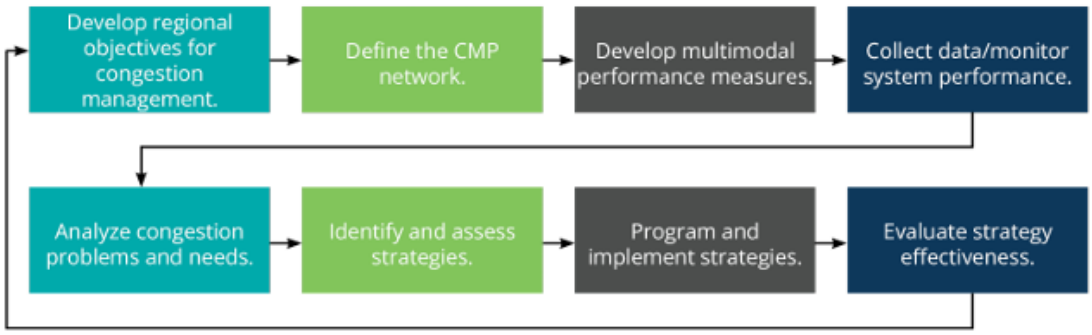
Where mitigation is required, options may include mitigation bank credits, in-lieu fee programs, permittee-responsible mitigation, or other regulatory-approved approaches. While wetlands are often a primary focus, transportation projects may also affect floodplains, water quality, wildlife habitat, cultural and historic resources, recreational lands, scenic resources, and right-of-way. Potential mitigation measures may include stormwater facilities, wildlife crossings, noise barriers, conservation easements, species relocation, and coordination with environmental and historic preservation agencies.

Given Bay County's coastal setting, transportation investments must also consider resilience, environmental stewardship, and coordination with local, state, and federal resource agencies to support sustainable long-term transportation improvements.

6.4.4 Congestion Management

A Congestion Management Process (CMP) was completed in association with development of the Bay County 2050 LRTP. The purpose of the CMP is to provide a systematic process to monitor, manage, and operate the transportation system and to identify congestion management strategies that support the LRTP and TIP. Although Bay County is not designated as a TMA, Florida requires all MPOs/TPOs to maintain a CMP. The complete CMP is provided as a reference document to this LRTP, and the overall CMP framework is illustrated in **Figure 30**.

Figure 30. Congestion Management Process (CMP) Framework



The 2050 CMP was developed to support the monitoring of congestion and improve mobility for people and goods in the Bay County TPO study area. The CMP objectives are based on the adopted 2050 LRTP Goals and focus on measurable outcomes related to travel demand, safety, active transportation, reliable and efficient transportation options, and system preservation. The CMP identifies congestion mitigation strategies such as Transportation Demand Management (TDM), increased transit use, reduced vehicle miles traveled, reduced travel time to work, reduced crash rates and fatalities, expanded bicycle and pedestrian connectivity, improved traffic flow, increased capacity on roadways with inadequate level of service, and improved resurfacing practices. The CMP objectives, performance measures, data sources, and report references are summarized in **Table 26**.

Table 26. CMP Major Update Analysis Reference

CMP Objective	Performance Measure	Data Source Analysis
Provide Options to Reduce Travel Demand	Increase participation in TDM programs	% Carpooled to Work
	Increase transit usage	Public transportation annual passenger per revenue mile
		Commute to Work Mode Split
	Reduce Average Travel Time to Work	Commute to Work Travel Times
Improve Safety	Reduce crash rates and fatalities	Annual serious injury crash rates
		Annual # of Fatalities
Encourage Active Transportation Modes	Increase bicycle and pedestrian connectivity through additional facilities and improved facilities	SHS Miles Pedestrian Facility Miles % Pedestrian Facility SHS Coverage Bicycle Facility Miles % Bicycle Facility SHS Coverage County Population Total Population of Census Block Groups within 1 mile of Bicycle Facilities % Population within 1 mile of Bicycle Facilities
Provide Reliable and Ei cient Transportation Options	Improve traffic flow	FDOT LOS Tables
	Improve capacity of roadways with inadequate LOS	
System Preservation	Improve resurfacing practices to reach recommended resurfacing guidelines	# of Miles Resurfaced Annually

The CMP includes several modal networks to address the full transportation system, including roadway (**Figure 4**), transit (**Figure 5**), bicycle and pedestrian (**Figure 7**), and freight networks (**Figure 9**). The CMP roadway network consists of approximately 450 miles of freeways, arterials, and collectors within the Bay County TPO area. The transit network includes the Bayway public transit system, which operates seven fixed routes covering approximately 89 miles within Panama City and Panama City Beach. The bicycle and pedestrian network includes bike lanes, shared-use paths, and sidewalks, while the freight network includes SIS facilities, Highways of Commerce, and other significant freight corridors within Bay County.

Performance measures are used to evaluate whether CMP objectives are being met and to track congestion-related trends over time. The 2025 CMP Major Update

includes updated performance measures and performance targets for travel demand, mode split, commute time, transit use, safety, bicycle and pedestrian coverage, level of service, and resurfacing. These measures are summarized in **Table 27** and include metrics such as percent carpooled to work, percent drove alone, commute travel time, passengers per revenue mile, serious injury and fatality rates, bicycle and pedestrian facility coverage, percent of facilities operating at LOS D, E, or F, and resurfacing projects included in the TIP.

Table 27. CMP Performance Measures and Targets

Performance Measure	2018	2019	2020	2021	2022	2023 Update	Performance Target
% of Workers 16 and over who Car, Truck, or Van Pooled to work	10.4%	10.4%	10.8%	10.9%	11.1%	11.0%	≥ 10.5% carpooled to work
Commute to Work Mode Split	81.5%	82.3%	80.7%	77.8%	74.6%	75.2%	≤ 75.0% drove alone
Commute to Work Travel Times (30 mins or less)	69.3%	61.4%	67.0%	66.1%	67.6%	68.5%	≥ 70% travel 30 mins or less
SHS Miles	208.8	208.8	208.8	203.8	208.8	246.5 Miles	≥ 246 miles
% Pedestrian Facility SHS Coverage	36.2%	36.2%	36.3%	36.3%	37.3%	60.1%	≥ 45.0%
Pedestrian Facility Miles	75.6	75.6	75.8	74.5	77.7	148.2 Miles	≥ 110 miles
% Bicycle Facility SHS Coverage	27.3%	27.3%	27.3%	24.3%	22.3%	60.6%	≥ 50.0%
Bicycle Facility Miles	56.9	56.9	57.1	49.7	46.4	149.6 Miles	≥ 123 miles
Passengers per Revenue Mile	-	0.817	0.613	0.584	0.614	0.51	0.7 passenger per revenue mile
Serious Injury Rates per Annual 100 Million Vehicle Miles of Travel (MVMT)	11.162	10.449	9.278	8.596	7.724	7.18	0 serious injuries per annual 100 MVMT
Fatality Rates per Annual 100 MVMT	1.601	1.584	1.617	1.665	1.829	1.17	0 fatalities per annual 100 MVMT
% Population in Census Block Groups within 1 mile of Bicycle Facilities	85.1%	84.6%	84.4%	81.6%	79.6%	100%	≥ 90.0% of population
% of facilities with LOS D, E, or F	30%	21%	21%	-	-	24.5%	≤ 30% of facilities with LOS D, E, or F
# of Resurfacing Projects in TIP/Total Projects in TIP	5.4%	6.2%	8.7%	10.5%	12.2%	10.5%	≥ 10.0% of resurfacing projects in TIP

Bay County TPO uses the CMP as an integral part of the planning process, including the development of the LRTP and TIP. The LRTP traditionally uses the CMP and the Northwest Florida Regional Transportation Model to analyze existing and future deficiencies and identify potential strategies for addressing congestion. CMP improvements may be implemented through corridor management, Transportation Systems Management and Operations (TSMO), resurfacing projects, local government projects, and programmed TIP projects. Local governments are also encouraged to review LRTP Needs Plan projects and consider corridor preservation strategies where appropriate to reduce future right-of-way costs.

The 2025 CMP Major Update also recommends continued performance measure tracking and analysis of performance targets using the most recent five years of available data. Performance measures are updated annually as part of the CMP minor update process, which helps coordinate CMP implementation with TIP development and allows the TPO to monitor the effectiveness of congestion management strategies over time. The CMP objectives, mitigation strategies, performance measures, targets, and policy recommendations are summarized in Table 28.

Table 28. CMP Objectives, Mitigation Strategies, and Performance Measures

CMP Objectives	Congestion Mitigation Strategy	Performance Measure	Performance Target	Policy Recommendations
Provide Options to Reduce Travel Demand	Implementation of TDM Strategies	% Carpooled to Work	≥ 10.5% carpooled to work	• Provide dedicated resources to support TDM program activities and annual reporting
	Increase transit usage	Public Transportation Annual Passenger Per Revenue Mile	0.7 passenger per revenue mile	
	Decrease Vehicle Miles Traveled (VMT)	Commute to Work Mode Split	≤ 75.0% drove alone	• Provide dedicated resources to promote the use of transit
	Reduce average travel time to work	Commute to Work Travel Times	≥ 70% a half hour or less	
Improve Safety	Reduce crash rates and fatalities	Serious Injury Rates	0 serious injuries per annual 100 MVMT	• Include immediate safety needs in short-term funding priorities
		Fatality Rates	0 fatalities per annual 100 MVMT	
		SHS Miles	≥ 246 miles	

Encourage Active Transportation Modes	Increase bicycle and pedestrian connectivity through additional facilities and improved facilities	Pedestrian Facility Miles	≥ 110 miles	• Continue to provide funding for separated bicycle and pedestrian facilities
		% Pedestrian Facility Coverage	≥ 45.0%	
		Bicycle Facility Miles	≥ 123 miles	
		% Bicycle Facility SHS Coverage	≥ 50.0%	
		% of Population within 1 mile of Bicycle Facilities	≥ 90.0% of population	
Provide Reliable and Ei cient Transportation Options	Improve the flow of traffic	% of Facilities with LOS D, E, or F	≤ 30% of facilities with LOS D, E, or F	• Prioritize projects with LOS F • Prioritize low-cost, operational improvements that will reduce congestion
	Improve the capacity of roadways with inadequate LOS			
System Preservation	Improve resurfacing practices to reach recommended resurfacing guidelines	# of Resurfacing Projects in TIP/Total Projects in TIP	≥ 10.0% of resurfacing projects in TIP	• Dedicate resources and funding to meet resurfacing needs on the recommended annual cycle

6.4.5 Americans with Disabilities Act

When a project advances into the planning and design phases, the implementing agency is responsible for ensuring compliance with all applicable regulations, including the Americans with Disabilities Act (ADA). At the planning level, the Bay County TPO supports local governments and partner agencies in considering accessibility needs as part of the transportation planning process.

The 2050 LRTP incorporates ADA considerations through the inclusion of multimodal improvements such as sidewalks, shared-use paths, and transit-related enhancements that improve accessibility for all users. These efforts help ensure that transportation facilities are designed to accommodate individuals with disabilities and support safe and fair access to the transportation system.

As projects advance, detailed design and implementation will address ADA compliance requirements consistent with federal, state, and local standards.

6.4.6 Multi Modal Feasibility

In development of the 2050 LRTP, the Bay County TPO considered both long-range and short-range strategies that support development of an integrated multimodal

transportation system. This includes roadway, transit, bicycle, and pedestrian facilities to facilitate the safe and efficient movement of people and goods while addressing current and future transportation demand.

The SIS network plays a key role in supporting multimodal connectivity within Bay County. SIS facilities such as US 98 and connections to the Northwest Florida Beaches International Airport, Port Panama City, military installations, and the Bay Line Railroad support the movement of people and freight at the regional and statewide level. SIS projects are incorporated into the Needs Plan to enhance these critical linkages.

Outside of the SIS network, additional projects were identified through coordination with the Steering Committee and local stakeholders to address localized transportation needs. In cases where capacity improvements were not appropriate, TSMO strategies such as turn lane improvements, signal timing, and corridor management were considered to improve system performance.

The Needs Plan also includes transit improvements, bicycle and pedestrian projects, and corridor management strategies to support a balanced and multimodal transportation system throughout the Bay County TPO study area.

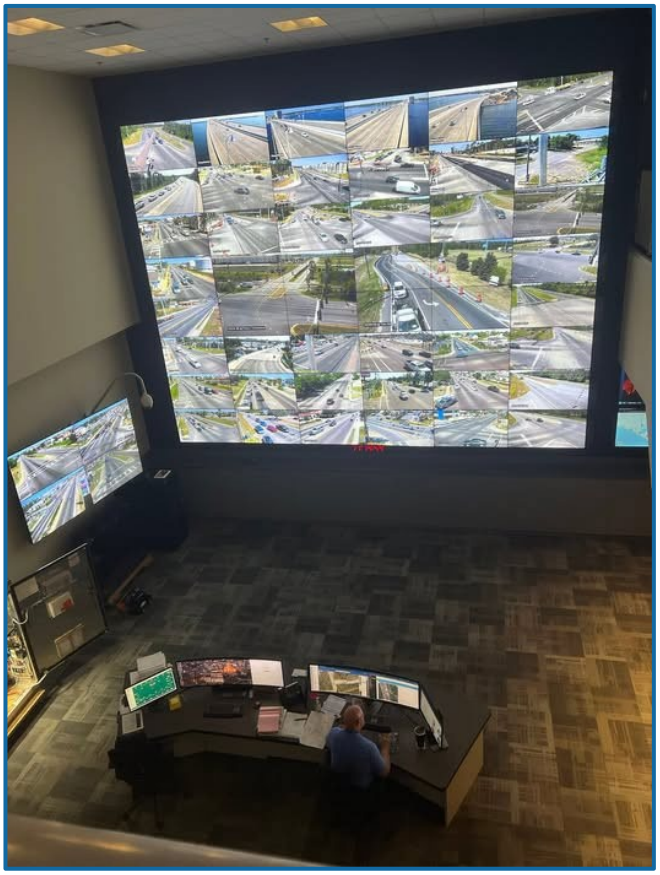
Figure 31.Pedestrian Infrastructure in a Coastal Neighborhood



6.4.7 Intelligent Transportation System / Mobility on Demand / Emerging Technology

Intelligent Transportation System (ITS), mobility on demand, and emerging transportation technologies were incorporated into the Bay County 2050 LRTP to support improved safety, mobility, reliability, and system management. Given the diverse functions of Bay County's transportation network, including commuter travel, tourism, freight movement, emergency response, evacuation, military access, and access to major activity centers, continued investment in ITS and TSMO strategies remains important. Potential improvements include traffic signal coordination, real-time traffic monitoring, incident management, traveler information systems, emergency vehicle preemption, transit signal priority, connected vehicle infrastructure, and other operational strategies that improve system performance and help manage congestion and enhance the Bay County Traffic Management Center (TMC).

Figure 32. Bay County Traffic Management Center



The LRTP also recognizes the growing role of mobility-on-demand services, transit technology, connected and automated vehicles, electric vehicles, and other emerging mobility solutions. Coordination with Bayway and local partners identified opportunities to expand flexible transit options, improve access in underserved areas, enhance rider technology, and support long-term regional transit goals. While the pace of technological change remains uncertain, the 2050 Needs Plan includes projects and strategies that improve transit accessibility, system operations, and technology readiness. As projects advance toward implementation, Bay County TPO, ECRC, FDOT, Bayway, local governments, and partner agencies should continue coordinating to leverage technology investments that enhance

mobility, improve safety, and support a more reliable and resilient transportation network.

Table 29. Recommendations for Emerging Technologies

Category	Recommendation
ITS / TSMO	Support the Bay County TMC by continuing to coordinate with FDOT and local partners on traffic signal timing, real-time traffic monitoring, incident management, traveler information, and other operational strategies that improve safety, mobility, and reliability.
Transit Technology	Support Bayway technology improvements that improve rider information, service reliability, bus stop accessibility, fare/payment options, and coordination between fixed-route, on-demand, and flexible transit services.
Mobility on Demand	Continue evaluating Bayway On Demand, Bayway FLEX, microtransit, and public/private mobility partnerships to improve access in areas with limited fixed-route transit coverage.
Connected and Automated Vehicles	Monitor connected and automated vehicle trends and identify opportunities to prepare corridors, signals, data systems, and agency coordination processes for future deployment.
Electric Vehicles	Coordinate with local, regional, and state partners to support electric vehicle charging readiness where appropriate, especially near major activity centers, tourism destinations, employment areas, and regional corridors.
Data and Coordination	Improve data collection, sharing, and performance monitoring to support congestion management, transit planning, safety analysis, emergency response, and long-range project development.

6.4.8 Tourism

Tourism considerations were incorporated through review of state and local planning documents to ensure that tourism-related transportation needs are reflected in the development of the Goals and Objectives (**Section 3.2**). Key documents reviewed include the:

- Comprehensive Economic Development Strategy,
- Florida Greenways and Trails System Plan,
- Bay County Bicycle and Pedestrian Master Plan,
- Bay County Strategic Plan,

- Panama City Beach Front Beach Road Community Redevelopment Plan, and
- A Strategic Vision for Panama City's Historic Downtown and its Waterfront.

Tourism plays a significant role in Bay County's economy and transportation system, particularly in coastal areas such as Panama City Beach. As a result, transportation planning efforts emphasize improving access, mobility, and safety for both residents and visitors. Representation on the Steering Committee included stakeholders such as Northwest Florida Beaches International Airport and local government partners involved in tourism and redevelopment initiatives.

Projects that directly support travel and tourism and are incorporated into the Needs Plan include:

- SUNTrail and shared-use path network gaps identified through the Florida Greenways and Trails System Plan and local bicycle and pedestrian planning efforts
- Front Beach Road corridor improvements and enhancements within the Panama City Beach Community Redevelopment Area
- Multimodal improvements supporting access to coastal destinations, waterfront areas, and recreational assets
- Bicycle and pedestrian connectivity improvements in urban and coastal areas
- Access and circulation improvements supporting major visitor destinations and activity centers

In addition, many SIS facilities, including US 98 and regional connections to Northwest Florida Beaches International Airport, support tourism by providing regional access for visitors traveling to and from Bay County.

Figure 33. Panama City Beach



6.4.9 Natural Disaster Risk Reduction and Resiliency

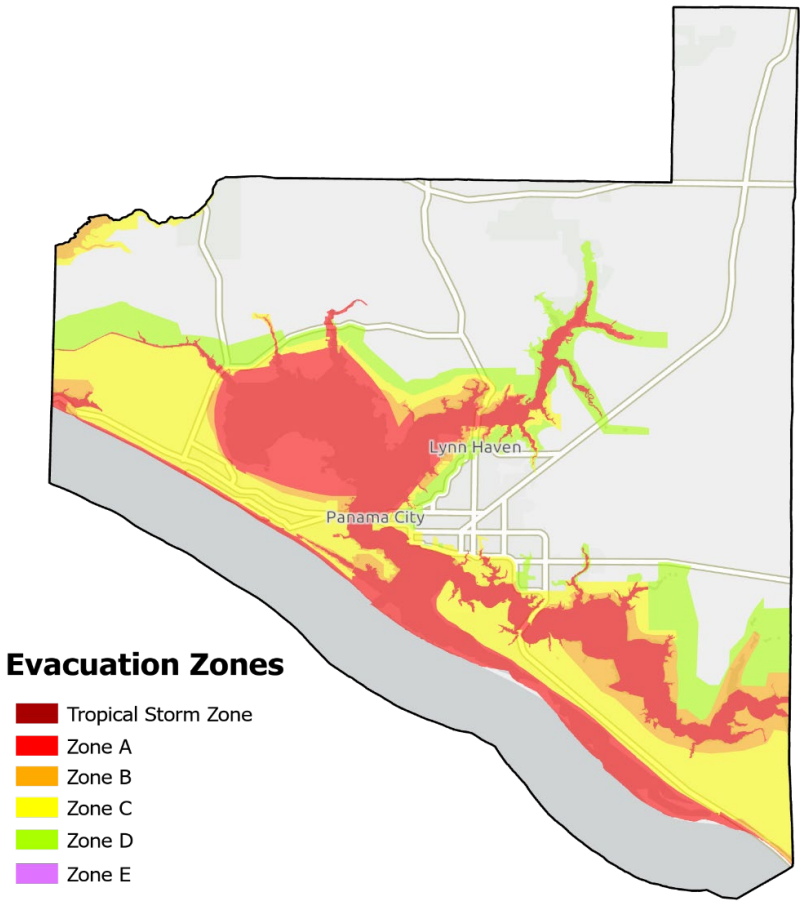
Natural disaster risk reduction and resiliency considerations were integrated into development of the Bay County 2050 LRTP through review of planning documents, stakeholder input, public involvement, and technical analysis. These efforts identified transportation needs related to evacuation, emergency response, infrastructure vulnerability, flooding, coastal hazards, freight movement, military access, and long-term recovery. Needs Plan projects were evaluated in relation to evacuation zones, Coastal High Hazard Areas, flood-prone locations, and other resilience considerations to better understand how transportation improvements can support system reliability and emergency mobility during hazardous conditions.

The 2050 Needs Plan includes roadway, corridor, transit, and multimodal improvements that strengthen regional connectivity, improve evacuation and emergency access routes, and support access to major employment, freight, airport, port, and military activity centers. Input from local agencies and regional partners, including Northwest Florida Beaches International Airport, Bayway, Tyndall Air Force Base, and FDOT Freight, highlighted the importance of maintaining

reliable transportation connections that support economic activity, military readiness, freight movement, and emergency operations. These priorities also reflect Bay County's continued recovery from Hurricane Michael and the need for a resilient transportation system capable of supporting communities during both routine and emergency conditions.

As projects advance from the LRTP into project development and implementation, resiliency will remain an important consideration. Future project-specific analysis may evaluate flooding, storm surge, evacuation performance, emergency access, infrastructure hardening, and coordination with local, state, federal, and military partners. Continued attention to these factors will help ensure that transportation investments support a safe, reliable, and resilient transportation network through the 2050 planning horizon.

Figure 34. Bay County Evacuation Zones Map



Source: Florida Division of Emergency Management

7 COST FEASIBLE PLAN

7.1 INTRODUCTION

The final step of the 2050 LRTP is the development of the Cost Feasible Plan. The cost to implement all the mobility projects identified in the 2050 LRTP Needs Plan far exceeds the anticipated revenues for the TPO. As a result, not all of the needed projects will be developed within the plan's horizon year. To develop the Cost Feasible Plan, the TPO must evaluate the overall transportation system needs and select priority projects that best address the needs of the public, stakeholders, and the TPO Board within the context of available financial resources. The purpose of this Cost Feasible Plan is to demonstrate how the adopted transportation plan can be implemented within the limits of the public and private financial resources reasonably expected to be available to fund projects.

This purpose is consistent with federal requirements for the development of LRTPs, which requires that transportation plans developed for urbanized areas be financially constrained. These requirements also call for the Cost Feasible Plan to identify revenue in five-year increments and present the cost of projects in future, "Year of Expenditure" (YOE) dollars. To comply, this Cost Feasible Plan has been developed to include four separate "time bands", the first for the current Transportation Improvement Program (TIP), followed by two more five-year and one final ten-year funding stages. Project costs are then budgeted against forecasted revenues for each stage while matching the mobility demands of the periods so that the Cost Feasible Plan typically matches the highest priority needs with the earliest anticipated revenues.

The Cost Feasible Plan establishes the priorities for needed mobility projects and underscores the value the community places on investments in various modes of travel. How an area chooses to spend its limited revenue presents the clearest picture of its priorities for long-range mobility improvements to achieve community objectives, such as quality of life, economic development, and protecting the environment.

The Bay County TPO, its advisory committees, and the LRTP Steering Committee, along with members of the general public, participated in the development of the

Cost Feasible Plan through a public workshop, Steering Committee meetings, advisory committee meetings and Board meetings, and a formal public hearing.

7.2 DEVELOPMENT OF COST FEASIBLE PLAN

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 primary revenue sources were considered for the 2050 LRTP:

1) Strategic Intermodal System (SIS);
2) Non-SIS; and
3) Local.

The TPO has the most control over the Non-SIS revenues and developed three alternatives to help guide how those revenues are distributed with the intention of ultimately recommending a fourth hybrid alternative. The three Non-SIS Alternatives are:

1) **Existing Project Priorities** – based on the TPO's current priorities for capacity projects
2) **Evaluation Criteria** – based on the approved ranked criteria for the Capacity, Intersection, Bike/Pedestrian project categories; and
3) **Multi-Modal** – included capacity projects along with bicycle, pedestrian, corridor, and transit projects.

The development and use of the Evaluation Criteria to score projects is discussed further in Section 4 and documented in a separate report posted on the Bay County TPO website. The projects for the three Non-SIS Alternatives are discussed in the sections below. Development of the Cost Feasible Plan Scenarios involved review by the Steering Committee and the public at two Committee meetings as further documented in the Cost Feasible Plan Technical Report (Bay 2050 LRTP website):

- Steering Committee #9, March 10, 2026
- Steering Committee #10, April 28, 2026

The Bay County TPO and Advisory Committees reviewed the Draft Cost Feasible Plan alternatives on May 27, 2026. The following scenarios are the result of these reviews, in addition to individual coordination with FDOT, the County, and local government representatives including the City of Panama City Beach Community Redevelopment Agency.

7.2.1 Alternative 1: Priorities (Non-SIS, FY31-50)

The development of the Priorities alternative is based on Table 1 of the FY27-31 Priorities, adopted May 2025. Priority projects were placed on a worksheet and balanced against available funding to determine how many of the priorities could be funded. Consideration was given to funding for the PD&E and Design phases as well as the right-of-way and construction phases. Where applicable, the alternative only considered the cost of phases that are not already funded in the TIP.

This alternative allocates $41M in box funds, provides full right-of-way and construction funding for one project along CR 389 (East Avenue), and partially funds project phases along two other corridors: SR 22 and Transmitter Road.

Alternative 1 (Non-SIS Priorities) is shown in **Figure 35** and **Table 30**.

Figure 35. Alternative 1: Project Priorities Map



Source: Bay County TPO

Table 30. Alternative 1: 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]	US98 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

7.2.2 Alternative 2: Evaluation Criteria (Non-SIS, FY31-50)

The development of the Evaluation Criteria alternative is based on the adopted Evaluation Criteria (**Section 4.3**). All Needs Plan projects were scored using the Evaluation Criteria and then ranked in a worksheet. The highest scoring projects were funded first and so on until all available funds were exhausted to determine how many projects could be funded. Consideration was given to funding for the PD&E and Design phases as well as the right-of-way and construction phases. Where applicable, the alternative only considered the cost of phases that are not already funded in the TIP.

This scenario allocates $34M in box funds and provides partial right-of-way and construction funding for 3 projects along the following corridors: SR 389 (East Avenue), West Bay Parkway, and SR 22 (Wewa Highway). In addition, 3 intersection projects and 5 bike and pedestrian projects were fully funded, and another 5 bike and pedestrian projects were partially funded.

Creating an alternative based on the Evaluation Criteria brought a different focus compared to the Priorities alternative. Only two projects from the Priorities carried over into this alternative (C-10, US 98 Ped Structure at Frank Brown Park and A-07, SR 22 [Wewa Highway] Phase 1) with both ranked outside the top 25 projects. 9 projects that scored in the top-20 overall projects were funded in this alternative and included 5 bike and pedestrian projects and 4 intersection projects. No corridor studies were listed separately in this alternative since the corridor management plan and corridor management implementation box funds were already included. This alternative also did not include any multimodal transit projects.

Alternative 2 (Evaluation Criteria) is shown in **Figure 36** and **Table 31**.

Figure 36. Alternative 2: Evaluation Criteria Map



Source: Bay County TPO

Table 31. Alternative 2: 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

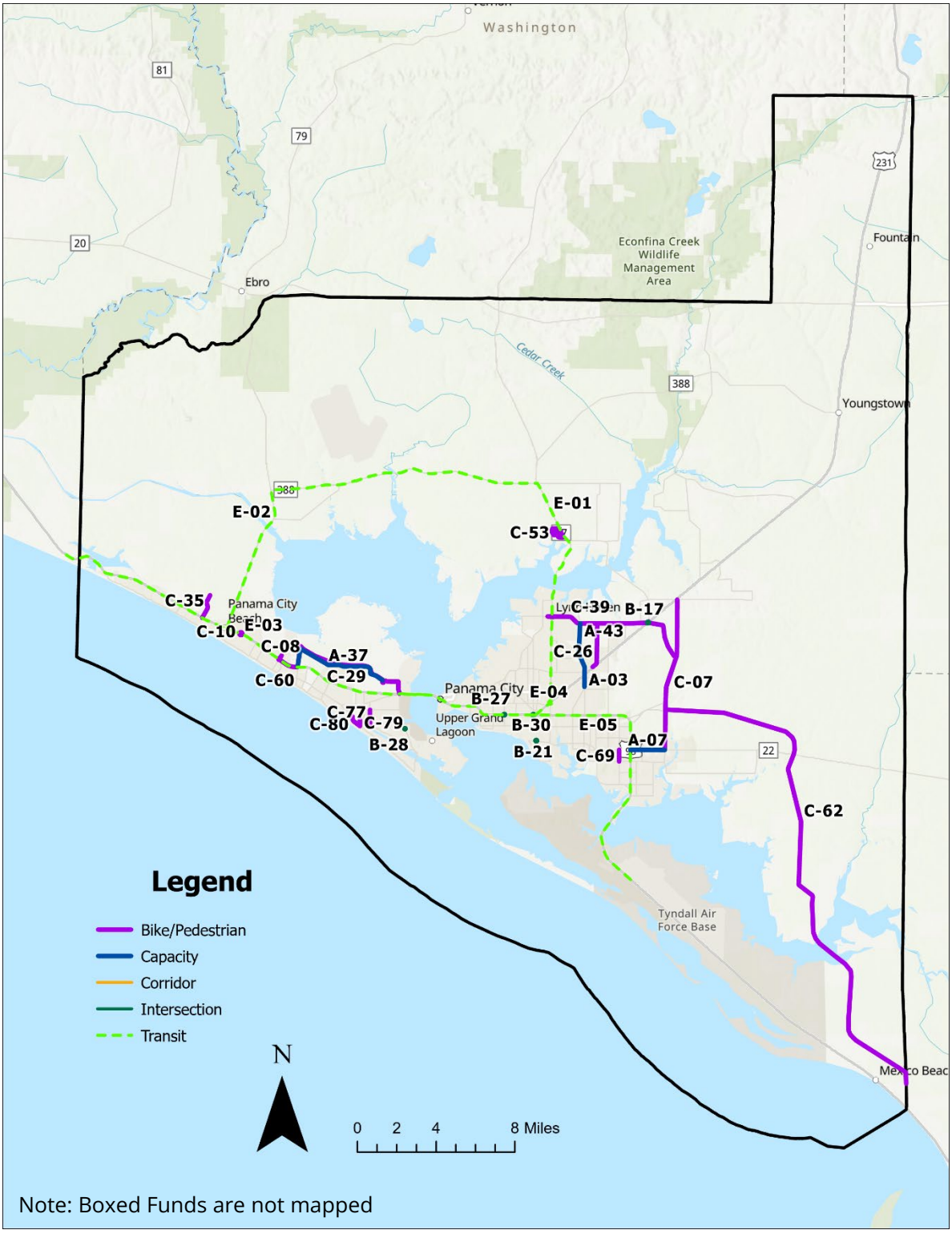
7.2.3 Alternative 3: Multi-Modal (Non-SIS, FY31-50)

The development of the Multi-Modal alternative is based on prioritizing express bus transit routes and the highest ranked bicycle and pedestrian projects from the recently completed Bay County 2025 PedBikeTrail Plan. The alternative also considered top ranked projects from the Bay County Safety Action Plan and transit projects listed in the Needs Plans.

This alternative allocates $34M in box funds and does not fund the Sidewalk and Bicycle Lanes in favor of individual listing those projects. In total 9 bicycle and pedestrian projects, 2 trail projects, and 4 safety projects are fully funded through construction with an additional 2 bicycle and pedestrian projects and 1 trail project funded through the right-of-way phase. This alternative also funds 5 transit projects (4 express bus services and 1 new main transfer center) and provides partial funding to 5 capacity projects along corridors like Bay Parkway Phase 3, East Avenue, Star Avenue, and SR 22 (Wewa Highway) based on their potential for multi-modal connectivity.

Alternative 3 (Multi-Modal) is shown in **Figure 37** and **Table 32**.

Figure 37. Alternative 3: Multimodal Map



Source: Bay County TPO

Table 32. Alternative 3: 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

7.2.4 Alternative 4: Hybrid as Presented to TPO (Non-SIS, FY31-50)

A fourth non-SIS Hybrid alternative, based on the three alternatives above, was developed and presented to meeting #10 of the Steering Committee on April 28, 2026. The scenario was modified based on public input and feedback from the Steering Committee, and in consultation with FDOT, Bay County, and the City of Panama City Beach Community Redevelopment Agency, for presentation to the TPO and Advisory Committees.

This alternative allocates $41M in box funds (same as the Priorities alternative) and fully funds right-of-way and construction for four projects focusing on the project priorities. The top-10 non-SIS Priorities are included along with the following projects from the other alternatives:

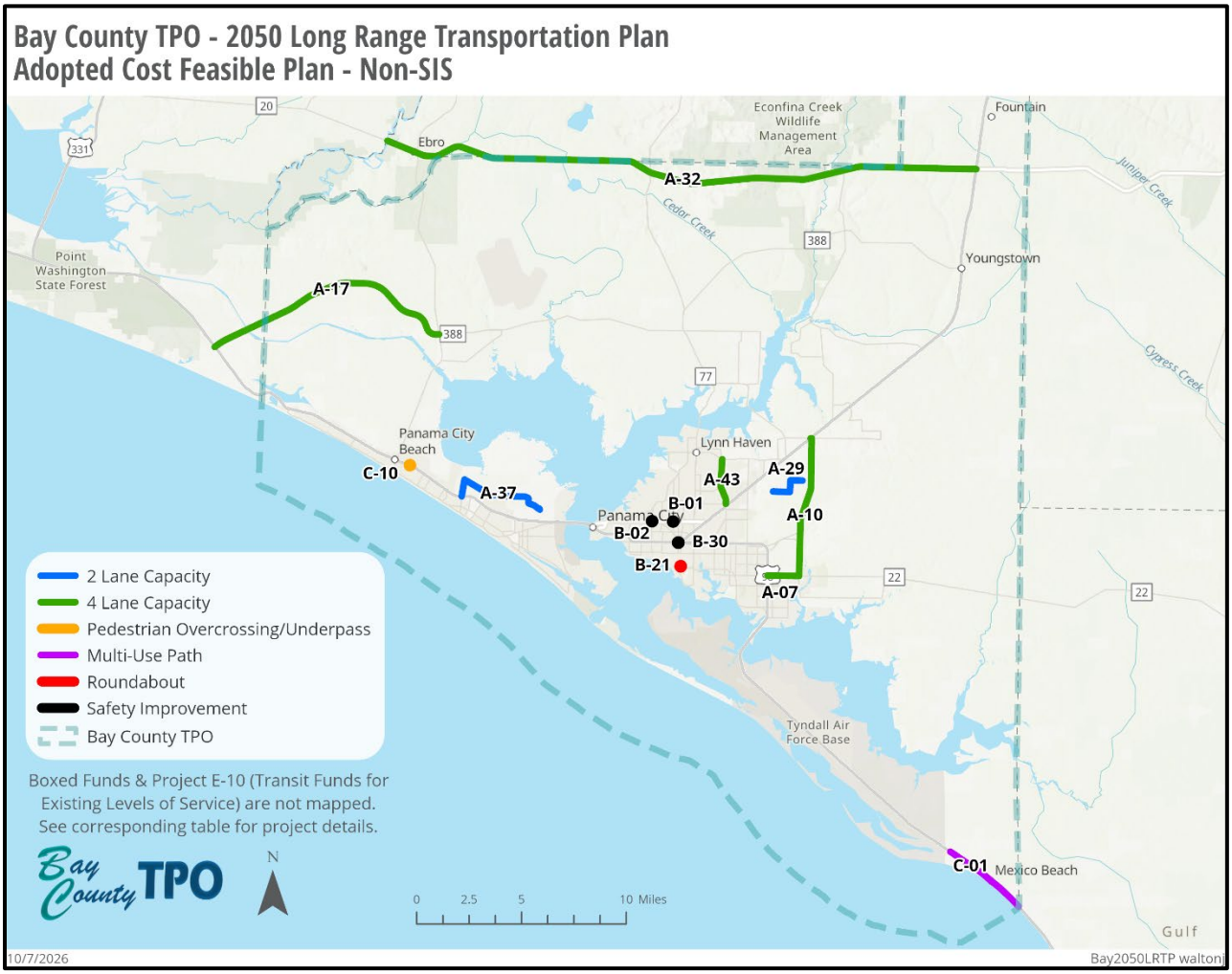
- US 98 / 15th St and Jenks Ave Safety Improvements [B-30] from the Evaluation Criteria and Multi-Modal alternatives, and
- SR 30 (US 98) Multi-Use Path [C-01] from the TIP.

In addition, the Steering Committee recommended incorporating the following turn-lane projects:

- State Avenue and W 23rd Street [B-01]
- Lisenby Avenue and W 23rd Street [B-02]

Alternative 4 (Hybrid) is shown in **Figure 38** and **Table 33**.

Figure 38. Non-SIS Hybrid Alternative Map



Source: Bay County TPO

Table 33. Non-SIS Hybrid Alternative

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-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)

7.2.5 2050 SIS Projects (FY31-50)

SIS projects are listed in **Table 36** and shown in **Figure 40.** SIS Projects were obtained from the FDOT Adopted First Five Year Plan (July 2025), Second Five Year Plan (July 2025), and SIS 2035-2050 Long-Range Cost Feasible Plan (July 2024). Projects were not incorporated from the SIS 2045 Unfunded Needs Plan (June 2017).

SIS projects focus on the following corridors: US 98, US 231, SR 368, SR 389, SR 390, and CR 2327 (Transmitter Road). Updated construction phase costs for the US 231 Segments 7 and 8 were provided by FDOT on February 4, 2026. FDOT provided additional project cost estimates for SR 390, SR 22 (Wewa Highway), SR 388 (West Bay Parkway), and Gulf Coast Parkway on March 6 and 7, 2026.

7.2.6 2050 TIP and Local-Funded Projects (FY26-30)

Projects in the Transportation Improvement Program (TIP) and locally funded projects are listed in **Table 38** and shown in **Figure 42**. All the locally funded projects are under construction or are anticipated to be constructed by 2030. Updated information on project costs and timelines was provided by the Panama City Beach Community Redevelopment Agency on March 25, 2026, and the Bay County Engineering Division on April 20, 2026.

7.3 FISCAL CONSTRAINT

The Cost Feasible Plan is required by federal planning regulations [23 CFR 450] to be fiscally constrained meaning that only projects and programs which can be funded by reasonably anticipated revenues are included. In addition, all revenues and estimated project costs must be reported in Year of Expenditure (YOE) dollars using reasonable inflation factors.

Development of the Financial Resources available for the Bay County 2050 LRTP and the inflation factors provided by FDOT for use are discussed in **Section 5.2**. These financial resources were then compared against Needs Plan project costs through the Alternatives described in **Section 7.2** to arrive at a fiscally constrained Cost Feasible Plan.

7.3.1 Bay County TPO Revenues

The revenue forecast for the Bay County 2050 LRTP was developed using information from FDOT's 2050 Revenue Forecast Handbook to estimate what financial resources are available to implement this LRTP. All revenues were prepared in YOE dollars using the inflation factors listed in **Section 7.3.2**. The development of revenues for this LRTP is further discussed in **Section 5** and the Financial Resources Technical Report (Bay 2050 LRTP website). A summary of available revenues is listed in **Table 34**.

Table 34. Bay County TPO Revenue Estimates

Bay County TPO Revenue Estimates *(Millions of $)*					
Funding Source	FY26-30	FY31-35	FY36-40	FY41-50	Total
SIS *(SIS Cost Feasible Plan)*	$261.88	$411.23	$247.70	$4.62	$991.96
SL *(Handbook Table 9)*	$28.49	$29.41	$29.41	$58.82	$146.63
SHS (Non SIS) Non-TMA*	$0.89	$2.33	$2.43	$4.96	$12.78
Other Roads (non-SIS, non-SHS) *(Handbook Table 39)*	$1.30	$3.40	$3.53	$7.20	$15.64
Transit *(Handbook Table 40)*	$2.87	$3.10	$3.24	$6.61	$16.86
TMA/SU	N/A	N/A	N/A	N/A	N/A
Total Capacity Programs	$295.43	$449.47	$286.31	$82.21	$1,183.87

7.3.2 Project Cost Development

Estimated planning level project costs were developed for all projects identified in the 2050 LRTP Needs Plan (see Section 6). Costs for SIS projects are derived from the FDOT SIS Cost Feasible Plan. Estimates for Non-SIS and local projects are based on typical costs provided by FDOT, information from completed PD&E studies, or more precise estimates provided by local project managers. Projects listed in the first time band (2026-2030) come from the TIP and use estimates from that plan.

All project costs are expressed in Year of Expenditure dollars using the inflation factors and multipliers provided by FDOT. To calculate YOE dollars, the present day cost of each project phase was multiplied by the appropriate multiplier for the anticipated time band that project phase will let.

InI ation Factors

FDOT's 2050 Revenue Forecast Handbook provides inflation factors to assist the TPO in converting revenues and project costs to YOE dollars as shown in **Table 35**.

Table 35. Inflation Factors to Convert Project Estimates and Revenues 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

Adjusting Local Cost Estimates

If the cost estimate for a project generated by a local government using their own estimate was developed in FY 2022/23 and the project is planned to be implemented in the 2026-2030 time band, the MPO can use the following formula to convert the local government cost estimate prepared in present day dollars to YOE dollars using the inflation factors in **Table 35**.

Figure 39. Example Cost Estimate YOE Adjustment

YOE Dollars = 2022/23 PDC Dollars X Multiplier for 2026-2030 Time Band

7.3.3 Fiscal Constraint Summary

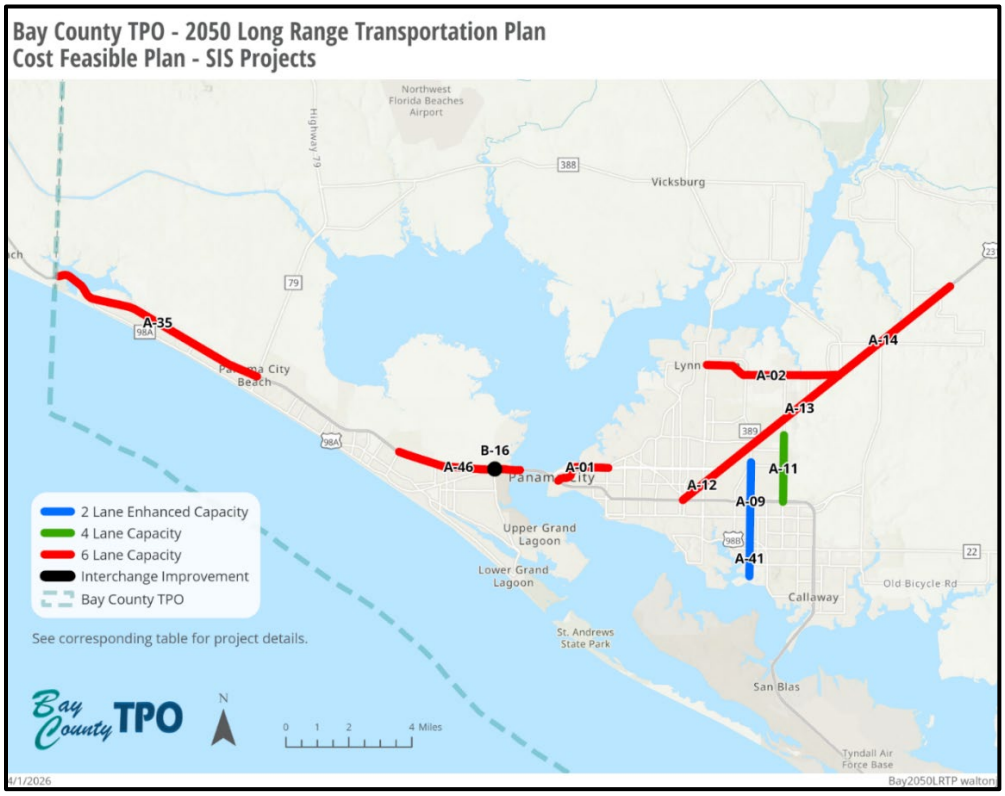
Adopted 2050 Cost Feasible Plan projects are shown in **Appendix H** with Year of Expenditure (YOE) dollars. Projects are organized into three categories (SIS, non-SIS, and Local) and further organized by time band (2026-2030, 2031-2035, 2036-2040, and 2041-2050). Projects with federal funding and projects with funding needs beyond 2050 are also noted in **Appendix H**.

List of Projects, Maps, and Spreadsheets

Projects with at least one phase funded in the adopted 2050 Cost Feasible Plan are listed in the following project lists, maps, and spreadsheets expressed in YOE dollars. SIS projects can be found in **Table 36**, **Figure 40**, and **Table 39**. Non-SIS projects in **Table 37**, **Figure 41**, and **Table 40**. TIP and Local projects in **Table 38**, **Figure 42**, and **Table 41**. Note that the costs listed here reflect total project cost of all funded project phases expressed in YOE.

SIS Projects

Figure 40. Adopted 2050 SIS Cost Feasible Projects Map



Source: Bay County TPO

Table 36. Adopted 2050 SIS Cost Feasible Projects List

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 St	CR 2337 / Sherman Ave	Enhanced 2 lanes
A-11	SR 75 (US 231)	US 98 / 15th St	SR 368 / 23rd St	Widen from 4 to 6 lanes
A-12	SR 75 (US 231)	US 98 / 15th St	SR 368 / 23rd St	Widen from 4 to 6 lanes
A-13	SR 75 (US 231)	SR 368 / 23rd St	N of Pipeline Rd	Widen from 4 to 6 lanes
A-14	CR 389 (East Avenue)	CR 2312 (Baldwin Road)	SR 390	Widen to 4 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 98B) / 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

Non-SIS Projects

Figure 41. Adopted 2050 Non-SIS Cost Feasible Projects Map



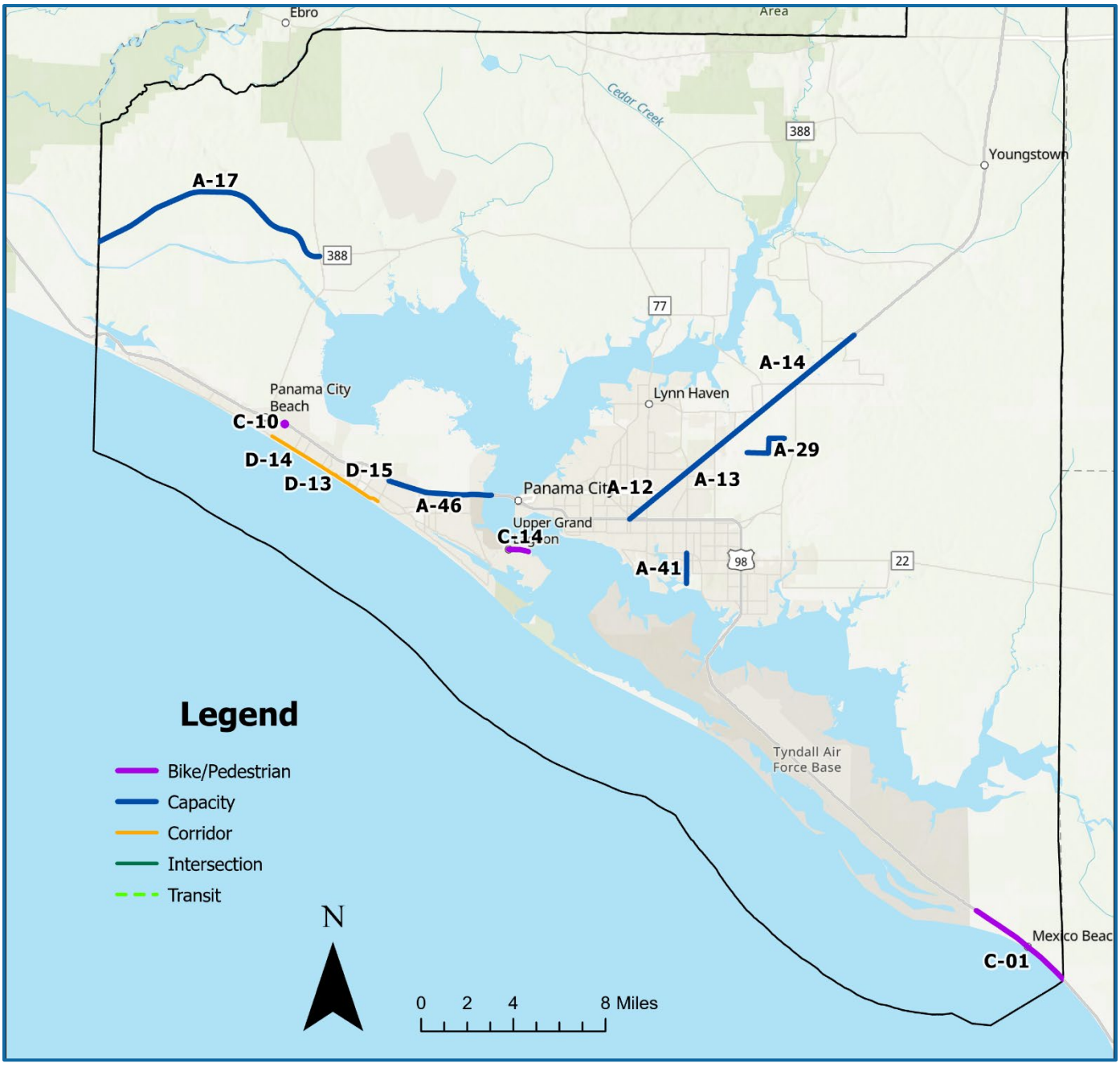
Source: Bay County TPO

Table 37. Adopted 2050 Non-SIS Cost Feasible Projects List

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)

TIP and Local Projects

Figure 42. Adopted TIP and Local Cost Feasible Projects Map



Source: Bay County TPO

Table 38. Adopted TIP and Local Cost Feasible Projects List

ID	Project Name	From	To	Improvement
Local Projects				
C-14	Magnolia Beach Rd Phase 2	Delwood Beach Rd	Annette Ave	Build sidewalks
D-14	US 98A / Front Beach Road [Segment 4.2]	Hill Road	SR 2923A / Hutchison Blvd	Corridor Improvement
D-15	US 98A / Front Beach Road [Segment 4.1]	Lullwater Dr	Hill Rd	Corridor Improvement
D-16	US 98A / Front Beach Road [Segment 4.3]	SR 2923A / Hutchison Blvd	Richard Jackson Blvd	Corridor Improvement
TIP Projects				
A-12	SR 75 (US 231)	US 98 / 15th St	SR 368 / 23rd St	Widen from 4 to 6 lanes
A-13	SR 75 (US 231)	SR 368 / 23rd St	N of Pipeline Rd	Widen from 4 to 6 lanes
A-14	SR 75 (US 231)	N of Pipeline Rd	N of Penny Rd	Widen from 4 to 6 lanes
A-17	Westbay Parkway	US 98 (SR 30) in Walton County	SR 79	Construct new 4 Lane Facility
A-29	Pipeline Road Extension	W of Country Lake Dr	Nehi Road	Construct new 4 Lane Facility
A-41	East Ave	Port Entrance	S of SR 30 (US 98B) / 5th St	Enhanced 2 lanes
A-46	SR 30A (US 98) / PCB Parkway	Richard Jackson Blvd	Hathaway Bridge	Widen from 4 to 6 lanes
C-01	SR 30 (US 98)	Crooked Sound Drive	CR 386	Multi-Use path
C-10	Pedestrian Structure on US 98 / Back Beach Road at Frank Brown Park			Pedestrian Overpass or Underpass

Table 39. Adopted 2050 Cost Feasible Plan - SIS Projects

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		TBD	
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		TBD	
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	
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		TBD	
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		TBD	
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		TBD	
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		TBD	
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		TBD	
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		TBD	
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		TBD	
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		TBD	
B-16	Intersection	US 98 at CR 3031 / Thomas Drive Phase 3			Modify Intersection	2036-2040	$ 1,000,000	2041-2050	$ 520,000	TBD		TBD	

YoE - year of expenditure cost
PDE - planning & environmental studies, PE - preliminary engineering
ROW - right of way, CST - Construction

Funding Year	2026-2030	2031-2035	2036-2040	2041-2050	Total
SIS Project Costs	$ 261,883,682	$ 411,225,000	$ 247,700,000	$ 4,620,000	$ 925,428,682
				SIS Revenues	$ 925,428,682

Source: FDOT SIS Plans (1st Five Year, 2nd Five Year, Long-Range CFP)

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

[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.

Table 40. Adopted 2050 Cost Feasible Plan - Non-SIS Projects

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

Table 41. Adopted Cost Feasible Plan - TIP & Local Projects

2050 LRTP Project ID	Category	Project Name	From	To	Improvement	Current Phase	Total Cost	Funding Source	Project Source
Local Projects									
C-14	Bike/Ped	Magnolia Beach Rd Phase 2	Delwood Beach Rd	Annette Ave	Build sidewalks	ROW / CST	$ 231,000	Local	Bay Half Cent Tax
D-14	Corridor	US 98A / Front Beach Road [Segment 4.2]	Hill Road	SR 2923A / Hutchison Blvd	Corridor Improvement	PE / ROW / CST	$ 74,700,000	Local	PCB CRA
D-15	Corridor	US 98A / Front Beach Road [Segment 4.1]	Lullwater Dr	Hill Rd	Corridor Improvement	PE / CST	$ 68,700,000	Local	PCB CRA
D-16	Corridor	US 98A / Front Beach Road [Segment 4.3]	SR 2923A / Hutchison Blvd	Richard Jackson Blvd	Corridor Improvement	PE / ROW / CST	$ 82,700,000	Local	PCB CRA
TIP Projects									
A-12	Capacity	SR 75 (US 231)	US 98 / 15th St	SR 368 / 23rd St	Widen from 4 to 6 lanes	ROW	$ 93,725,152	Multi	TIP
A-13	Capacity	SR 75 (US 231)	SR 368 / 23rd St	N of Pipeline Rd	Widen from 4 to 6 lanes	ROW	$ 63,166,233	Multi	TIP
A-14	Capacity	SR 75 (US 231)	N of Pipeline Rd	N of Penny Rd	Widen from 4 to 6 lanes	PE / ROW	$ 670,000	Multi	TIP
A-17	Capacity	Westbay Parkway	US 98 (SR 30) in Walton County	SR 79	Construct new 4 Lane Facility	PE	$ 2,300,000	Multi	TIP
A-29	Capacity	Pipeline Road Extension	W of Country Lake Rd	Nehi Rd	Construct new 2 Lane Facility	CST	$ 4,953,701	Multi	TIP
A-41	Capacity	East Ave	Port Entrance	S of SR 30 (US 98B) / 5th St	Enhanced 2 lanes	PE	$ 2,075,000	Federal	TIP
A-46	Capacity	SR 30A (US 98) / PCB Parkway	Richard Jackson Blvd	Hathaway Bridge	Widen from 4 to 6 lanes	CST	$ 102,225,297	Multi	TIP
C-01	Bike/Ped	SR 30 (US 98)	Crooked Sound Drive	CR 386	Multi-Use path	PE	$ 3,501,000	State	TIP
C-10	Bike/Ped	Pedestrian Structure on US 98 / Back Beach Road at Frank Brown Park			Pedestrian Overpass or Underpass	PE	$ 1,000,000	Local	TIP

PDC - present day 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

Funding Source	2026-2030
Federal	$ 38,044,696
State	$ 209,219,899
Local	$ 252,682,788

TIP Revenues	$ 499,947,383
TIP Costs	$ 499,947,383

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

7.4 NON-CAPACITY (OPERATIONS AND MAINTENANCE)

Non-capacity programs refer to FDOT programs designed to support, operate and maintain the state highway system. The 2050 Revenue Forecast (Section 5.2) includes the following descriptions of each program:

- Safety includes the FHWA engineering safety program and the National Highway Traffic Safety Administration (NHTSA) behavioral safety program. Both programs focus on reducing crashes, fatalities, and serious injuries using the "4 E's" of safety: engineering, education (including public information), enforcement, and emergency services.
- Resurfacing includes resurfacing all pavements on the State Highway System including Florida's Interstate, Turnpike, and other arterial highways.
- Bridge includes repair and replacement of bridges in the Bridge Work Plan in accordance with program objectives. This includes bridges on the State Highway System, off the State Highway System, on the federal-aid highway system, and off the federal-aid highway system.
- Operations and Maintenance includes activities which support and maintain the transportation infrastructure once it is constructed and operational. Activities include operations and maintenance centers, toll operations and traffic engineering, and operations services.
- Product Support includes preliminary engineering, construction engineering and inspection, right-of-way support, environmental mitigation, materials, applied research, and planning and environment.
- Administration includes staff, equipment, and materials required to develop and implement the budget, personnel, executive direction, reprographics, and contract functions. This also includes the Fixed Capital Outlay Program.

FDOT reserved funds in their Revenue Forecasts to carry out its responsibilities and achieve its objectives for the non-capacity programs on the state highway system in each district and metropolitan area. Table 6 in the 2050 Revenue Forecast (Appendix F) identifies the statewide estimates for non-capacity programs. About $142 billion (58% of total revenues) is forecast for the non-capacity programs.

7.5 PROJECTS WITH FEDERAL FUNDING

For projects in the current FY 26-30 TIP (Amended May 28, 2025), consideration was given to whether a project had a federal funding component, as identified from the TIP and/or FDOT Work Program planning screens. The following projects have Federal funding as identified in **Table 42**. Federal funding and funding beyond the TIP years are also identified in the Cost Feasible Plan.

Table 42. Projects with Federal Funding

FPID	LRTP ID#	Name	Phases with Federal $	Fed. Fund Codes
2179107	A-16	US 231 (SR 75) from 15th Street to 23rd Street	ROW	ACNP
2179108	A-17	US 231 (SR 75) from 23rd Street to Pipeline Road	ROW	ACNP
4403006	A-41	East Ave from Port Entrance to 5th Street	PE	SA, ACFP
4456011	B-06	USE 231 (SR 75) at SR 20	RRU, CST	ACSS
4552611	C-02	Frankford Ave from SR 390 to Pacifica Lane	PE, CST	TALL, TALT
4536041	C-20	Lake Drive from SR 30 to Berthe Ave	PE, CST	TALL, TALT

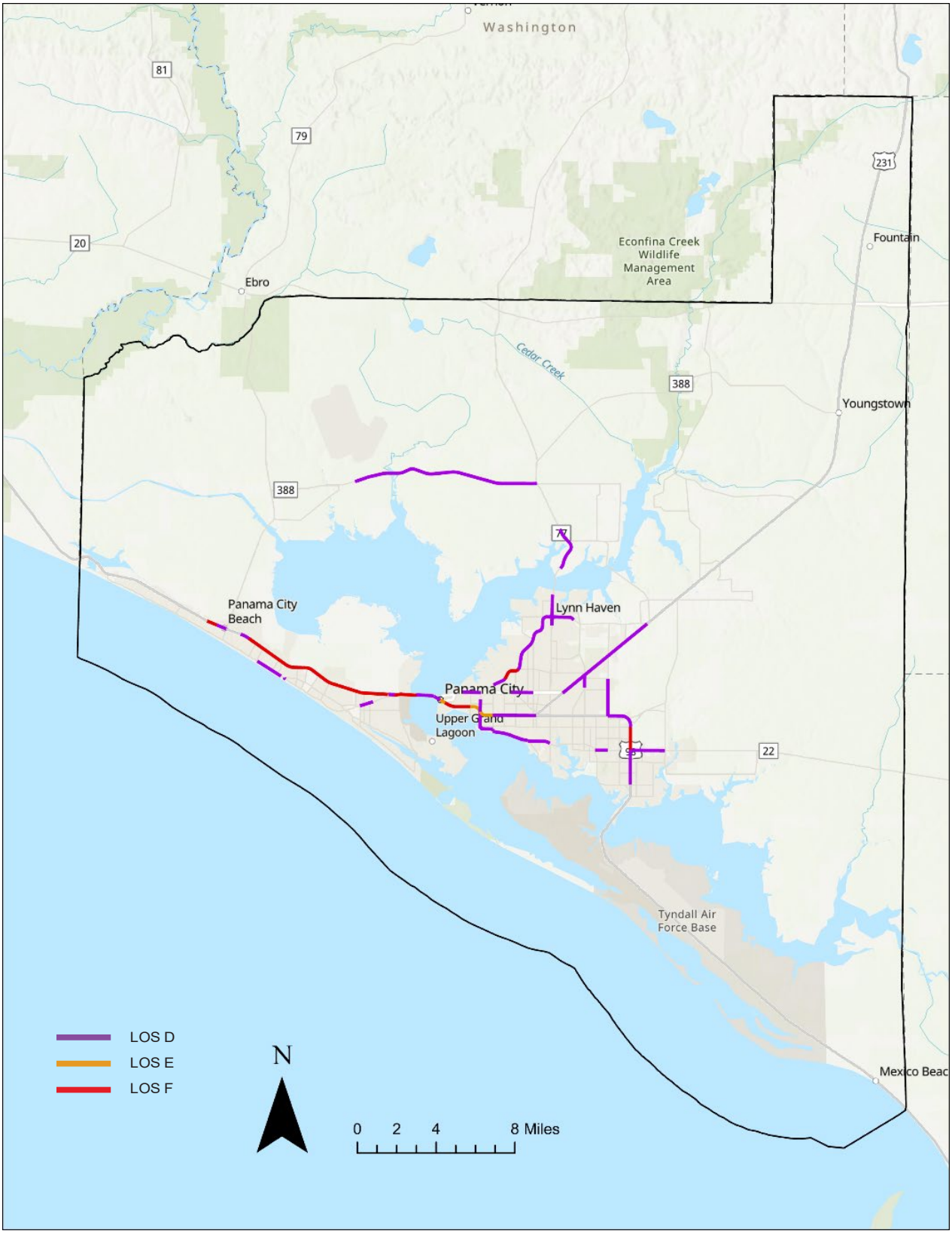
PE: Preliminary Engineering; RRU: Railroad and Utilities; ROW: Right-of-way; CST: Construction

7.6 COST FEASIBLE PLAN DEFICIENCIES

During development of the 2050 Cost Feasible Plan a deficiency analysis was conducted through reviewing Bay County corridors future level-of-service (LOS). The method to analyze deficiencies is the same used during Needs Plan development (see **Section 6.2.2**). LOS deficiencies for roadways in Bay County were analyzed for 2023 and 2050 as illustrated in **Figure 43** and **Figure 44**.

The 2050 Cost Feasible Plan does not address all deficiencies anticipated by 2050 with only 16% of Needs Plan projects fully or partially funded. The main reasons for the lack of deficiencies being addressed are an increased number of Needs Plan projects, rising project costs, and reduced revenues. **Table 43** and **Table 44** lists roadway segments from the 2023 and 2050 LOS deficiency analyses with a rating of D, E, or F. Projects in the Existing + Committed list and Cost Feasible Plan are expected to provide congestion relief on some of these deficient segments and corridors. The roadway segments benefiting from these projects are highlighted in blue in **Table 43** and **Table 44**.

Figure 43. Bay County Cost Feasible Plan Deficiencies in 2023

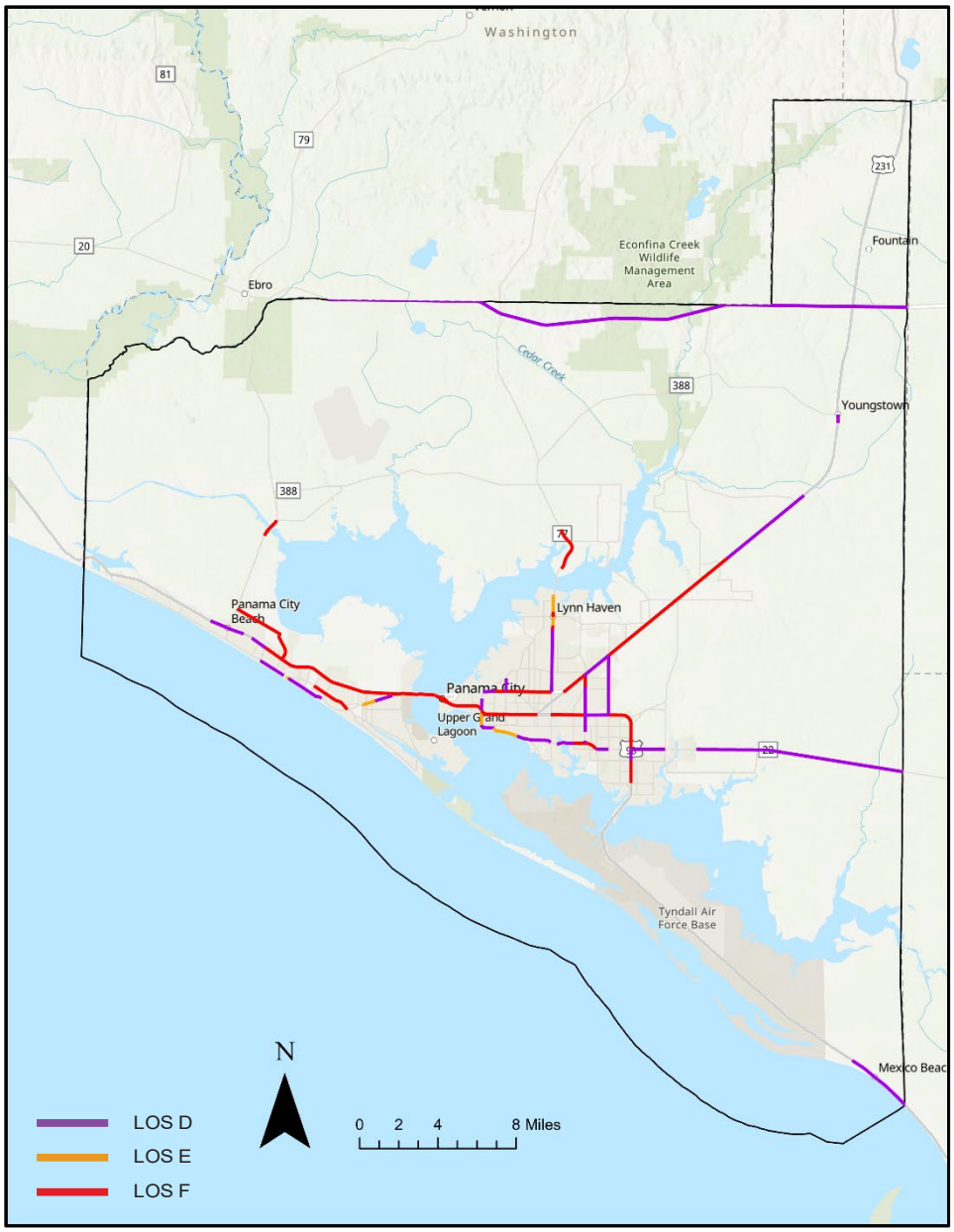


Source: FDOT District Three Level of Service

Table 43. Bay County Deficient Road Segments (2023) with Cost Feasible Plan Projects

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
SR 22 (Wewa Highway)	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

Figure 44. Bay County Cost Feasible Plan Deficiencies in 2050



Source: [FDOT District Three Level of Service]

Table 44. Bay County Deficient Road Segments (2050) with Cost Feasible Plan Projects

Road Name	LOS	From	To
Back Beach Road	D	Cobb Rd	Manistee Dr
Back Beach Road	D	Manistee Dr	SR 79
Back Beach Road	D	SR 79	Mandy Lane
Back Beach Road	D	Pier Park Dr	Hills Rd
Back Beach Road	F	Hills Rd	Richard Jackson Blvd
Back Beach Road	F	Richard Jackson Blvd	Front Beach Rd

Road Name	LOS	From	To
Back Beach Road	F	Wildwood Rd	W Hathaway Bridge
Beck Ave	E	US 98	W 11th Street
E 15th St	D	Mercedes Ave	Sherman Ave
E 15th St	F	Sherman Ave	N East Ave
E 15th St	F	N East Ave	E 3rd St
Frankford Ave	E	W 9th Street	W Beach Dr
Front Beach Road	D	Hills Rd	Crane Street
Front Beach Road	D	Azalea Street	Richard Jackson Blvd
Front Beach Road	E	Joan Ave	Warner Ave
Front Beach Road	D	Warner Ave	US 98 (Back Beach Rd)
Front Beach Road	E	Lantana Street	Azalea Street
Hutchison Blvd	F	Alf Coleman Rd	Richard Jackson Blvd
Hutchison Blvd	F	Richard Jackson Blvd	SR 30 (Front Beach Rd)
Lisenby Ave	D	SR 390	W 23rd Street
N East Ave	D	BUS 98 (E 5th Ave)	E 6th St
N East Ave	D	E 9th St	E 11th St
N East Ave	D	E 11th St	US 98 (15th St)
N East Ave	D	US 98 (15th St)	Sherman Ave
N East Ave	F	Sherman Ave	Game Farm Rd
N East Ave	D	Game Farm Rd	US 231
Philip Grii tts Sr Pkwy	F	SR 79	Pier Park Dr
Philip Grii tts Sr Pkwy	F	Pier Park Dr	Colony Club Rd
Philip Grii tts Sr Pkwy	F	Colony Club Rd	US 98 (Back Beach Rd)
SR 20	D	Washington Co. Line	SR 77
SR 20	D	SR 77	US 231
SR 20	D	US 231	Calhoun Co. Line
SR 22 (Wewa Highway)	D	BUS 98 (E 5th Ave)	Transmitter Rd
SR 22 (Wewa Highway)	D	US 98 (15th St)	Berthe Ave
SR 22 (Wewa Highway)	D	Berthe Ave	Star Ave
SR 22 (Wewa Highway)	D	James St	CR 2297
SR 22 (Wewa Highway)	D	CR 2297	Calhoun Co. Line
SR 390	D	BUS 98 (E 5th Ave)	W 19th St
SR 390	D	W 19th St	W 21st St
SR 77	D	W 23rd St	Baldwin Rd
SR 77	D	Baldwin Rd	Mowat School Rd
SR 77	F	Mowat School Rd	E 18th St
SR 77	E	E 18th St	SR 390
SR 77	F	SR 390	12th St
SR 77	E	12th St	4th St
SR 77	F	Grassy Point Rd	SR 77A

Road Name	LOS	From	To
SR 77	F	SR 77A	Liberty Ave
SR 79	F	Back Beach Rd	Firenzo Ave
SR 79	F	SR 388	Side Camp Rd
Transmitter Rd	D	US 231	Game Farm Rd
Transmitter Rd	D	Game Farm Rd	US 98 (15th St)
US 231	F	SR 368 (W 23rd St)	N East Ave
US 231	D	N East Ave	Transmitter Rd
US 231	F	Transmitter Rd	SR 390
US 231	F	SR 390	Star Ave
US 231	F	Star Ave	Penny Rd
US 231	D	Penny Rd	Campflowers Rd
US 231	D	SR 388	Waller Rd
US Hwy 98	F	W Hathaway Bridge	E Hathaway Bridge
US Hwy 98	F	E Hathaway Bridge	Moody Ave
US Hwy 98	F	Moody Ave	SR 368 (23rd Street)
US Hwy 98	F	SR 368 (23rd Street)	Michigan Ave
US Hwy 98	F	Michigan Ave	SR 390
US Hwy 98	F	SR 390	Frankford Ave
US Hwy 98	F	Frankford Ave	Lisenby Ave
US Hwy 98	F	Lisenby Ave	Balboa Ave
US Hwy 98	F	Balboa Ave	Florida Ave
US Hwy 98	F	Florida Ave	Jenks Ave
US Hwy 98	F	Jenks Ave	Harrison Ave
US Hwy 98	F	SR 77	N East Ave
US Hwy 98	D	N East Ave	Transmitter Rd
US Hwy 98	F	Transmitter Rd	E 11th St
US Hwy 98	F	E 11th St	SR 22
US Hwy 98	D	SR 22	Cherry St
US Hwy 98	F	Cherry St	Boat Race Rd
US Hwy 98	D	Canal Pkwy	CR 386
W 23rd Street	D	St Andrews Blvd	Frankford Ave
W 23rd Street	F	Frankford Ave	Airport Road
W 23rd Street	F	Airport Road	State Ave
W 23rd Street	F	State Ave	Jenks Ave
W 23rd Street	F	Jenks Ave	SR 77
W 6th Street	D	W Beach Dr	US 231
W 6th Street	D	US 231	SR 77
W 9th Street	D	W 11th Street	Frankford Ave
W Beach Dr	E	Frankford Ave	Balboa Ave
W Beach Dr	D	Balboa Ave	W 6th Street

7.7 COMPARISON OF 2045 AND 2050 COST FEASIBLE PLANS

The projects listed in the 2045 Long-Range Transportation Plan but not included in the 2050 Cost Feasible Plan are listed in **Table 45**.

Table 45. Projects not Included in the 2050 Cost Feasible Plan from the 2045 Plan

Corridor / Project	From	To	Project Description	Reason not included in 2050 CFP
SIS Projects				
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)
Non-SIS Projects				
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

7.8 PUBLIC REVIEW

A hybrid in-person public meeting with an online component, and a virtual open house, was held for public review of the draft Cost Feasible Plan. The meeting was held on Tuesday, April 14, 2026, at the Bayway Transit Building, with an open house from 5:30 – 6:00 p.m. followed by a presentation and public forum at 6:00 p.m.

In addition, an online comment card was posted on the ECRC website from April 6, 2026, to May 1, 2026, along with a link to the online Cost Feasible Plan website (**Figure 45**).

Public notice for this workshop was distributed through official agency channels, four dedicated social media posts (**Figure 46.**), and an eblast to ECRC's list of interested parties which includes community organizations and members of the public who previously engaged with regional planning efforts.

As part of the Cost Feasible Plan approval, a public hearing was also opened at the May 28, 2026 TPO meeting. No public comment was presented at that time. Opportunity for public review was also provided at each of the Steering Committee meetings.

Figure 45. Cost Feasible Plan Online Comment Card

EMERALD COAST REGIONAL COUNCIL

Bay County TPO 2050 LRTP Cost Feasible Comments

The Long Range Transportation Plan (LRTP) is a strategic guide for investing in the region's transportation system over the next 25 years. While many transportation needs are identified through the planning process, only a portion can be funded.

The Cost-Feasible Plan outlines the highest-priority roadway, transit, bicycle, pedestrian, and intelligent transportation system (ITS) projects that can reasonably be implemented with anticipated funding. This plan reflects a careful balance between community priorities and available resources.

Public input is crucial to the transportation planning process. We appreciate your participation!

Name *

First Last

Email *

Zip Code *

Please share your thoughts below: *

Submit

Figure 46. Cost Feasible Plan Social Media Posts

Emerald Coast Regional Council
Posted by EC RC
Apr 7 ·

The public is invited to join the Bay County Transportation Planning Organization at the BayWay Transit Building, 1010 Cone Ave, Panama City, FL, for a workshop on the Bay County 2050 Long Range Transportation Cost Feasible Plan, beginning at 4:00 p.m. on April 14, 2026.

Attendees who can't make it in person may register to join us virtually via GoTo Webinar: www.ecrc.org/VirtualPublicMeetings

Learn more about the Bay County LRTP Cost Feasible Plan and the public workshop: www.ecrc.org/Bay2050LRTP

Submit your comments on the Cost Feasible Plan: https://wfrpc.wufoo.com/forms/bay-county-tpo-2050-lrtp-cost-feasible-comments/

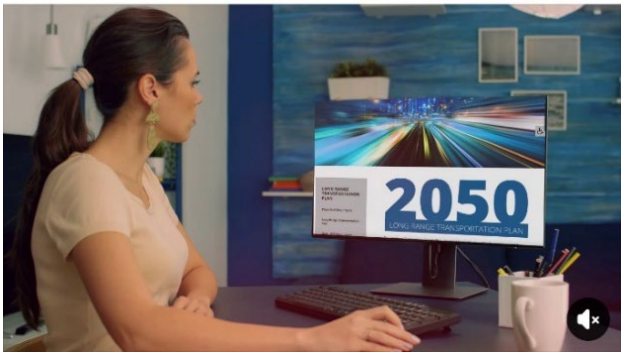


Emerald Coast Regional Council
Posted by EC RC
Apr 13 ·

The Bay County 2050 Long Range Transportation Plan is shaping the future of transportation across our community. Watch our short video to learn about the LRTP, then make plans to attend our Cost Feasible Public Workshop on April 14, 2026, at 4:00 p.m. at the BayWay Transit Building, 1010 Cone Avenue, Panama City, FL.

Visit our virtual open house: www.ecrc.org/Bay2050LRTP

Submit your Cost Feasible Comments: https://wfrpc.wufoo.com/forms/bay-county-tpo-2050-lrtp-cost-feasible-comments/



7.9 2050 COST FEASIBLE PLAN PROJECTS ADOPTION

The Draft 2050 Cost Feasible Plan was presented to the Technical Coordinating Committee, Citizens' Advisory Committee, and the Transportation Planning Organization at their meetings on February 25, 2026 (for draft) and May 27, 2026 (for adoption). The Bay County TPO approved the 2050 Cost Feasible Plan at the May 27, 2026 meeting by Resolution Bay 26-10 (Appendix A).

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.

7.10 ADOPTED 2050 COST FEASIBLE PLAN PROJECTS

A map of the Adopted 2050 Cost Feasible Plan projects, including those in the current TIP, is shown in **Figure 47** and the list of projects is in **Table 46**.

Figure 47. Adopted 2050 Cost Feasible Plan Projects Map



Source: Bay County TPO

Table 46. Adopted 2050 Cost Feasible Plan Projects

ID	Project Name	From	To	Improvement	Cost-Feasible Phases	Unfunded Phases
SIS Projects						
A-02	SR 390 / E 14th Street	SR 77 / Ohio Ave	SR 75 (US 231)	Widen from 2 to 6 lanes	PDE, PE	ROW, CST
A-41	East Ave	Port Entrance	S of SR 30 (US 98B) / 5th St	Enhanced 2 lanes	PDE, PE	ROW, CST
A-46	SR 30A (US 98) / PCB Parkway	Richard Jackson Blvd	Hathaway Bridge	Widen from 4 to 6 lanes	PDE, PE, ROW, CST	N/A
A-14	SR 75 (US 231)	N of Pipeline Rd	N of Penny Rd	Widen from 4 to 6 lanes	PDE, PE, ROW, CST	N/A
A-12	SR 75 (US 231)	US 98 / 15th St	SR 368 / 23rd St	Widen from 4 to 6 lanes	PDE, PE, ROW, CST	N/A
A-13	SR 75 (US 231)	SR 368 / 23rd St	N of Pipeline Rd	Widen from 4 to 6 lanes	PDE, PE, ROW, CST	N/A
A-35	SR 30 (US 98)	Lake Powell Dr	Rose Lane	Widen from 4 to 6 lanes	PDE, PE	ROW, CST
A-35	SR 30 (US 98)	Rose Lane	SR 79 (S Arnold Rd)	Widen from 4 to 6 lanes	PDE, PE	ROW, CST
A-35	SR 30 (US 98)	W of Phillips Inlet Bridge	Lake Powell Dr	Widen from 4 to 6 lanes	PDE, PE	ROW, CST
A-11	CR 2327 / Transmitter Road	SR 30A (US 98) / 15th St	SR 75 (US 231)	Widen from 2 to 4 lanes	PDE, PE	ROW, CST
A-01	SR 368 / 23rd Street	US 98 / SR 30 (Flyover)	SR 390 / St Andrews Blvd	Widen from 4 to 6 lanes	PDE, PE	ROW, CST
A-09	SR 389 / East Avenue	SR 30 (US 98B) / 5th St	CR 2337 / Sherman Ave	Enhanced 2 lanes	PDE, PE	ROW, CST

ID	Project Name	From	To	Improvement	Cost-Feasible Phases	Unfunded Phases
B-16	US 98 at CR 3031 / Thomas Drive Phase 2			Add 1 lane	PDE, PE	ROW, CST
B-16	US 98 at CR 3031 / Thomas Drive Phase 3			Modify Intersection	PDE, PE	ROW, CST
Non-SIS Projects						
BOX-1	Operations and Maintenance of ITS System			Operations & Maintenance of the ITS System	N/A	N/A
BOX-2	Sidewalks & Bicycle Lanes			Bicycle/Pedestrian Improvements	N/A	N/A
BOX-3	Public Transportation Capital Improvements			Public Transportation Capital Improvements	N/A	N/A
BOX-4	Corridor Management Plans			Corridor Management Studies	N/A	N/A
BOX-5	Corridor Management Plan Implementation			Corridor Management Projects	N/A	N/A
A-07	SR 22 (Wewa Highway) [Phase 1]	US 98 (Tyndall Parkway)	Star Avenue	Widen to 4 Lanes	PDE, PE	ROW, CST
A-10	CR 2315 (Star Avenue)	US 231 (SR 75)	SR 22 (Wewa Highway)	Widen to 4 Lanes	PDE, PE	ROW, CST
A-17	SR 388 (West Bay Parkway)	US 98 (SR 30) in Walton County	SR 79	Construct New 4 Lane Facility	PDE	PE, ROW, CST
A-29	Pipeline Road Extension	W of Country Lake Dr	Nehi Road	Construct New 2 Lane Facility	CST	N/A
A-32	SR 20	Washington County Line	SR 79	Widen to 4 Lanes	PDE	PE, ROW, CST
A-37	Philip Griffitts Sr Parkway [Phase 3]	US 98 at Clara Avenue	Chip Seal Parkway	Construct New 4 Lane Facility	PDE, PE	ROW, CST

ID	Project Name	From	To	Improvement	Cost-Feasible Phases	Unfunded Phases
A-43	CR 389 (East Avenue)	CR 2312 (Baldwin Road)	SR 390	Widen to 4 Lanes	PDE, PE, ROW, CST	N/A
B-01	State Avenue and W 23rd Street			Add northbound right turn lane	PDE, PE, ROW, CST	N/A
B-02	Lisenby Avenue and W 23rd Street			Add northbound and southbound right turn lanes	PDE, PE, ROW, CST	N/A
B-21	6th Street and Harrison Ave			Construct Roundabout	PDE, PE, ROW, CST	N/A
B-30	US 98 (15th St) and Jenks Ave			Safety Improvements	PDE	N/A
C-01	US 98 (SR 30)	Crooked Sound Drive	CR 386	Multi-Use Path	PDE, PE	ROW, CST
C-10	Pedestrian Structure on US 98 / Back Beach Road at Frank Brown Park			Construct Pedestrian Overpass or Underpass	PDE, PE, CST	N/A
E-10	Transit Funds for Existing Levels of Service [not mapped]			Transit Operations (through FY50)	N/A	N/A
Local Projects						
C-14	Magnolia Beach Rd Phase 2	Delwood Beach Rd	Annette Ave	Build sidewalks	ROW / CST	N/A
D-14	US 98A / Front Beach Road [Segment 4.2]	Hill Road	SR 2923A / Hutchison Blvd	Corridor Improvement	PE / ROW / CST	N/A
D-15	US 98A / Front Beach Road [Segment 4.1]	Lullwater Dr	Hill Rd	Corridor Improvement	PE / CST	N/A
D-16	US 98A / Front Beach Road [Segment 4.3]	SR 2923A / Hutchison Blvd	Richard Jackson Blvd	Corridor Improvement	PE / ROW / CST	N/A

ID	Project Name	From	To	Improvement	Cost-Feasible Phases	Unfunded Phases
TIP Projects						
A-12	SR 75 (US 231)	US 98 / 15th St	SR 368 / 23rd St	Widen from 4 to 6 lanes	ROW	
A-13	SR 75 (US 231)	SR 368 / 23rd St	N of Pipeline Rd	Widen from 4 to 6 lanes	ROW	
A-17	Westbay Parkway	US 98 (SR 30) in Walton County	SR 79	Construct new 4 Lane Facility	PE	
A-41	East Ave	Port Entrance	S of SR 30 (US 98B) / 5th St	Enhanced 2 lanes	PE	
A-46	SR 30A (US 98) / PCB Parkway	Richard Jackson Blvd	Hathaway Bridge	Widen from 4 to 6 lanes	CST	
C-01	SR 30 (US 98)	Crooked Sound Drive	CR 386	Multi-Use path	PE	ROW, CST
C-10	Pedestrian Structure on US 98 / Back Beach Road at Frank Brown Park			Pedestrian Overpass or Underpass	PE	ROW, CST

8 MEASURING PROGRESS AND LOOKING FORWARD

8.1 SYSTEM PERFORMANCE REPORT

The System Performance Report is incorporated into this LRTP to meet federal transportation performance management requirements. The report describes the performance measures and targets that apply to the Bay County TPO planning area and evaluates the condition and performance of the transportation system in relation to required performance targets, baseline data, and previous performance reports.

The System Performance Report is consistent with the Transportation Performance Measures Consensus Planning Document developed jointly by FDOT and the Metropolitan Planning Organization Advisory Council (MPOAC). The report addresses the roles of FDOT, MPOs/TPOs, and public transportation providers in meeting transportation performance management requirements under Title 23 Parts 450, 490, 625, and 673 of the Code of Federal Regulations.

The System Performance Report includes performance measures for:

- Highway Safety (PM1)
- Pavement and Bridge Condition (PM2)
- System Performance, Freight, and Congestion Mitigation and Air Quality (PM3)
- Transit Asset Management (TAM)
- Transit Safety

The purpose of the System Performance Report is to document progress in planning and programming transportation projects that support achievement of federal, state, and regional transportation performance targets. The full System Performance Report is provided in **Appendix D**.

8.2 CONGESTION MANAGEMENT PROCESS

A Congestion Management Process (CMP) was completed in association with development of the Bay County 2050 LRTP. The purpose of the CMP is to provide a systematic process to effectively manage and operate the transportation system and identify congestion management strategies that support the LRTP and TIP. While Bay County is not designated as a TMA, Florida requires all MPOs/TPOs to maintain a CMP. The CMP includes goals, objectives, mitigation strategies, performance measures, and performance targets used to monitor congestion and transportation system performance over time. As described in **Section 6.4.4** the 2025 CMP Major Update recommended using the most recent five years of available data to continue performance measure tracking and analysis. The CMP performance measures are:

- Provide Options to Reduce Travel Demand
  - Percent carpooled to work
  - Public transportation annual passengers per revenue mile
  - Commute to work mode split
  - Commute to work travel times
- Improve Safety
  - Serious injury rates
  - Fatality rates
- Encourage Active Transportation Modes
  - State Highway System miles
  - Pedestrian facility miles
  - Percent pedestrian facility coverage
  - Bicycle facility miles
  - Percent bicycle facility coverage
  - Population within one mile of bicycle facilities
- Provide Reliable and Ei cient Transportation Options
  - Percent of facilities with LOS D, E, or F
- System Preservation
  - Number of resurfacing projects in the TIP compared to total projects in the TIP

The CMP is updated through the LRTP major update process, with minor updates completed annually to support TIP development and track progress toward congestion management objectives.

8.3 WHAT'S NEXT?

The 2050 Long-Range Transportation Plan establishes Bay County TPO's vision for the future transportation system and provides a framework for guiding investments through 2050. Following adoption of the plan, the Bay County TPO will continue working with FDOT, local governments, Bayway, ECRC, and other regional partners to advance projects from planning into design, funding, programming, and implementation. The Cost Feasible Plan will help guide future Transportation Improvement program updates, capital improvement planning efforts, and funding pursuits, while providing flexibility to respond to changing community needs, project costs, funding availability, and development patterns.

The Bay County TPO will continue to monitor transportation system performance through its Congestion Management Process, performance measures, and ongoing planning activities to evaluate progress toward regional goals. Continued coordination with stakeholders and the public will ensure that future transportation investments support safety, mobility, economic development, resiliency, evacuation needs, and multimodal travel options. As Bay County continues to grow and evolve, the 2050 LRTP will serve as a living document that helps guide transportation decision-making and investment priorities for years to come. Following are some thoughts for consideration going forward in the next update of the LRTP:

- **Emerging Mega Regions:** Identified in the 2045 LRTP, this continues to be relevant looking ahead. Megaregions are networks of metropolitan areas, connected by travel patterns, economic links, shared natural resources, and social and historical commonalities. In the U.S., 11 emerging megaregions have been identified, where much of the nation's growth will take place by 2050. The Gulf Coast Mega Region extends from Texas into Florida. Interstate connections through this emerging Mega Region may need to be further considered. Intrastate connections to the Southern Florida Mega Region may also need to be considered.

- **Regional Coordination and Projects:** The Community Planners meeting that occurs quarterly between local planning stakeholders and military installation planners has proven beneficial to local coordination. The Bay County TPO should continue to participate and support this initiative going forward. There are several Regional Projects for Future Consideration to be considered for subsequent LRTP updates. These projects are listed in **Table 47**.

Table 47. Regional Projects for Future Consideration

Corridor	Limits	Description
New Corridor connecting FL to AL	From Panama City north to Alabama	New 4 Lane Facility
Connection from Panama City to I-10	From Panama City north to I-10 in Jackson County	New 4 Lane Limited Access Facility
US 98 in Walton County to SR 79	From SR 79 to US 98 (SR 30) in Walton County	New 4 Lane Facility

APPENDIX A: RESOLUTIONS

Resolution Bay 25-01 (Goals and Objectives)

Resolution Bay 25-19 (Financial Resources)

Resolution Bay 25-17 (Evaluation Criteria)

Resolution Bay 25-18 (Congestion Management Process)

Resolution Bay 26-01 (Needs Plan)

Resolution Bay 26-10 (Cost Feasible Plan)

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: Mary Bates

RESOLUTION BAY 25-19

A RESOLUTION OF THE BAY COUNTY TRANSPORTATION PLANNING ORGANIZATION APPROVING THE 2050 LONG RANGE TRANSPORTATION PLAN UPDATE FINANCIAL RESOURCES

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 TPO Long Range Transportation Plan (LRTP) 2050 update is being developed pursuant to the Infrastructure Investment and Jobs Act / Bipartisan Infrastructure Law, Fixing America's Surface Transportation Act, and Florida Statutes; and

WHEREAS, the Bay County TPO approved the 2050 LRTP Scope of Services, which includes development of Financial Resources on April 24, 2024; and

WHEREAS, the Financial Resources are determined by the Florida Department of Transportation (FDOT) through the FDOT *2050 Revenue Forecast Handbook* (June 2023); and

WHEREAS, two Steering Committee meetings consisting of members of the TPO's Technical Coordinating Committee, Citizens' Advisory Committee, and other members of the transportation industry were completed on April 14, 2025 and June 17, 2025 to review the 2050 LRTP Financial Resources;

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

The Bay County TPO approves the Financial Resources for its 2050 Long Range Transportation Plan update.

Passed and duly adopted by the Bay County TPO on this 27th day of August 2025.

BAY COUNTY TRANSPORTATION PLANNING ORGANIZATION

BY: Pamn Henderson
Pamn Henderson, Chair

ATTEST: _____

RESOLUTION BAY 25-17

A RESOLUTION OF THE BAY COUNTY TRANSPORTATION PLANNING ORGANIZATION APPROVING THE 2050 LONG RANGE TRANSPORTATION PLAN UPDATE EVALUATION CRITERIA

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 TPO Long Range Transportation Plan (LRTP) 2050 Update, is being developed pursuant to the Infrastructure Investment and Jobs Act / Bipartisan Infrastructure Law, Fixing America's Surface Transportation Act, and Florida Statutes; and

WHEREAS, the Bay County TPO approved the 2050 LRTP Scope of Services on April 24, 2024 which includes development of Evaluation Criteria; and

WHEREAS, the Evaluation Criteria are derived from the adopted Goals and Objectives (Resolution Bay 25-01, February 5, 2025) and are used to rank projects in the 2050 Needs Plan for consideration in development of the 2050 Cost Feasible Plan; and

WHEREAS, Steering Committee meetings consisting of members of the TPO's Technical Coordinating Committee, Citizens' Advisory Committee, and other members of the Transportation Industry were completed on April 14, 2025 and June 17, 2025 to develop the 2050 LRTP Evaluation Criteria;

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

The Bay County TPO approves the Evaluation Criteria for its 2050 Long Range Transportation Plan Update.

Passed and duly adopted by the Bay County TPO on this 27th day of August 2025.

BAY COUNTY TRANSPORTATION PLANNING ORGANIZATION

BY: Pamn Henderson
Pamn Henderson, Chair

ATTEST: _____

RESOLUTION BAY 25-18

A RESOLUTION OF THE BAY COUNTY TRANSPORTATION PLANNING ORGANIZATION APPROVING THE 2050 LONG RANGE TRANSPORTATION PLAN UPDATE CONGESTION MANAGEMENT PROCESS MAJOR UPDATE

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 TPO Long Range Transportation Plan (LRTP) 2050 Update, is being developed pursuant to the Infrastructure Investment and Jobs Act / Bipartisan Infrastructure Law, Fixing America's Surface Transportation Act, and Florida Statutes; and

WHEREAS, the Bay County TPO is a designated Transportation Management Area (TMA) with a population of 200,000 or more; and

WHEREAS, the Bay County TPO approved the 2050 LRTP Scope of Services on April 24, 2024 which includes a CMP Major Update; and

WHEREAS, the CMP purpose is to rate the performance of transportation facilities and suggest short-term strategies to alleviate congestion; and

WHEREAS, two Steering Committee meetings consisting of members of the TPO's Technical Coordinating Committee, Citizens' Advisory Committee, and other members of the transportation industry were completed on April 14, 2025 and June 17, 2025 to review the 2050 LRTP CMP;

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

The Bay County TPO approves the Congestion Management Process for its 2050 Long Range Transportation Plan Update.

Passed and duly adopted by the Bay County TPO on this 27th day of August 2025.

BAY COUNTY TRANSPORTATION PLANNING ORGANIZATION

BY: Pam Henderson
Pam Henderson, Chair

ATTEST: _____

RESOLUTION BAY 26-01

A RESOLUTION OF THE BAY COUNTY TRANSPORTATION PLANNING ORGANIZATION APPROVING THE 2050 BAY COUNTY LONG RANGE TRANSPORTATION PLAN NEEDS PLAN

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 TPO Long Range Transportation Plan (LRTP) 2050 Update is developed pursuant to IIJA and Florida Statutes; and

WHEREAS, the Bay County TPO approved the LRTP 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 LRTP 2050 Needs Plan; and

WHEREAS, LRTP 2050 Needs Plan projects 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 LRTP 2050 Needs Plan consists of multimodal projects;

NOW, THEREFORE, BE IT RESOLVED BY THE Bay County TRANSPORTATION PLANNING ORGANIZATION THAT:

The Bay County TPO approves the Needs Plan for its 2050 Long Range Transportation Plan Update.

Passed and duly adopted by the Bay County TPO on this 25th day of February 2026.

BAY COUNTY TRANSPORTATION PLANNING ORGANIZATION

BY: Pamn Henderson
Pamn Henderson, Chairperson

ATTEST: _____

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:

APPENDIX B: STEERING COMMITTEE MEETINGS

Steering Committee 1

Steering Committee 2

Steering Committee 3

Steering Committee 4

Steering Committee 5

Steering Committee 6

Steering Committee 7

Steering Committee 8

Steering Committee 9

Steering Committee 10

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.

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
Gary Kramer, Emerald Coast Regional Council
Vincent Spahr, Kimley-Horn
Richard Barr, Kimley-Horn
Brian Graham, Kimley-Horn
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

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.

2050 Bay County Transportation Planning Organization Long Range Transportation Plan
Steering Committee #3
Meeting Summary April 14, 2025

Members Attending

Bryant Paulk, FDOT (Online)
Kaylor Collins, FDOT
David Bohac, CAC
Jim Pretlow, CAC
Cliff Johnson, TCC
John Skaggs, Naval Coastal Systems Center
Cheri Moon, Tyndall Air Force Base (Online)

Members Not Attending

Richard McConnell, Northwest Florida Beaches International Airport
Alex King, Port Panama City
Gene Keen, Bay Way
JoAnne Stone, Bike/Ped
Keith Bryant, TCC
Eddie Cook, TCC
Clint Murphy, TCC

Others Attending

Chris Sponseller, Bay County
Matthew DeVito, Citizen (Online)
Roshita Taylor, Emerald Coast Regional Council (Online)
Jessica Walton, Emerald Coast Regional Council (Online)
Jill Nobles, Emerald Coast Regional Council (Online)
Vincent Spahr, Kimley-Horn
Richard Barr, Kimley-Horn (Online)
James McGill, Kimley-Horn (Online)
Brian Graham, Kimley-Horn (Online)
Allison Fluitt, Kimley-Horn (Online)
Leandra Meredith, Emerald Coast Regional Council
Tiffany Bates, Emerald Coast Regional Council
Gary Kramer, Emerald Coast Regional Council

Handouts (Agenda, PowerPoint, and Steering Committee #2 Summary)

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

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

Goals and Objectives

Allison Fluitt, Kimley-Horn, shared that the Goals and Objectives were approved on February 5th, 2025 through the signing of Resolution Bay 25-01 with no additional changes being made. The adopted vision, mission, and goals were then shared again.

Area Profile

Brian Graham, Kimley-Horn, reviewed the purpose of gathering Area Profile data before displaying a sample of collected data for Bay County including population, employment, and vehicle ownership. Tourism data and military employment data were also shown to call out the integration of the resources provided by the Steering Committee in the previous meeting. It was noted that instead of 82,000 vehicles registered, the slide should read 177,000 vehicles registered in Bay County. It was also requested that vehicle ownership be broken up by vehicle type in addition to the number of vehicles per household.

Congestion Management Process

Allison Fluitt, Kimley-Horn, explained the Congestion Management Process (CMP) and its purpose before sharing the objectives and congestion mitigation strategies proposed for this plan. The roadway, transit, bike/ped, and freight networks were then shared with the committee. Allison then shared the performance measures used to evaluate the proposed objectives before Brian Graham, Kimley-Horn, discussed the performance targets proposed and how they were developed. It was noted that an additional measure to potentially be added is the measurement of bike/ped facilities surrounding schools to determine the number of children walking vs. commuting to school.

Evaluation Criteria

Allison Fluitt, Kimley-Horn, reviewed the proposed evaluation criteria for the plan along with the associated percentage weight of each before discussing the proposed scoring system for the plan in detail.

Financial Resources

James McGill, Kimley-Horn, provided an overview of the funding sources available to the County that will be described in the Financial Resources Report for the Long-Range Transportation Plan. Revenue estimates and project cost inflation factors were then shared. Bryant Paulk, FDOT, noted that the revenue estimates appear lower than previous plans, but this is not because of a decrease in revenue, but rather an increase in operations and maintenance costs.

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 the next Bay County TPO Meeting will be held on May 28th at 10:00 am in the BayWay Transit Center Conference Room and the next Steering Committee meeting will likely be held in June. He thanked everyone for their participation and adjourned the meeting.

2050 Bay County Transportation Planning Organization Long Range Transportation Plan
Steering Committee #4
Meeting Summary June 17, 2025

Members Attending

Kaylor Collins, FDOT
Paul Bohac, CAC
Jim Pretlow, CAC
Cliff Johnson, TCC
Clint Murphy, TCC

Members Not Attending

Bryant Paulk, FDOT
Jonathan McFarlane-Einstein, 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
Keith Bryant, TCC
Eddie Cook, TCC

Others Attending

Richard Barr, Kimley-Horn (Online)
Jill Nobles (Online)
Roshita Taylor, Emerald Coast Regional Council (Online)
Jessica Walton, Emerald Coast Regional Council (Online)
Chris Sponseller, Bay County
Matt Devito, Panama City
Leandra Meredith, Emerald Coast Regional Council
Tiffany Bates, Emerald Coast Regional Council
Gary Kramer, Emerald Coast Regional Council
Vincent Spahr, Kimley-Horn
Allison Fluitt, Kimley-Horn (Online)
Brian Graham, Kimley-Horn (Online)

Handouts (Agenda, PowerPoint, and Steering Committee #3 Summary)

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

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

Congestion Management Process

Brian Graham, Kimley-Horn, reviewed the objectives and congestion mitigation strategies proposed for the Congestion Management Process (CMP). The roadway, transit, bike/ped, and freight networks were then shared with the committee. Brian then shared the performance measures used to evaluate the proposed objectives before discussing the performance targets proposed and how they were developed. Data for each year between 2018 to the updated plan's year was then shown and the updated data was compared to the performance targets set. Gary Kramer, ECRC, requested that the data for commute to work mode split and commute to work travel times be added to the presentation after previously being omitted. He also explained that the CMP undergoes a major update as part of the LRTP and undergoes minor updates annually every other year. Allison Fluitt, Kimley-Horn, then emphasized that these performance targets are different than the federal performance measures that are required. Instead, these targets are set by the TPO as a benchmark for how they believe the TPO should be performing. The Steering Committee concurred to include this item for action at the August TPO, TCC, and CAC meetings. The draft Congestion Management Process Major Update Technical Report will be placed on the ECRC Web Site prior to the August Meetings.

Evaluation Criteria

Brian Graham, Kimley-Horn, reviewed the proposed evaluation criteria for the plan along with the associated percentage weight of each before discussing the proposed scoring system for the plan. These Evaluation Criteria will be used to rank the Needs Plan Projects and will serve as one of the Non-SIS Cost Feasible Plan Scenarios. It was noted that two changes were made from the previous plan's evaluation criteria. These were made to the crash severity criteria within the Transportation Safety Group and the correct deficiency criteria within the Congestion Management Group. The changes for the 2050 LRTP Evaluation Criteria compared to the 2045 LRTP Evaluation Criteria will be identified in the August TPO, TCC, and CAC Agenda Enclosure. The Steering Committee concurred to include this item for action at the August TPO, TCC, and CAC meetings.

Financial Resources

Allison Fluitt, Kimley-Horn, provided an overview of the funding sources available to the County that will be described in the Financial Resources Report for the Long-Range Transportation Plan. Revenue estimates and project cost inflation factors were then shared. It was noted that revising the format of the optional taxes shown would be beneficial before bringing the presentation before the advisory board. The Steering Committee concurred to include this item for action at the August TPO, TCC, and CAC meetings. The draft Financial Resources Technical Report will be placed on the ECRC Web Site prior to the August Meetings.

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. The next Steering Committee will focus on the development of the Needs Plan. The next Bay County TPO Meeting will be held on August 27th at 10:00 am in the BayWay Transit Center Conference Room where the Congestion Management Process Major Update, Evaluation Criteria, and Financial Resources Reports will be presented as action items. After no additional discussion, the meeting was adjourned.

2050 Bay County Transportation Planning Organization Long Range Transportation Plan

Steering Committee #5
Meeting Summary July 22, 2025

Members Attending

Paul Bohac, CAC
Jim Pretlow, CAC
Cliff Johnson, TCC
Richard McConnell, Northwest Florida Beaches International Airport
Alex King, Port Panama City
Lamar Hobbs for Gene Keen, Bay Way
Holly Cohen, FDOT (Online)

Members Not Attending

Bryant Paulk, FDOT
Kaylor Collins, FDOT
Cheri Moon, Tyndall Air Force Base
John Skaggs, Naval Coastal Systems Center
Keith Bryant, TCC
Eddie Cook, TCC
Clint Murphy, TCC
JoAnne Stone, Bicycle/Pedestrian

Others Attending

Kandase Lee, Emerald Coast Regional Council (Online)
Eric Christianson, Emerald Coast Regional Council (Online)
Jill Nobles, Emerald Coast Regional Council (Online)
Jessica Walton, Emerald Coast Regional Council (Online)
Brian Graham, Kimley-Horn (Online)
James McGill, Kimley-Horn (Online)
Allison Fluitt, Kimley-Horn (Online)
Matt Devito, Panama City (Online)
Chris Sponseller, Bay County
Vincent Spahr, Kimley-Horn
Richard Barr, Kimley-Horn
Leandra Meredith, Emerald Coast Regional Council

Tiffany Bates, Emerald Coast Regional Council
Gary Kramer, Emerald Coast Regional Council

Handouts (Agenda, PowerPoint, and Steering Committee #4 Summary)

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

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

Needs Plan Overview

Vincent Spahr, Kimley-Horn, gave an overview of the Needs Plan Process that will be undertaken. He then went over a list of Existing + Committed Projects in Bay County that have been completed or are currently in the process of being constructed. A map of the projected roadway LOS for the TPO in 2044 was shared to highlight the corridors in Bay County with projected future congestion and the projected top 10 congested segments for 2029 were also listed. Vincent then reviewed cost estimates pulled from FDOT's Cost Per Mile Model Reports before going through a list of existing plans that will be reviewed for the Needs Plan development. Tiffany Bates, ECRC, then gave an update on the Bay County TPO Ped/Bike/Trail Plan and encouraged attendees to take the associated survey.

Port of Panama City Overview

Alex King, Port of Panama City, presented on the status of the Port of Panama City. The port is planning on a long-term scale with many projects having been recently completed, and many projects still to come. Some projects presented include a new warehouse being constructed in the East Terminal and the expansion of a berth in this terminal. These improvements are expected to lead to increased cargo traffic. The port is also seeking support to upgrade SR 389 (East Avenue) from Hwy 231 to the port. Also mentioned is the expansion of the bulk railroad capacity for the inland facility and possible intersection improvements in that area as well. The West Terminal is also being expanded to include improvements to container yard traffic flow, expanding the container terminal capacity, and the optimization of container handling through technological investments. A long-term project brought up by Alex, is the upgrading of the channel so that the port can remain competitive. The East Avenue Road project, off the port property, would benefit the East Terminal as well as intersection improvements at the West Terminal and Inland Port Facility.

Northwest Florida Beaches International Airport Overview

Richard McConnell, Northwest Florida Beaches International Airport, presented an update on the status of the airport as it relates to the upcoming Needs Plan. The airport has over 1.87 million passengers passing through the airport. This represents 500% growth over 14 years. The main project being undertaken by the airport currently is the expansion of the airport terminal building facility which includes an expanded baggage makeup and handling facility, additional aircraft ramp space, and an 80,000 square foot terminal building. A list of other projects was presented by Richard up to 20 years out. Richard mentioned that he believes traffic relief will come from the upgrading of the 77/79 corrido, West Bay Parkway into Walton County, SR 388 east of the Airport, and a northern connection to the Airport.

BayWay Overview

Lamar Hobbs, BayWay, presented an update on the status of BayWay as it relates to the upcoming Needs Plan. Lamar provided an overview of all the services that BayWay provides included fixed-route service, BayWay on Demand, BayWay FLEX, and their partnership with Uber. The challenges that BayWay is currently facing include limited-service coverage in outlying areas, growing demand for microtransit, operational costs, and technological needs. The overall goal for BayWay Is to expand to become a regional transit hub rather than just for Bay County. Other projects include completing bus stop improvements that have already been started.

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. The next Steering Committee will continue focusing on the development of the Needs Plan with additional presentations from other stakeholders and is scheduled for August 19th at 10:00 am in the BayWay Transit Center Conference room. The next Bay County TPO Meeting will be held on August 27th at 10:00 am in the BayWay Transit Center Conference Room where the Congestion Management Process Major Update, Evaluation Criteria, and Financial Resources Reports will be presented as action items. After no additional discussion, the meeting was adjourned.

2050 Bay County Transportation Planning Organization Long Range Transportation Plan

Steering Committee #6
Meeting Summary August 19, 2025

Members Attending

Paul Bohac, CAC
Cliff Johnson, TCC
Cheri Moon, Tyndall Air Force Base
Kaylor Collins, FDOT
John Skaggs, Naval Coastal Systems Center
Holly Cohen, FDOT (Online)
Clint Murphy, TCC (Online)
Sarah Harris for Alex King, Port of Panama City (Online)

Members Not Attending

Bryant Paulk, FDOT
Keith Bryant, TCC
Eddie Cook, TCC
Jim Pretlow, CAC
Richard McConnell, Northwest Florida Beaches International Airport
Gene Keen, Bayway

Others Attending

Roshita Taylor, Emerald Coast Regional Council (Online)
Jill Nobles (Emerald Coast Regional Council (Online)
Brian Graham, Kimley-Horn (Online)
James McGill, Kimley-Horn (Online)
Allison Fluitt, Kimley-Horn (Online)
Matt Devito, Panama City (Online)
Chris Sponseller, Bay County
Richard Barr, Kimley-Horn
Tiffany Bates, Emerald Coast Regional Council
Gary Kramer, Emerald Coast Regional Council

Handouts (Agenda, PowerPoint, and Steering Committee #5 Summary)

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

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 Overview

Brian Graham, Kimley-Horn, gave an overview of the Needs Plan Process that will be undertaken. Richard Barr, Kimley-Horn, then went over a map of projects adopted from the 2045 Needs Plan as well as a list of Existing + Committed projects and their status. A map of the projected roadway LOS for the TPO in 2044 was shared to highlight the corridors in Bay County with projected future congestion and the projected top 10 congested segments for 2029 were also listed. Richard then reviewed cost estimates pulled from FDOT's Cost Per Mile Model Reports and a relevant PD&E Study before going through a list of existing plans that will be reviewed for the Needs Plan development. Roshita Taylor, ECRC, then gave an update on the Bay County TPO Ped/Bike/Trail Plan and encouraged attendees to take the associated survey. The Needs Plan Overview concluded by asking committee members for any projects that they would like to see included in the 2050 Needs Plan. No additional projects were mentioned.

Naval Support Activity Panama City

John Skaggs, Naval Support Activity Panama City, presented an overview of the status the NSAPC and their transportation needs. The major needs highlighted within the presentation included a need for secondary access at the north side of the base near US 98. Another need highlighted in the presentation was an improvement to US 98 at Navy Boulevard. Naval Support Activity Panama City is a critical hub for the Navy, supporting 18 tenant commands and over 3900 employees on the base. One of the unique features of the installation is that it has a very large civilian and contractor population in comparison to uniformed military personnel. This feature makes NSA Panama City a little different from other installations that have a significantly larger portion of uniformed personnel. The base is also home to the Naval Diving and Salvage Training Center (NDSTC), which annually trains about 1500 students, with approximately 250 on board at any time. NDSTC is the primary training center for Navy diving and salvage, and its role in ensuring the safety of Navy personnel is significant.

Tyndall Air Force Base

Cheri Moon, Tyndall Air Force Base, presented an overview of the status of Tyndall Air Force Base and their transportation needs. The recommended projects highlighted during the presentation include improving SR 22 to relieve some congestion along US 98, a lighting project along Tyndall Parkway near SR 22, widening Tyndall Parkway to 6 lanes, Overpass at the Tyndall Air Force Base Main Gate, DuPont Bridge Replacement, widening Star Avenue to 4 lanes, and improvements at Star Avenue and US 231. Cheri also provided an update on the Tyndall rebuilding effort. Approximately 40% of the work has been completed so far including 17 out of the 50 total projects. As per the 2024 Economic Analysis, the personnel/family members/retirees currently at Tyndall are as follows: 10,200 military, civilians, family members and 6117 retirees and families.

FDOT Freight Overview

Holly Cohen, FDOT Freight, presented an overview of the status of the FDOT Freight Plan and the transportation needs that have been identified by FDOT Freight for District 3. The needs highlighted during the presentation include adding a truck parking area near US 231 industrial park, improving SR 75 from SR 30A 15th St to SR 368 23rd Street, and improving East Ave from the Port Entrance to S of SR 30 5th Street. It was also mentioned that rail partners are looking for connections to the port and for last mile connections to customers but do not have any specific needs to call out.

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. The next Steering Committee has not yet been scheduled but will focus on the further development of the Needs Plan. The next Bay County TPO Meeting will be held on August 27th at 10:00 am in the Bayway Transit Center Conference Room where the Congestion Management Process Major Update, Evaluation Criteria, and Financial Resources Reports will be presented as action items as well as an introduction to the Needs Plan process. After no additional discussion, the meeting was adjourned.

2050 Bay County Transportation Planning Organization Long Range Transportation Plan

Steering Committee #7
Meeting Summary October 7, 2025

Members Attending

Kaylor Collins, FDOT
Paul Bohac, CAC
Jim Pretlow, CAC
Keith Bryant, TCC
Cliff Johnson, TCC
Clint Murphy, TCC

Members Not Attending

Bryant Paulk, FDOT
Eddie Cook, TCC
Richard McConnell, Northwest Florida Beaches International Airport
Alex King, Port Panama City
Lamar Hobbs for Gene Keen, Bay Way
Cheri Moon, Tyndall Air Force Base
John Skaggs, Naval Coastal Systems Center
Holly Cohen, FDOT

Others Attending

Eugene Jules, FDOT (Online)
Jessica Walton, Emerald Coast Regional Council (Online)
Brian Graham, Kimley-Horn (Online)
James McGill, Kimley-Horn (Online)
Allison Fluitt, Kimley-Horn (Online)
Jill Nobles, Emerald Coast Regional Council (Online)
Roshita Taylor, Emerald Coast Regional Council (Online)
Vincent Spahr, Kimley-Horn
Leandra Meredith, Emerald Coast Regional Council
Tiffany Bates, Emerald Coast Regional Council
Gary Kramer, Emerald Coast Regional Council

Handouts (Agenda, PowerPoint, Steering Committee #6 Summary, Project Maps, Project List, Removed Projects 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

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 Overview

Allison Fluitt, Kimley-Horn, gave an overview of the Needs Plan Process and where the project currently stands within that process. She then highlighted the Existing and Committed projects and mentioned that these are important to keep in mind as the committee is considering other projects that should be added to the project list.

Needs Plan Project List

Brian Graham, Kimley-Horn, listed the sources that were consulted for the draft needs plan list and highlighted stakeholder feedback, the TIP, and Bay's project priorities. Brian shared that this is only the first time that this list of projects will be presented to the committee and that they will have additional time to review after the meeting and at subsequent meetings. Brian then gave a preview of the interactive map and it's features.

Capacity Projects

Brian Graham and Gary Kramer highlighted a group of projects for the committee. Their feedback on those projects is listed below.

A-08: There is a proposed alternative alignment that will be sent to the project team to update the extents of the project. Keith Bryant and the TPO/Consultant Project Team will update this project segment accordingly.

A-29: Gary asked the committee if they feel this project is still necessary. The Steering Committee recommended this project be removed from the 2050 Needs Plan. This project will be moved to projects that were in the 2045 LRTP but are no longer in the 2050 LRTP.

A-36: Gary asked the committee if they feel this project is still necessary. Due to a lot of changes happening in the area surrounding this project, the committee advised leaving the project in the 2050 LRTP Needs Plan.

A-42: This project is from the RRTP and is an alignment from Panama City to the Alabama State Line. Gary asked the committee whether this project should be included within the 2050 plan or if it should be a project past the year 2050. Cliff Johnson asked if the project should stop at the Bay County Line. Gary responded because of logical termini the project was shown to the Alabama State Line. The committee decided this project should be moved to the illustrative list—Projects that are needed beyond 2050.

A-45: This project is a proposed toll facility from Panama City to I-10. The committee agreed that this project should remain in the 2050 Needs Plan.

Intersection Projects

B-01 to B-04: These projects are lighting projects from the ECRC Safety Action Plan. The committee decided that lighting projects do not need to be included in the 2050 LRTP because these projects are short term operational projects.

B-36: This project involves the realignment of 11th Street into a new traffic signal. Due to the proximity of 11th Street there is no way to signalize both, so it makes more sense to realign 11th street.

Additional Projects for Consideration:

- State Avenue and 23rd Street
  - Most traffic takes a right turn
  - NB State Ave at 23rd needs a right turn lane
- Lisenby & 23rd NB
  - Add a right turn lane
- Baldwin at 77
  - Add an EB right turn lane
- Arnold at Back Beach Road
  - This is a CRA project that had to remove a right turn lane due to a ROW constraint. The committee expressed that they feel the right turn lane is still a need for this project. This project will be included in the 2050 LRTP Needs Plan.

Bicycle/Pedestrian Projects

Brian Graham stated that this list of projects will be updated alongside the Bay County Bike/Ped/Trail Plan that is happening concurrently.

C-10: Pedestrian overpass at Frank Brown Park. This project will be updated as a pedestrian underpass since the TPO requested a feasibility study for a pedestrian underpass at this location.

Vincent Spahr commented on Gail's Trail Projects on Panama City Beach. The Gails Trail Projects were deferred to the Pedestrian, Bicycle, Trails Committee for inclusion into that plan prior to including it in the 2050 LRTP Needs Plan.

Corridor/Complete Streets Projects
No edits were proposed to this group of projects.

Transit Projects
All projects are carried over from the previous LRTP other than E-10 which was suggested from a stakeholder presentation. The Steering Committee agreed that E-10 should be included in the 2050 LRTP Needs Plan.

Additional Projects/Comments
No additional projects or comments were made.

Upcoming Public Workshop
Tiffany Bates, ECRC, summarized the upcoming public engagement planned for the LRTP. There will be a workshop on January 14th at 4:00 pm at the Bayway center. Also, there will be a public survey coming out mid-December that will run through mid-January.

Next Steps
Brian Graham summarized the next steps of the planning process. The draft project list will be put before the advisory boards in November, the public workshop will be held in January, another Steering Committee will be held, and the final Needs Plan material will be put before the advisory boards in February. The project team will also begin working on cost estimation during this time.

Overview and Adjournment
Gary Kramer stated that the Steering Committee will continue to 3 more times throughout the duration of the 2050 Long Range Transportation Plan. The next Steering Committee has not yet been scheduled but will focus on the further development of the Needs Plan. The Bay County TPO and Advisory Committee meetings will be held on November 5th at 10:00 am in the Bayway Transit Center Conference Room where the draft 2050 LRTP Needs Plan will be presented for review and comment.

2050 Bay County Transportation Planning Organization Long Range Transportation Plan

Steering Committee #8
Meeting Summary January 21, 2026

Members Attending

Paul Bohac, CAC
Jim Pretlow, CAC
Cliff Johnson, TCC
Clint Murphy, TCC
Bryant Paulk, FDOT
Kaylor Collins, FDOT

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
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)
Richard Barr, Kimley-Horn (Online)
Chris Sponseller, Bay County
Vincent Spahr, Kimley-Horn

Leandra Meredith, Emerald Coast Regional Council
Gary Kramer, Emerald Coast Regional Council

Handouts (Agenda, PowerPoint, Steering Committee #7 Summary, Project Map, Project List, Removed Projects 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 Overview

Brian Graham, Kimley-Horn, gave an overview of the Needs Plan Process and where the project currently stands within that process. The final step of the Needs Plan Process will be the adoption of the Needs Plan at the February TPO meetings.

Public Outreach Summary

Leandra Meredith, ECRC, provided an update on the public survey that has been created to help inform the public about this plan. She asked Steering Committee members to share the survey link with their constituents to raise the number of responses before the survey is closed. Leandra then outlined the feedback that was received from the public workshop on January 14th. The portion of US 98 between Frankford Ave and Lisenby Ave and the intersection of Chestnut Ave at 9th Street were both identified as areas of concern by the public at the meeting. The project team was also informed that the maintenance and transfer center that was previously included in the project list can be removed. The land proposed for the project has been purchased and is no longer a viable option.

Brian Graham, Kimley-Horn, then summarized the actions taken by the project team in response to these comments. The team added a bicycle/pedestrian project along US 98 between Lisenby Ave and Frankford Ave as well as a project at the intersection of Chestnut Ave & 9th Street. The committee confirmed that FDOT will be doing a safety study at these locations also. Finally, the maintenance and transfer center has been removed from the Needs Plan Project List.

Needs Plan Project List

Brian Graham, Kimley-Horn, presented the current Needs Plan Project List with the changes from the Public Workshop on January 14th included. After discussing each category of project, he also discussed the I-10 connector project that is listed as an illustrative project within this plan and the 2045 Needs Plan Projects that are not included in the 2050 Needs plan. The discussion of each category of Needs Plan Projects can be found below:

Capacity Projects

Brian Graham, Kimley-Horn, and Gary Kramer, ECRC, highlighted a group of projects for the committee. Their feedback on those projects is listed below.

A-43: This project is a toll road connecting US 98 to I-10 to the East. After some discussion with the committee about the project extending beyond Bay County, staff is going to be kept within the Needs List because the Turnpike Enterprise studied this project from Panama City to Interstate 10.

Intersection Projects

Brian Graham, Kimley-Horn, and Gary Kramer, ECRC, highlighted the projects that were added from the previous Steering Committee Meeting along with the full list of Intersection Projects. The Steering Committee feedback on those projects is listed below.

Additional Projects for Consideration:

- Add a right turn lane at Frankford Ave & SR 390 north and south
- Add a right turn lane at Frankford Ave & 23rd Street north and south

Bicycle/Pedestrian Projects

Brian Graham, Kimley-Horn, and Gary Kramer, ECRC, stated that most of the projects within this list come from the Bike/Ped/Trail Plan project list. The changes made by the public workshop were also highlighted. Paul Bohac stated funding sources should be identified for the Bicycle/Pedestrian Projects. Gary Kramer stated the costs will be identified. Jessica Walton mentioned that possible funding sources are listed in the individual Bike/Pedestrian/Trail Plan. No changes were proposed by the committee.

Corridor/Complete Streets Projects

Brian Graham, Kimley-Horn, and Gary Kramer, ECRC, highlighted project D-24 that was switched to a corridor management project from a 6-lane capacity project. No changes were proposed by the committee.

Transit Projects

Brian Graham, Kimley-Horn, and Gary Kramer, ECRC, highlighted the Transit projects and discussed the change made based on feedback from the public workshop. No changes were proposed by the committee.

Additional Projects/Comments

No additional projects or comments were made.

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. Clint Murphy indicated he will be providing a list of projects that are funded by Panama City.

Next Steps

Gary Kramer, ECRC, summarized the next steps of the planning process. The Draft Needs Plan will be presented for approval at the February 25th TPO and advisory Committee meetings. An initial draft of the Draft Cost Feasible Plan for SIS and Local projects will also be presented at the February TPO and Advisory Committee Meetings. The last two Steering Committee Meetings will focus on the Cost Feasible Plan Projects for the SIS, Non-SIS, and locally funded projects. The Cost Feasible Plan will be presented for action by the TPO and Advisory Committees at their May 27th meetings.

Adjournment

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

2050 Bay County Transportation Planning Organization Long Range Transportation Plan

Steering Committee #9
Meeting Summary March 10, 2026

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.

2050 Bay County Transportation Planning Organization Long Range Transportation Plan

Steering Committee #10
Meeting Summary April 28, 2026

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: CHECKLISTS

Section A – Federal Requirements		Where and How it is Addressed
23 C.F.R Part 450 – Planning Assistance and Standards		
A-01	Does the plan cover a 20-year horizon from the date of adoption? (23 C.F.R 450.324(a))	Yes. The planning horizon is FY31-50, incorporating the current five years of the TIP.
A-02	Does the plan address the planning factors described in 23 CFR 450.306(b)?	Yes. **Section 3.4** shows how the Goals and Objectives of this LRTP fulfill the Federal Planning Factors.
A-03	Does the plan include both long-range and short-range strategies/actions that provide for the development of an integrated multimodal transportation system to facilitate the safe and efficient movement of people and goods in addressing current and future transportation demand? (23 CFR 450.324(b))	Yes. The LRTP includes bicycle & pedestrian projects from the Bay County 2025 PedBikeTrail Plan in the Needs Plan
A-04	Was the requirement to update the plan at least every five years met? (23 CFR 450.324(c))	Yes. The 2045 Plan was adopted June 16, 2021. The 2050 Plan was adopted May 27, 2026.
A-05	Did the TPO coordinate the development of the metropolitan transportation plan with the process for developing transportation control measures (TCMs) in a State Implementation Plan (SIP)? (23 CFR 450.324(d))	Not Applicable
A-06	Was the plan updated based on the latest available estimates and assumptions for population, land use, travel, employment, congestion, and economic activity? (23 CFR 450.324(e))	Yes. **Section 1.5** and **Appendix D** include an Area Profile with the latest data.
A-07	Does the plan include the current and projected transportation demand of persons and goods in the metropolitan planning area over the period of the plan? (23 CFR 450.324(f)(1))	Yes. The plan includes congestion projection data through 2050 in **Section 6.3.6**.
A-08	Does the plan include existing and proposed transportation facilities? (23 CFR 450.324(f)(2))	Yes. **Section 6.2.1** includes the Existing + Committed Network.
A-09	Does the plan include a description of the performance measures and performance targets used in assessing the performance of the transportation system? (23 CFR 450.324(f)(3))	Yes. **Section 6.4.4** references the Congestion Management Process which includes performance measures and **Appendix E** provides the System Performance Report.

	Section A – Federal Requirements	Where and How it is Addressed
A-10	Does the plan include a system performance report and subsequent updates evaluating the condition and performance of the transportation system with respect to the performance targets described in 23 CFR 450.306(d)? (23 CFR 450.324(f)(4))	Yes. **Section 6.4.4** references the Congestion Management Process which includes performance measures and **Appendix E** provides the System Performance Report.
A-11	Does the plan integrate in the metropolitan transportation planning process, directly or by reference, the goals, objectives, performance measures, and targets described in other State transportation plans and transportation processes, as well as any plans developed under 49 U.S.C. chapter 53 by providers of public transportation, required as part of a performance-based program? (23 CFR 450.306(d)(4))	Yes. The Goals & Objectives in **Section 3** were developed using State Plans and a full list of plans can be found in the Goals and Objectives Technical Report. **Appendix E** also provides the System Performance Report.
A-12	Does the plan include operational and management strategies to improve the performance of existing transportation facilities to relieve vehicular congestion and maximize the safety and mobility of people and goods? (23 CFR 450.324(f)(5))	Yes. **Section 7.4** addresses operations and maintenance
A-13	Does the plan include consideration of the results of the congestion management process? (23 CFR 450.324(f)(6))	Yes. **Section 6.4.4** addresses the Congestion Management Process. Bay County TPO is not a TMA and is not in a nonattainment area for ozone or carbon monoxide though.
A-14	Does the plan include an assessment of capital investment and other strategies to preserve the existing and projected future metropolitan transportation infrastructure, provide for multimodal capacity increases based on regional priorities and needs, and reduce the vulnerability of the existing transportation infrastructure to natural disasters? (23 CFR 450.324(f)(7))	Yes. **Section 7.4** addresses operations and maintenance and **Section 4.3** includes evaluation criteria that touch on this.
A-15	Does the plan include transportation and transit enhancement activities? (23 CFR 450.324(f)(8))	Yes. **Section 6.3.5** outlines the transit projects included in the Needs Plan and **Section 7.2.3** outlines the Multi-Modal alternative considered for the Cost Feasible Plan.

	Section A – Federal Requirements	Where and How it is Addressed
A-16	Does the plan include design concept and design scope descriptions of all existing and proposed transportation facilities in sufficient detail? (23 CFR 450.324(f)(9))	Yes. **Section 6.3** and **Section 7.2** include detailed descriptions of all proposed facilities in the plan.
A-17	Does the plan include a discussion of types of potential environmental mitigation activities and potential areas to carry out these activities? (23 CFR 450.324(f)(10))	Yes. **Section 6.4.3** and **Section 6.4.9** both address these factors.
A-18	Does the plan include a financial plan that demonstrates how the adopted transportation policy can be implemented? (23 CFR 450.324(f)(11))	Yes **Section 5** includes the development of financial resources and address (i), (ii), (iii), (iv) of 23 CFR 450.324(f)(11)
A-19	Does the plan include pedestrian walkway and bicycle transportation facilities? (23 CFR 450.324(f)(12))	Yes **Section 6.3.3** includes bicycle and pedestrian projects into the Needs Plan
A-20	Does the plan integrate the priorities, goals, countermeasures, strategies, or projects for the metropolitan planning area contained in the HSIP, including the SHSP, the Public Transportation Agency Safety Plan, or an Interim Agency Safety Plan? (23 CFR 450.324(h))	Yes. These were included in the analysis of the Goals & Objectives and performance measures are further discussed in the System Performance Report found in **Appendix E**.
A-21	Did the plan allow for individuals reasonable opportunity to comment on the transportation plan? (23 CFR 450.324(j))	Yes. **Section 2** outlines the Public Involvement.
A-22	Did the MPO publish or otherwise make readily available the metropolitan transportation plan for public review? (23 CFR 450.324(k))	Yes. The plan was posted to ECRC's website.
A-23	Did the TPO provide adequate public notice of public participation activities and time for public review and comment at key decision points. (23 CFR 450.316(a)(1)(i))	Yes. ECRC staff managed the public involvement and outreach.
A-24	Did the TPO demonstrate an explicit consideration and response to public input received during the development of the LRTP? (23 CFR 450.316(a)(1)(vi))	Yes. The referenced Technical Reports include feedback received and edits made.
A-25	Did the TPO consult with agencies and officials responsible for other planning activities within the MPO planning area? (23 CFR 450.316(b))	Yes. Presentations were given by agencies during multiple Steering Committee Meetings which can be seen in **Appendix B**
A-26	If the planning area includes Indian Tribal Lands, did the TPO appropriately involve the Indian Tribal government(s) in the development of the plan? (23 CFR 450.316(c))	Yes. See **Section 2.2.2** for discussion on Resource Agency & Tribal Coordination

	Section A – Federal Requirements	Where and How it is Addressed
A-27	If the planning area includes Federal public lands, did the TPO appropriately involve the Federal land management agencies? (23 CFR 450.316(d))	Yes. See **Section 2.2.2** for discussion on Resource Agency & Tribal Coordination
A-28	In urbanized areas that are served by more than one MPO, is there written agreement among the MPOs, the State, and public transportation operator(s) describing how the metropolitan transportation planning processes will be coordinated to assure the development of consistent plans across the planning area boundaries, particularly in cases in which a proposed transportation investment extends across those boundaries? (23 CFR 450.316(e))	ECRC ensures coordination between the Bay County TPO and the Okaloosa-Walton TPO which joins the boundary on the west side.
A-29	Showing Federal Funds in the 1st 10 years of the LRTP Summary Clarification Florida FY21 FHWA/FTA Fiscal Constraint White Paper	See **Section 7** Cost Feasible Plan
A-30	Including the 1st 5 years in the LRTP Summary Clarification Florida FY21 FHWA/FTA Fiscal Constraint White Paper	See **Section 7** Cost Feasible Plan
A-31	Assessment of Fiscal Constraint in the Financial Plan Summary Clarification Florida FY21 FHWA/FTA Fiscal Constraint White Paper	See **Section 5** Financial Resources and **Section 7** Cost Feasible Plan

Section B – State Requirements		Where and How it is Addressed
Section 339.175 of the Florida Statutes		
B-1	Does the plan cover Section 339.175(6)(b), F.S., which requires the LRTP provide for consideration of projects and strategies that will: • Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency; • Increase the safety and security of the transportation system for motorized and non-motorized users; • Increase the accessibility and mobility options available to people and for freight; • Protect and enhance the environment, promote energy conservation, and improve quality of life; • Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight; • Promote efficient system management and operation • Emphasize the preservation of the existing transportation system.	Yes. **Section 6** includes projects that support each of these points. These points are also addressed through **Section 4** Evaluation Criteria and **Section 3** Goals and Objectives.
B-2	Does the plan cooperate with the state and public transit operators, transportation plans, and programs for metropolitan areas? (Section 339.175(1))	ECRC ensures coordination between the Bay County TPO and the Okaloosa-Walton TPO which joins the boundary on the west side. Presentations Bayway also submitted feedback throughout the plan.
B-3	Does the plan provide for all modes? (Section 339.175(1))	Yes. The LRTP includes bicycle & pedestrian projects from the Bay County 2025 PedBikeTrail Plan in the Needs Plan
B-4	To ensure the process is integrated with the statewide planning process, MPOs shall develop plans and programs that identify transportation facilities that should function as an integrated metropolitan transportation system, giving emphasis to facilities that serve important national, state, and regional transportation functions. These include the facilities on the Strategic Intermodal System (SIS) designated under s.339.63, F.S. and facilities for which projects have been identified pursuant to s.339.2819(4), F.S. (Transportation Regional Incentive Program). (Section 339.175(1))	Yes. SIS projects are addressed in **Section 7.2.5.**

	Section B – State Requirements	Where and How it is Addressed
B-5	The LRTP must address at least a 20-year planning horizon, include both long-range and short-range strategies, and comply with all other State and Federal requirements. The LRTP must also consider these prevailing principles: preserving the existing transportation infrastructure, enhancing Florida's economic competitiveness, and improving travel choices to ensure mobility. (Section 339.175(7))	Yes. The planning horizon is FY31-50, incorporating the current five years of the TIP.
B-6	The LRTP must be consistent, to the maximum extent feasible, with future land use elements and the goals, objectives, and policies of the approved local government comprehensive plans of the units of local government located within the jurisdiction of the MPO. (Section 339.175(7))	Yes. Land Use is included in **Appendix D** Area Profile and local government plans reviewed can be seen in the Goals and Objectives Technical Report. Local Governments also provided feedback through Steering Committee Meetings shown in **Appendix B.**
B-7	Each MPO is encouraged to consider strategies that integrate transportation and land use planning in order to provide for sustainable development and reduce GHG emissions. (Section 339.175(7))	Yes. **Section 6.4.3** discusses environmental mitigation. System Sustainability and Livability was also an evaluation criteria used to score projects.
B-8	The approved LRTP must be considered by local governments in the development of the transportation elements in local government comprehensive plans and any amendments thereto. (Section 339.175(7))	Yes. **Appendix B** shows that local governments were included in the development process of the LRTP through a series of Steering Committee meetings.
B-9	Does the plan identify transportation facilities, including, but not limited to, major roadways, airports, seaports, spaceports, commuter rail systems, transit systems, and intermodal or multimodal terminals that will function as an integrated metropolitan transportation system (Section 339.175(7))	Yes. **Section 7.2.5** discusses SIS projects. All facilities are also discussed in the Congestion Management Process technical report.
B-10	Does the plan give emphasis to those transportation facilities that serve national, statewide, or regional functions; and must consider the goals and objectives identified in the Florida Transportation Plan. If a project is located within the boundaries of more than one MPO, the MPOs must coordinate plans regarding the project in their LRTPs. (Section 339.175(7))	Yes. SIS facilities are addressed in **Section 7.2.5.**

	Section B – State Requirements	Where and How it is Addressed
B-11	Does the plan include a financial plan that demonstrates how the plan can be implemented, indicating resources from public and private sources that are reasonably expected to be available to carry out the plan, and recommends any additional financing strategies for needed projects and programs. The financial plan may include, for illustrative purposes, additional projects that would be included in the adopted LRTP if reasonable additional resources beyond those identified in the financial plan were available. (Section 339.175(7))	Yes. **Section 5, Section 7, and Appendix F** discuss the financial resources and the financial plan included in the plan.
B-12	Does the plan assess capital investment and other measures necessary to ensure the preservation of the existing metropolitan transportation system, including requirements for the operation, resurfacing, restoration, and rehabilitation of major roadways and requirements for the operation, maintenance, modernization, and rehabilitation of public transportation facilities. (Section 339.175(7))	Yes. **Section 7.4** discusses non-capacity Operations and Maintenance
B-13	Does the plan assess capital investment and other measures necessary to make the most efficient use of existing transportation facilities to relieve vehicular congestion, improve safety, and maximize the mobility of people and goods. Such efforts must include, but are not limited to, consideration of infrastructure and technological improvements necessary to accommodate advances in vehicle technology, such as autonomous technology and other developments. (Section 339.175(7))	Yes. The Congestion Management Process discussed in **Section 6.4.4** and in the Congestion Management Technical Report discuss strategies to relieve congestion.
B-14	Does the plan indicate, as appropriate, proposed transportation enhancement activities, including, but not limited to, pedestrian and bicycle facilities, scenic easements, landscaping, historic preservation, mitigation of water pollution due to highway runoff, and control of outdoor advertising. (Section 339.175(7))	Yes. **Section 6** of the report discusses all projects in the Needs Plan including projects to address various factors.
B-15	Was the plan approved by each MPO on a recorded roll-call vote or hand-counted vote of the majority of the MPO membership present. (Section 339.175(13))	Yes. The Bay County TPO adopted the plan on May 27, 2026

APPENDIX D: AREA PROFILE

TABLE OF CONTENTS

Table of Contents 1
1.0 Population 2
2.0 Households 3
3.0 Employment 4
4.0 Commuting Flows 5
5.0 Income 6
6.0 Real GDP 7
7.0 Poverty Rate 7
8.0 Education 7
9.0 Vehicle Ownership 8
10.0 Land Use 9
11.0 Flood Plain 10
12.0 Existing Transit 11
13.0 Existing Bike/Ped Facilities 12
14.0 Tourism 13

1.0 Population

Population is a key variable that drives traffic movements within Bay County. As shown in **Figure**, Bay County's population is concentrated most densely around Panama City and along the coast. The average population density for the entire county is 1,235 residents per mi^2. Based on Census data, Bay County had an estimated population of 180,076 residents in 2020. This number is projected to increase to 219,400 by 2050. This results in an average growth of 0.73% per year in that time period.

Population by Age

0-19 Years: 23.0%
20-39 Years: 24.9%
40–59 Years: 26.5%
60+ Years: 25.6%

Population by Sex

Female: 50.7%
Male: 49.3%

Population by Race

White: 76.5%
Black/African American: 10.0%
Asian: 2.0%
Other: 11.5%

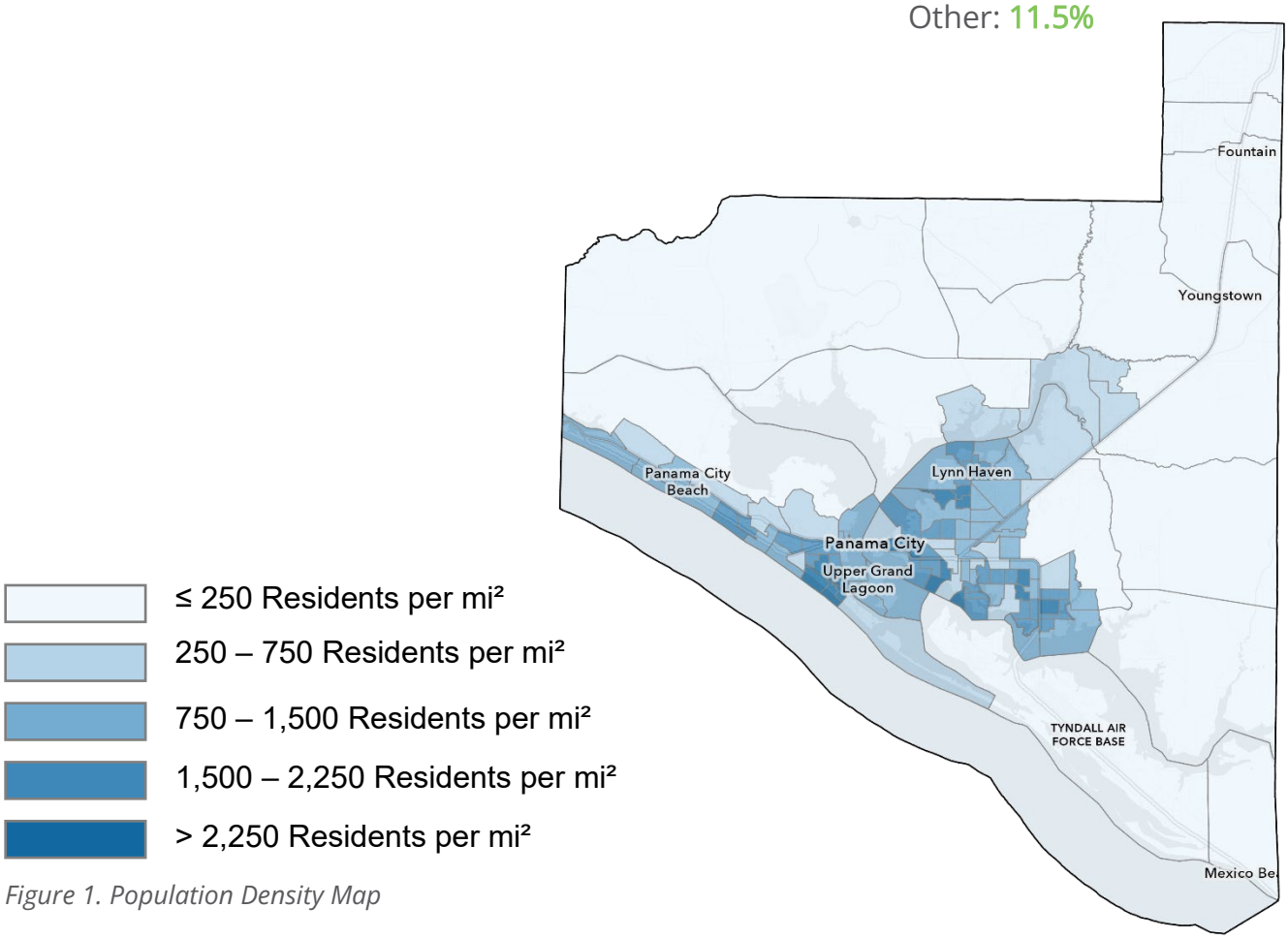


Figure 1. Population Density Map

2.0 Households

Household numbers and average household size in Bay County has followed national trends in recent years with a growing number of households but a slight decrease in the average size of each household. Between 2020 and 2015 the number of households in Bay County has increased 6.0% from 69,337 to 73,536 while the average size of households has decreased from 2.59 to 2.42.

The number of families in Bay County has also increased. The number of families has grown 13.2% from 41,884 to 47,432 families. The average family size has decreased however, like households. In 2015 the average family size in Bay County was 3.37 and in 2020 it was 2.98.

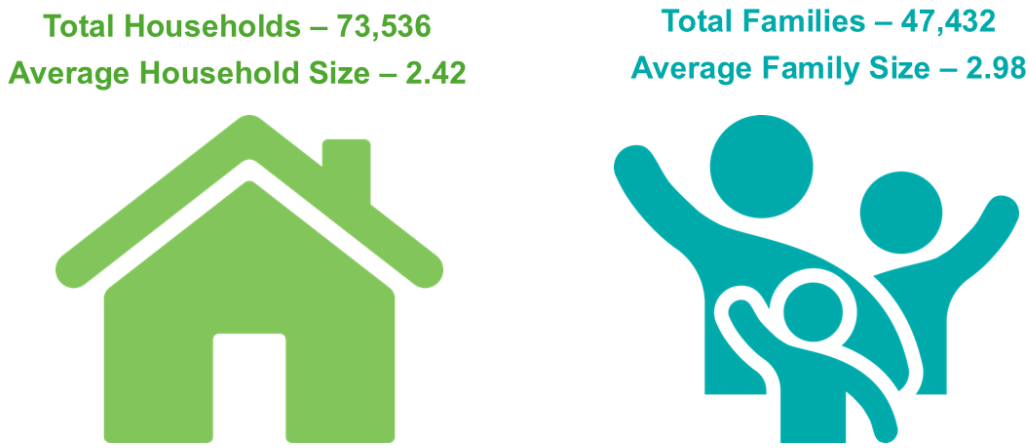


Figure 2. Household and Family Statistics for Bay County in 2020

3.0 Employment

Employment numbers are also a contributing factor behind commuting flows, though employment is typically more volatile than both population and households. Similar to population however, the highest job density in Bay County can be found around Panama City and along the coast as shown in **Figure** . According to Census data, employment within Bay County is expected to grow from 82,380 to 149,966 between 2020 and 2050. This is an average growth rate of 2.7% per year over that period.

Private Jobs by Industry

Retail trade: 18.0%
Accommodation & Food Services: 17.0%
Health Care and Social Assistance: 13.2%
Construction: 10.4%

Military & Defense Impact

Bay County's economy also receives a large amount of contributions from the Tyndall Air Force Base and Naval Support Activity (NSA) Panama City. In a 2024 study conducted on the impact of the Florida's military and defense workers, it is estimated that the military in Bay County makes up 33,339 jobs, 37.7% of the economy and $4.3 billion in County economic impact.

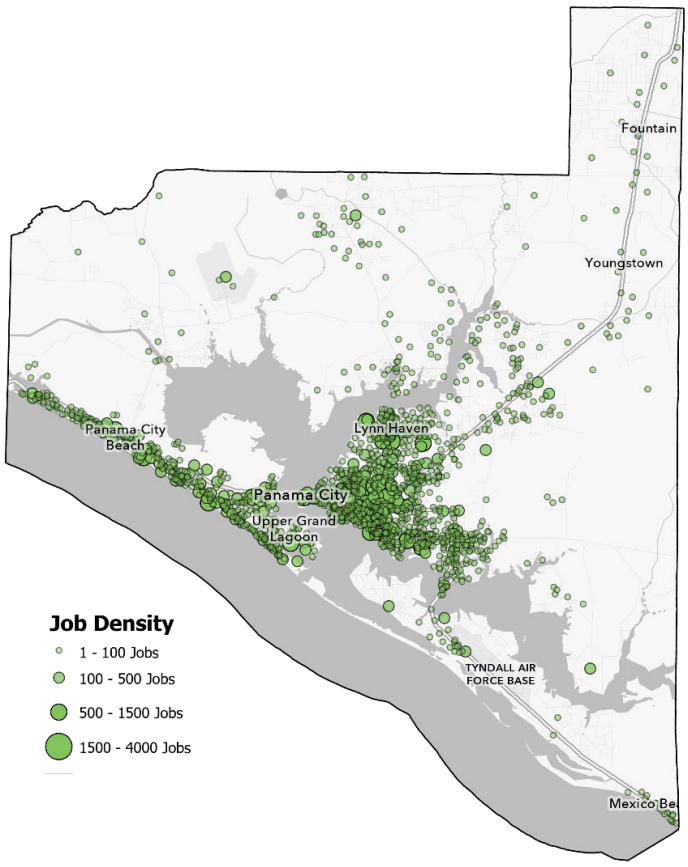


Figure 3. Job Density Map

4.0 Commuting Flows

Based on data from LEHD on the Map Software, 49,037 people live and work within Bay County. 22,595 residents of Bay County commute outside of Bay County when going to work and 27,269 workers who do not reside within Bay County commute into the county to work. This data is also shown in **Figure** below.

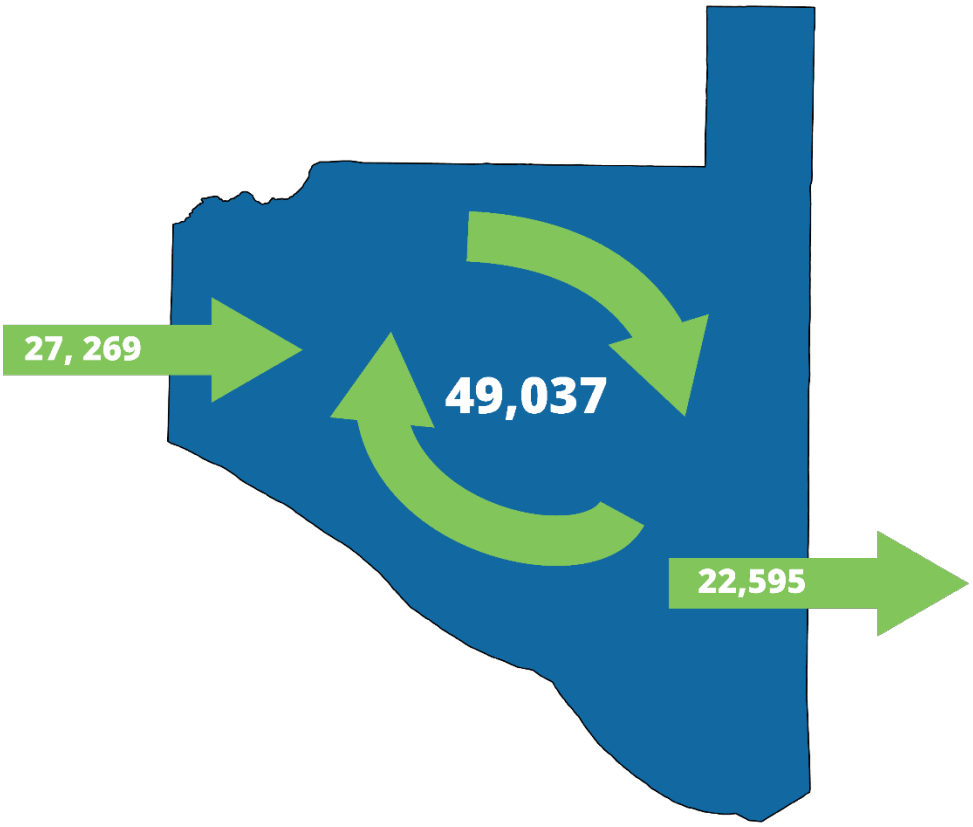


Figure 4. Commuting Flows

5.0 Income

The median household income for Bay County in 2020, was $56,483. This was lower than both the U.S. and Florida median household income for the same year. Annual income distribution in Bay County can be seen in **Figure 5** below. Households in Bay County earning between $75,000 and $99,999 per year made up the smallest percentage at 14.6% and households earning between $25,000 and $49,999 per year made up the highest percentage at 24.5%.

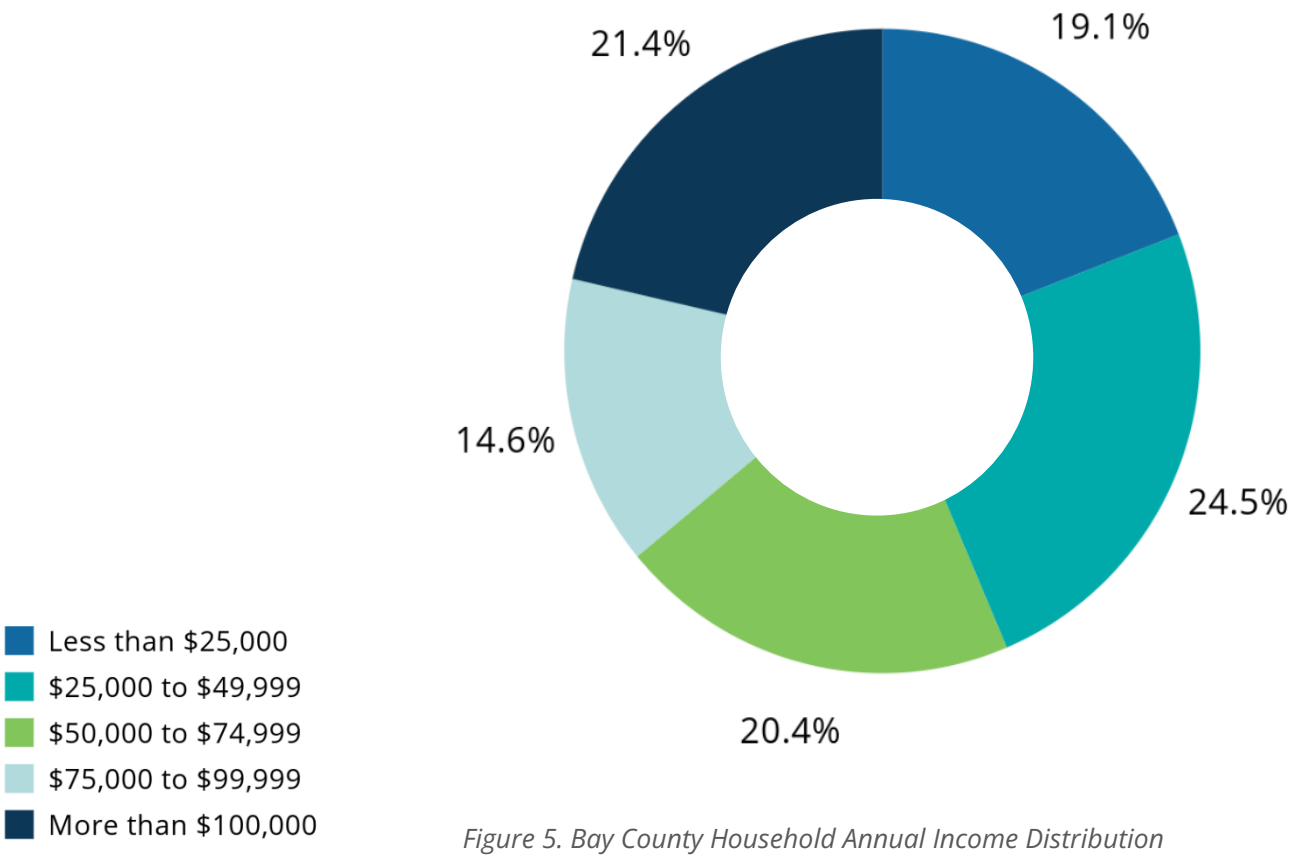


Figure 5. Bay County Household Annual Income Distribution

6.0 Real GDP

Bay County, Florida has a moderately sized and steadily growing local economy, anchored by service industries and supported by a meaningful government presence. According to Real Gross Domestic Product (GDP) data from FRED, which republishes official estimates from the U.S. Bureau of Economic Analysis, Bay County's real GDP reached approximately $10.44 billion in 2024, up from about $10.14 billion in 2023. The county's economy is dominated by private service-providing industries, which account for the largest share of output, while government and government enterprises also represent a significant component of economic activity, which is consistent with the county's military, public sector, and education-related employment base.

7.0 Poverty Rate

According to ACS Census Data, approximately 12% of households in Bay County are below the poverty level. Of these households below the poverty level, 46% are family households. These numbers have decreased over the past 5 years but still fall approximately 1.4% higher than the national average of 10.6% of households living below the poverty line.

8.0 Education

In Bay County, the largest share of residents, representing 42 percent of the population, have completed some college coursework or earned an associate degree. In contrast, only 7.0 percent of residents hold a bachelor's degree or higher. Additionally, 32.8 percent of the population have a high school diploma or its equivalent as their highest level of educational attainment.

9.0 Vehicle Ownership

The number of vehicles in each household and the total number of vehicles registered in Bay County also have an impact on the amount of traffic within the County. As vehicle ownership increases, so will congestion. Most households within Bay County own 2 vehicles while only 5.4% of households do not have a vehicle available as shown in **Figure** .

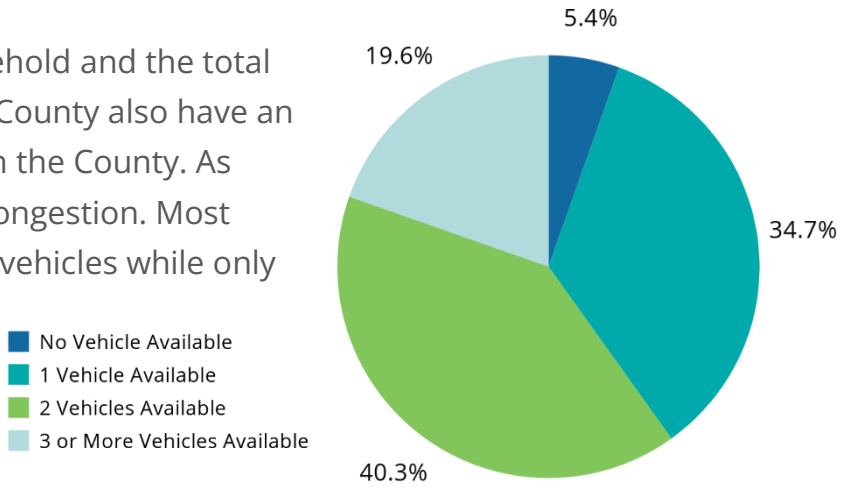


Figure 6. Household Vehicle Ownership

According to the Florida HSMV, there was a total of 155,570 vehicles registered in Bay County, FL in January of 2019. Since 2019 this amount has increased an average of 2% per year. In January of 2025, the number of vehicles registered in the county had risen to 177,676. The growth of vehicle registration in Bay County can be seen in **Figure** below.

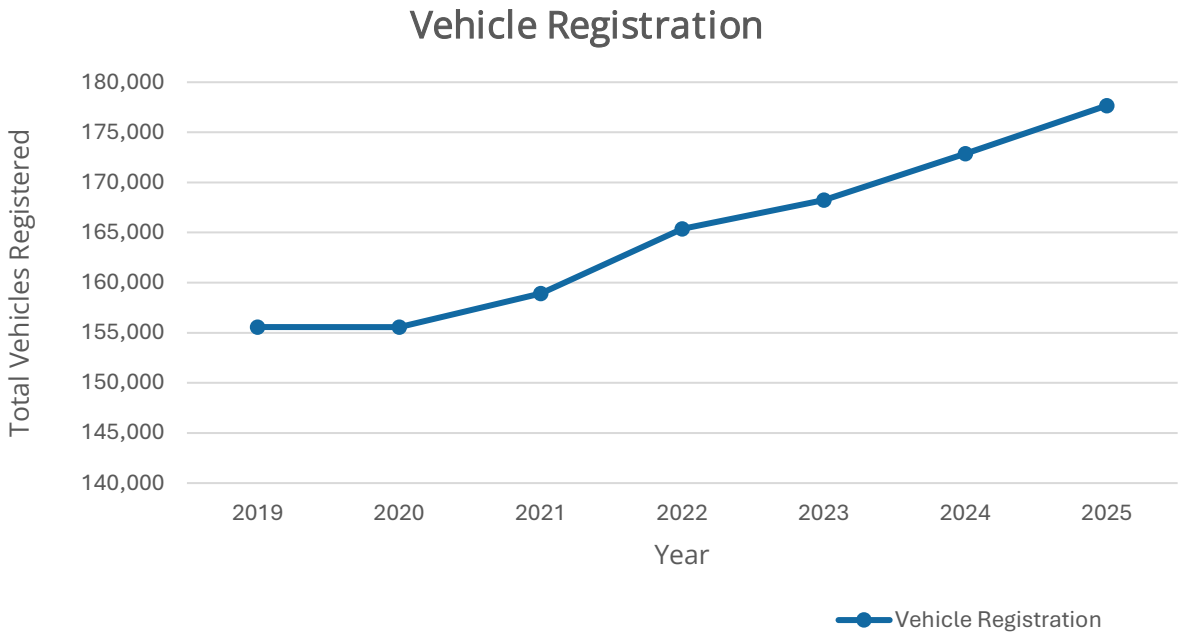


Figure 7. Vehicle Registration in Bay County Over Time

10.0 Land Use

Bay County is primarily zoned as agricultural land outside of the urban areas and the Tyndall Air Force Base in the southeastern portion of the county. More information on the zoning designations of Bay County can be found on the BayView Interactive Map.

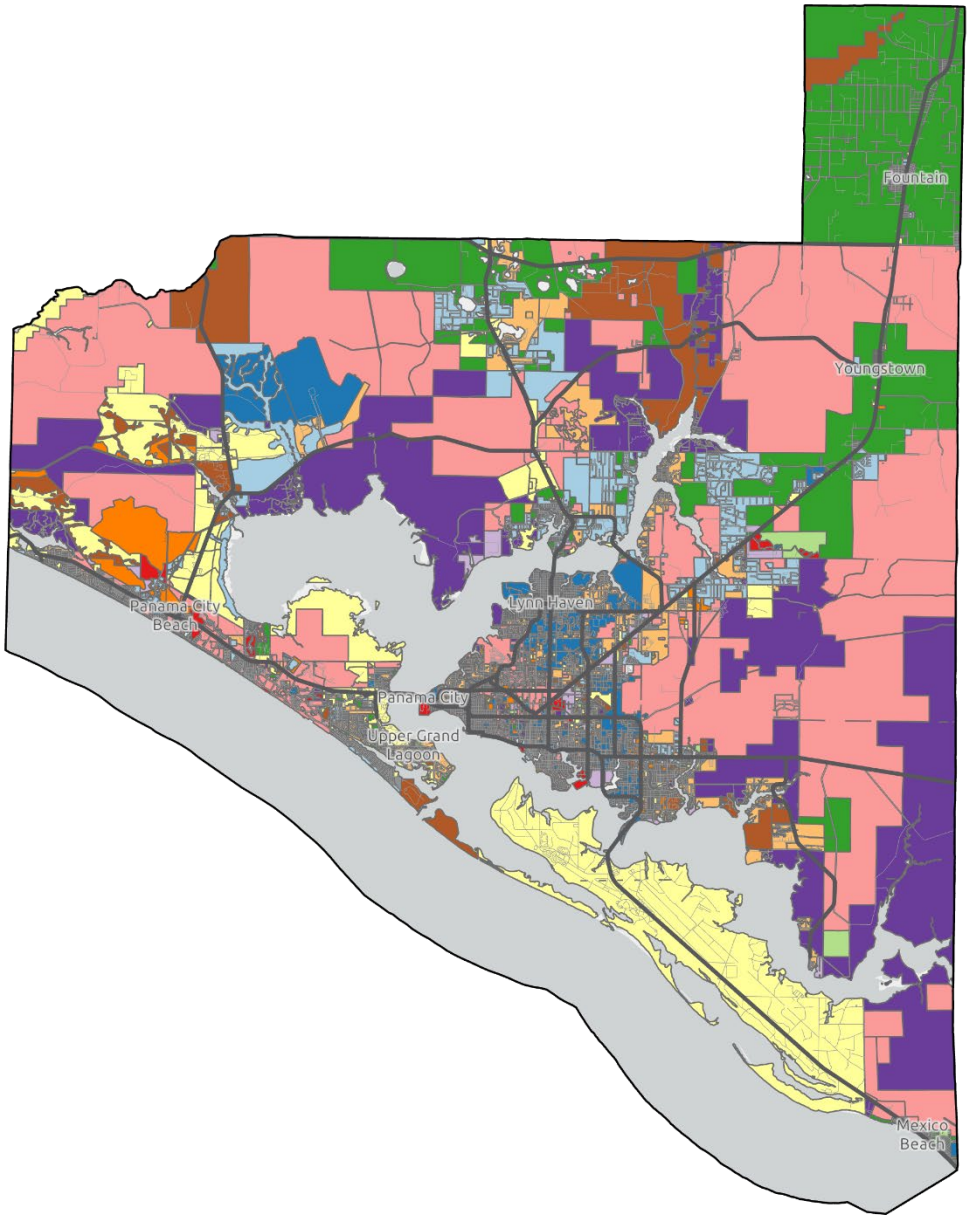


Figure 8. Bay County Zoning Map

11.0 Flood Plain

Most of Bay County has the flood zone designation of 'A' or 'AE'. This means that these areas are high-risk flood zones or high-risk areas. It includes areas subject to inundation by the 1% annual chance flood or 100-year floodplain area. There are also some areas along the coast and waterways with a flood zone of 'VE'. This indicates a higher than 1% chance of flooding per year.

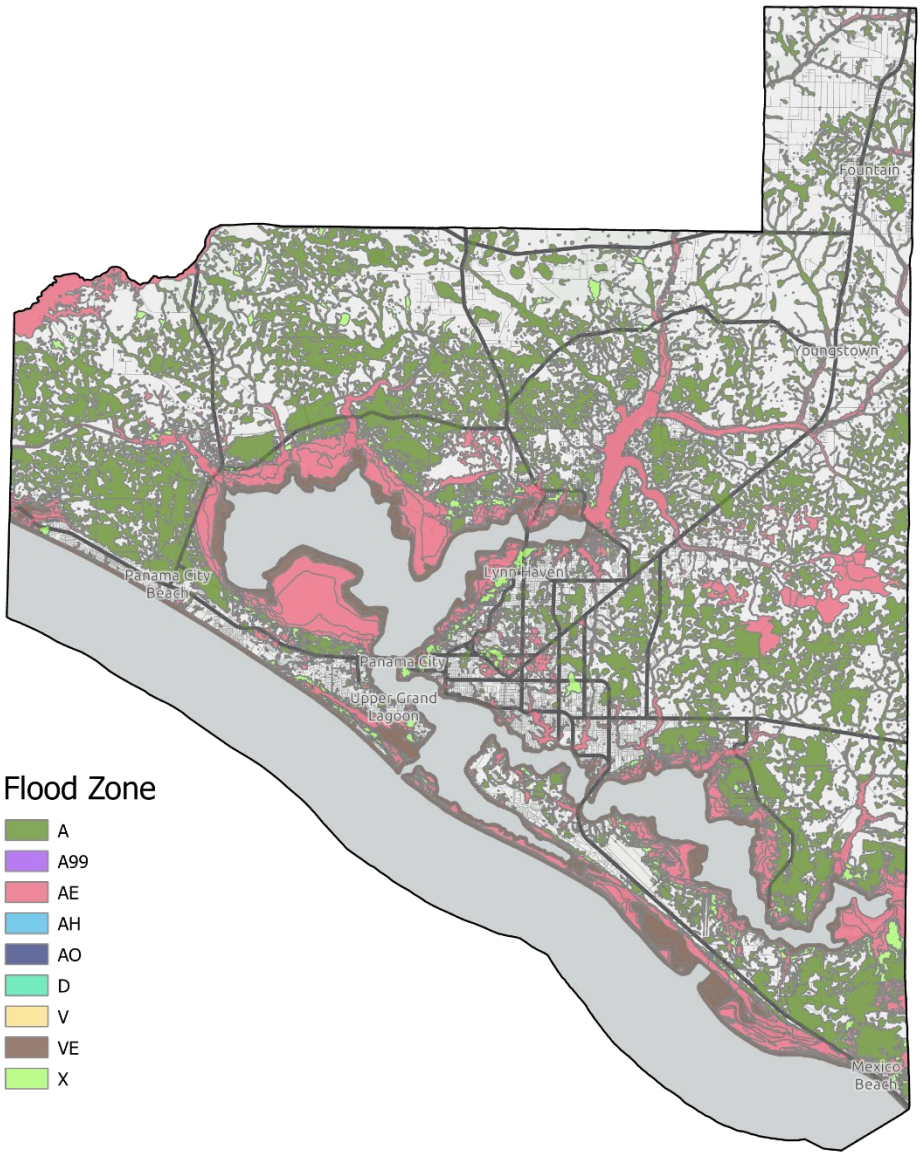


Figure 9. Bay County Flood Zone Map

12.0 Existing Transit

Bay County's public transit system, or Bayway, currently consists of 7 fixed bus routes that run throughout the urban area of Panama City and along the waterfront. The system includes approximately 89 miles of routes and can be used Monday-Saturday from 6:00 AM – 6:00 PM. In addition to the fixed route system, Bayway also operates an on-demand service during the same hours. To use the on-demand service, a rider must fill out an application and be approved. Then users can request rides through the Bayway Flex app.

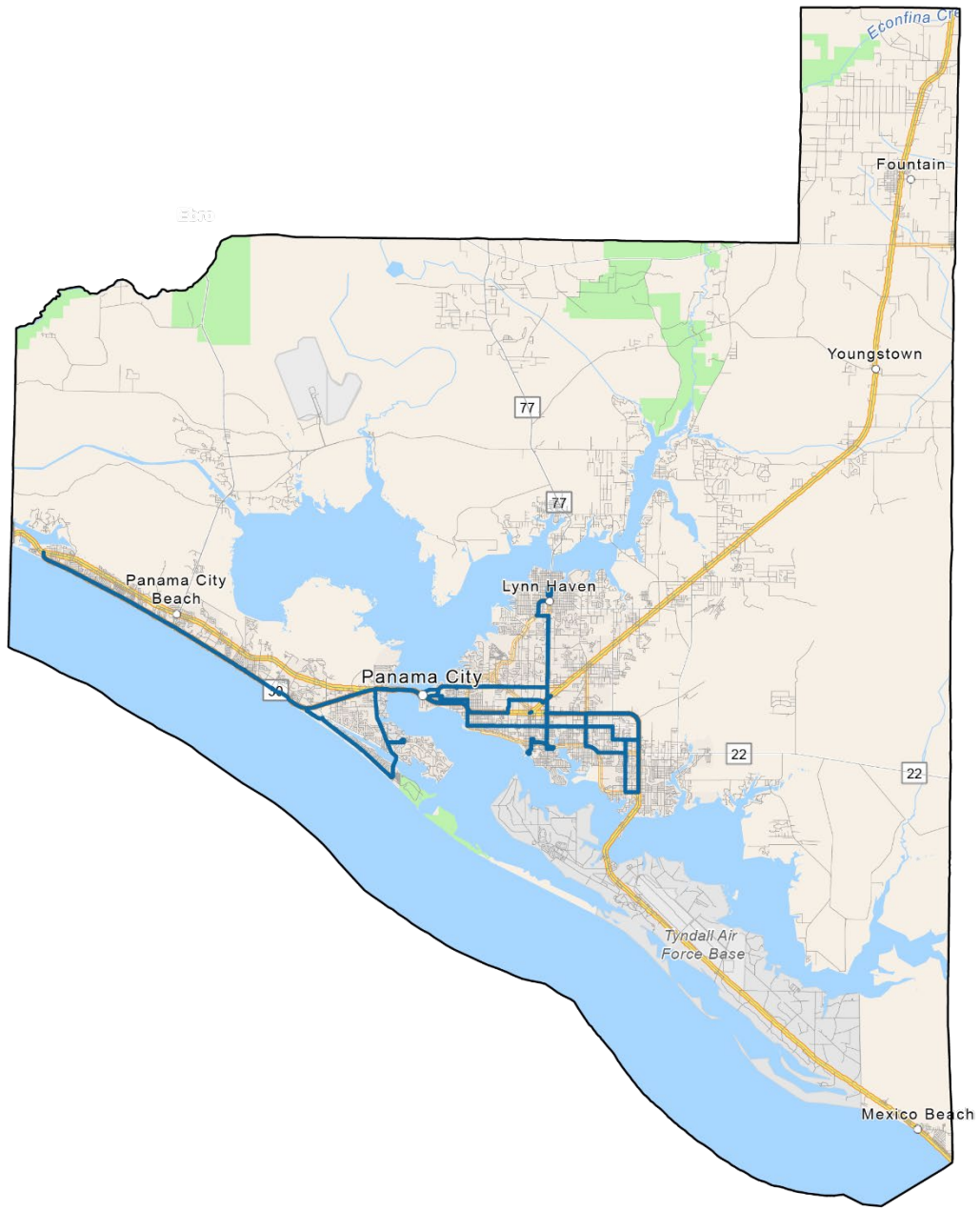


Figure 10. Bayway Transit Routes

13.0 Existing Bike/Ped Facilities

The map below displays the existing bicycle and pedestrian facilities within Bay County including any shared use paths, bike lanes, and sidewalks with separation. As shown below, most of the bicycle and pedestrian network can be found in the urban area of Panama City and along the coast. The network also extends along FL-77 in broken segments.

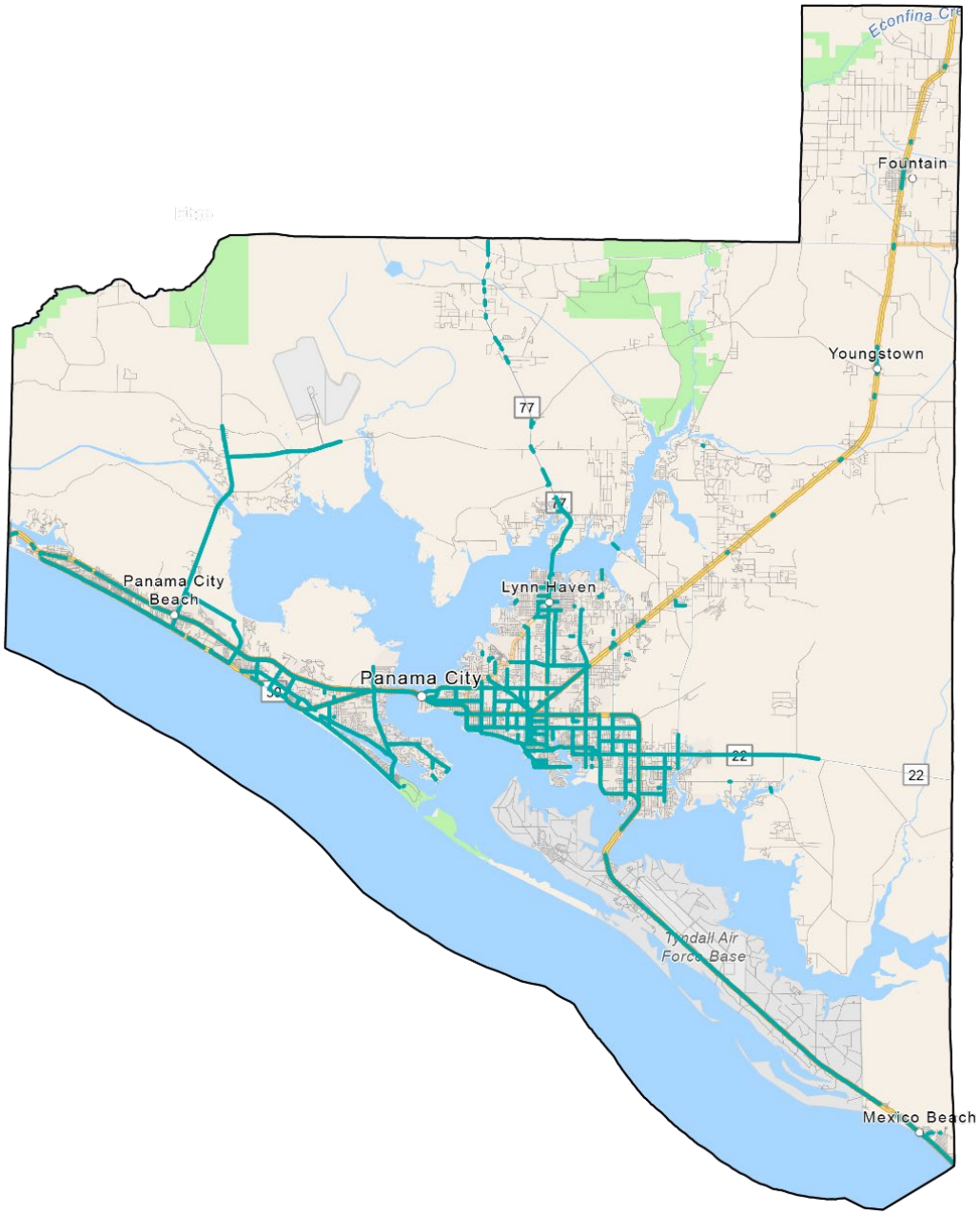


Figure 11. Bay County Bicycle and Pedestrian Network

14.0 Tourism

Two statistics were examined to judge the change in tourism in Bay County over time. The first was annual bed tax collections. Bed taxes are used to grow tourism and contribute to development within the region. Over the past 10 years, bed tax collection has grown an average of 10.5% from $17.4 million in 2014 to $35.7 million in 2024.



Figure 12. Bed Tax Annual Total – Bay County

The second statistic examined to judge tourism within Bay County was annual air traffic in the NW Florida Beaches International Airport. The number of airline passengers has also grown over the past 10 years with the only dip in growth coming in 2020 due to COVID-19. From 2013 to 2023 the number of airline passengers traveling through the NW Florida Beaches Int. Airport grew from 816.478 to 1,660,479 passengers. An average change of 10.3% every year.

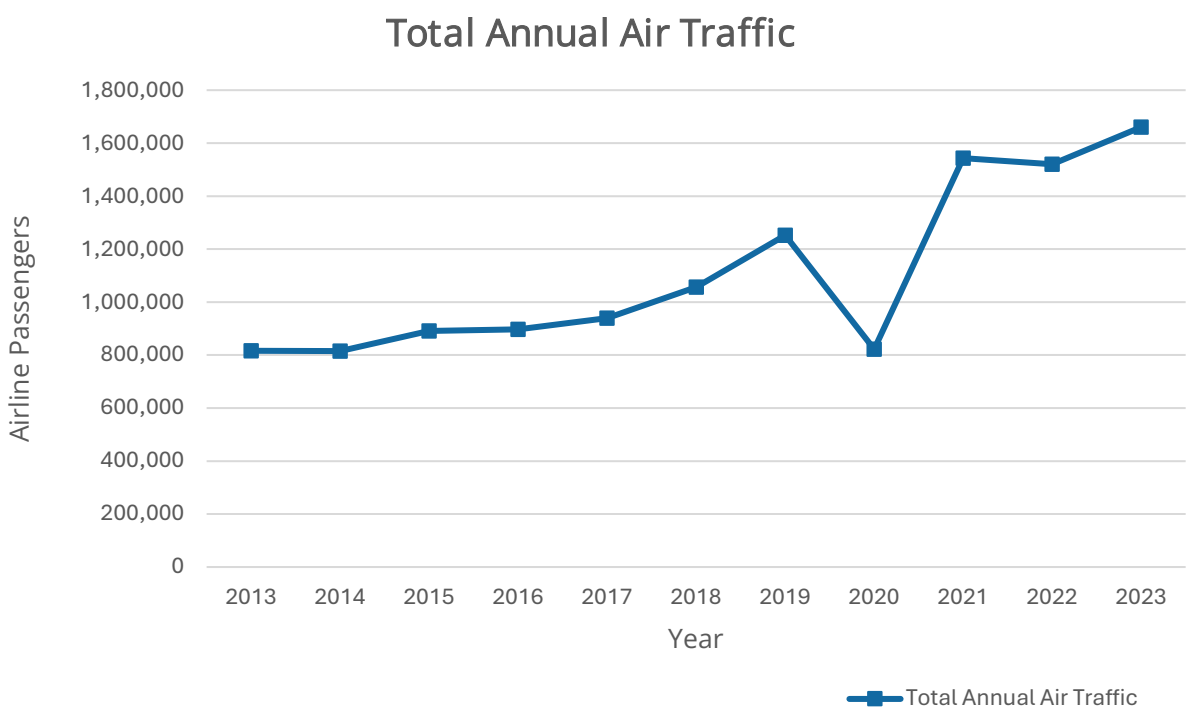


Figure 13. Total Annual Air Traffic – NW Florida Beaches Intl. Airport

Both bed tax collection and annual air traffic follow the same pattern within a calendar year. Tourism peaks in Bay County in the months of June and July and is at its lowest in the months of January and February.

APPENDIX E: SYSTEM PERFORMANCE REPORT

System Performance Report

Bay County Transportation Planning Organization

2050 Long Range Transportation Plan

BAY COUNTY TRANSPORTATION PLANNING ORGANIZATION

SYSTEM PERFORMANCE REPORT

FOR THE

2050 LONG-RANGE TRANSPORTATION PLAN UPDATE

Florida Department of Transportation (FDOT) District Three

Prepared by: Emerald Coast Regional Council (ECRC) Staff to the Bay County TPO and Kimley-Horn

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

Purpose 5
1.0 Background 6
2.0 Highway Safety Measures (PM1) 6
2.1 Highway Safety Performance Measures and Targets Overview 6
2.2 Statewide Highway Safety (PM1) and Established Targets 7
3.0 Pavement and Bridge Condition Measures (PM2) 11
3.1 Pavement and Bridge Condition Performance Measures and Targets Overview 11
3.2 Pavement and Bridge Condition Baseline Performance and Established Targets 12
4.0 System Performance, Freight, & Congestion Mitigation & Air Quality Improvement Program Measures (PM3) 16
4.1 System Performance/Freight/CMAQ Performance Measures and Targets Overview 16
4.2 PM3 Baseline Performance and Established Targets 17
5.0 Transit Asset Management Measures 21
5.1 Transit Asset Performance 21
5.2 Transit Agency Targets 23
5.3 MPO Transit Asset Management Targets 24
5.4 Transit Asset Management Performance 26
6.0 Transit Safety Performance 27
6.1 Transit Safety Performance Measures 27
6.2 Transit Agency Safety Targets 28
6.3 MPO Transit Safety Targets 29
6.4 Transit Safety Performance 30

List of Tables

Table 1: Statewide Highway Safety (PM1) Conditions and Performance 7
Table 2: Bay County TPO Highway Safety (PM1) Conditions and Performance 8
Table 3: Statewide Pavement Condition (PM2) Performance and Targets 12
Table 4: Statewide Bridge Condition (PM2) Performance and Targets 12
Table 5: Bay County TPO Pavement Condition (PM2) Performance and Targets 13
Table 6: Bay County TPO Bridge Condition (PM2) Performance and Targets 13
Table 7: Statewide System Performance and Freight Reliability (PM3) Performance and Targets 17
Table 8: Bay County TPO System Performance and Freight Reliability (PM3) Performance and Targets 18
Table 9: FTA TAM Performance Measures 21
Table 10: Florida Group TAM Plan Participants 22
Table 11: FTA TAM Targets for Bayway 23
Table 12: FDOT Group Plan Transit Asset Management Targets for Tier II Providers 24
Table 13: Bay County TPO Transit Asset Management Targets 25
Table 14: Transit Safety Performance Targets for Bayway 28
Table 15: Bay County TPO Transit Safety Performance Targets 29

Purpose

This document provides language that Florida's metropolitan planning organizations (MPO) may incorporate in Long-Range Transportation Plan (LRTP) System Performance Reports to meet the federal transportation performance management rules. Updates or amendments to the LRTP must incorporate a System Performance Report that addresses these measures and related information.

The document is consistent with the Transportation Performance Measures Consensus Planning Document developed jointly by the Florida Department of Transportation (FDOT) and the Metropolitan Planning Organization Advisory Council (MPOAC). The Consensus Planning Document outlines the minimum roles of FDOT, the MPOs, and the public transportation providers in the MPO planning areas to ensure consistency to the maximum extent practicable in satisfying the transportation performance management requirements promulgated by the United States Department of Transportation in Title 23 Parts 450, 490, 625, and 673 of the Code of Federal Regulations (23 CFR).

This document is organized as follows:

- Section 1 provides a brief background on transportation performance management;
- Section 2 covers the Highway Safety measures (PM1);
- Section 3 covers the Pavement and Bridge Condition measures (PM2);
- Section 4 covers System Performance measures (PM3);
- Section 5 covers Transit Asset Management (TAM) measures; and
- Section 6 covers Transit Safety measures.

1.0 Background

To comply with the Statewide and Nonmetropolitan Transportation Planning; Metropolitan Transportation Planning Rule (The Planning Rule), 23 USC 450, an MPO's long range transportation plan must include a description of the performance measures and targets that apply to its planning area and a System Performance Report. The System Performance Report evaluates the condition and performance of the transportation system with respect to required performance targets, and reports on progress achieved in meeting the targets in comparison with baseline data and previous reports.

The Bay County TPO 2050 Long-Range Transportation Plan was adopted on May 27, 2026. Per the Planning Rule, the System Performance Report for the Bay County TPO is included for the required Highway Safety (PM1), Bridge and Pavement (PM2), System Performance (PM3), Transit Asset Management, and Transit Safety targets.

2.0 Highway Safety Measures (PM1)

2.1 Highway Safety Performance Measures and Targets Overview

The first of FHWA's performance management rules, referred to as the PM1 rule, establishes measures to assess fatalities and serious injuries on all public roads. The rule requires state DOTs and MPOs to annually establish targets and report performance and progress toward targets to FHWA for the following safety-related performance measures:

1. Number of fatalities;
2. Rate of fatalities per 100 million vehicle miles traveled (VMT);
3. Number of serious injuries;
4. Rate of serious injuries per 100 million VMT; and
5. Number of non-motorized fatalities and non-motorized serious injuries.

FDOT publishes statewide safety performance targets for the following calendar year in the HSIP Annual Report that it transmits to FHWA each August. The current

safety targets established in the 2023 HSIP annual report are set at "0" for each performance measure to reflect Florida's vision of zero deaths.

TPOs must establish safety targets within 180 days of when FDOT establishes targets. TPOs can either agree to program projects that will support the statewide targets or establish their own quantifiable targets for the MPO's planning area.

2.2 Statewide Highway Safety (PM1) and Established Targets

This System Performance Report discusses the performance for each measure as well as progress achieved in meeting targets over time. **Table 1** presents statewide performance for each PM1 measure in recent years and the 2025 targets established by FDOT.

Table 1. Statewide Highway Safety (PM1) Conditions and Performance

Performance Measures	Five-Year Rolling Average				Florida CY 2025 Target
	2016-2020	2017-2021	2018-2022	2019-2023	
Number of Fatalities	3,190.0	3,304.8	3,391.2	3,448.8	0
Rate of Fatalities per 100 Million VMT	1.466	1.516	1.543	1.543	0
Number of Serious Injuries	18,978.4	18,012.4	17,137.2	16,380.6	0
Rate of Serious Injuries per 100 Million VMT	8.708	8.243	7.786	7.344	0
Number of Non-Motorized Fatalities and Non-Motorized Serious Injuries	3,159.4	3,153.2	3,153.8	3,148.2	0

Statewide Florida has seen a slight increase in the number and rate of fatalities between 2016 and 2023. However, the number and rate of serious injuries has decreased over the same timeframe. The number of serious injuries decreased by 2,598 persons over the 7-year period. The FDOT performance measure trend decreases are helping Bay County TPO reach the 0 death and injury targets.

Table 2. Bay County TPO Highway Safety (PM1) Conditions and Performance

Performance Measures	Five-Year Rolling Average				Bay County TPO 2025 Target
	2016-2020	2017-2021	2018-2022	2019-2023	
Number of Fatalities	32	33.4	37	36.8	0.0
Rate of Fatalities per 100 Million VMT	1.617	1.665	1.829	1.806	0.000
Number of Serious Injuries	184.8	172.8	156.2	149	0.0
Rate of Serious Injuries per 100 Million VMT	9.278	8.596	7.724	7.289	0.000
Number of Non-Motorized Fatalities and Non-Motorized Serious Injuries	34.8	31.2	32.2	31.8	0.0

In the Bay County TPO region, fatalities decreased from 37 to 36.8 from the 2018-2022 to 2019-2023 rolling average periods, while serious injuries decreased from 156.2 to 149 during the same period. These numbers follow the same trends seen from the statewide level as reported by FDOT. Although the current figures do not yet meet the statewide and TPO targets of zero fatalities and serious injuries on each network, the observed downward trends demonstrate meaningful progress toward achieving these goals.

The Bay County TPO agreed to support FDOT's highway safety targets on November 3, 2025. By adopting FDOT's targets, the Bay County TPO agrees to plan and program projects that help FDOT achieve these targets.

The Bay County TPO recognizes the importance of linking goals, objectives, and investment priorities to establish performance objectives, and that this link is critical to the achievement of national transportation goals and statewide and regional performance targets. As such, the Bay County TPO 2050 LRTP reflects the goals, objectives, performance measures, and targets as they are available and described in other state and public transportation plans and processes; specifically, the Florida Strategic Highway Safety Plan (SHSP), the Florida Highway Safety Improvement Program (HSIP), and the Florida Transportation Plan (FTP).

- Florida's Strategic Highway Safety Plan (SHSP), published in March 2021, specifically embraces Target Zero and identifies strategies to achieve zero traffic deaths and serious injuries. The SHSP was updated in coordination with Florida's 27 MPOs and the MPOAC. The SHSP development process included review of safety-related goals, objectives, and strategies in TPO plans. The SHSP guides FDOT, MPOs, and other safety partners in addressing safety and defines a framework for implementation activities to be carried out throughout the state. Florida's transportation safety partners have focused on reducing fatalities and serious injuries through the 4Es of engineering, education, enforcement, and emergency response. To achieve zero, FDOT and other safety partners will expand beyond addressing specific hazards and influencing individual behavior to reshaping transportation systems and communities to create a safer environment for all travel. The updated SHSP calls on Florida to think more broadly and inclusively by addressing four additional topics, which could be referred to as the 4Is: information intelligence, innovation, insight into communities, and investments and policies.
- The HSIP is a core Federal-aid program with the purpose to achieve a significant reduction in traffic fatalities and serious injuries on all public roads. The program is managed by the Central Office with District staff performing project activities such as conducting safety studies, project scoping, public involvement, and coordinating with production staff on programming safety projects. To be eligible for HSIP funds, safety improvement projects must address a SHSP emphasis area, be identified through a data-driven process, and contribute to a reduction in fatalities and serious injuries.
- Transportation projects are identified and prioritized with the MPOs and non-metropolitan local governments. Data are analyzed for each potential project, using traffic safety data and traffic demand modeling, among other data. The FDOT Project Development and Environment Manual requires the consideration of safety when preparing a proposed project's purpose and need, and defines several factors related to safety, including crash modification factor and safety performance factor, as part of the analysis of

alternatives. MPOs and local governments consider safety data analysis when determining project priorities.

The Bay County TPO 2050 LRTP increases the safety of the transportation system for motorized and non-motorized users as required. The LRTP aligns with the Florida SHSP and the FDOT HSIP with specific strategies to improve safety performance focused on prioritized safety projects, pedestrian and/or bicycle safety enhancements, and traffic operation improvements to address our goal to reduce fatalities and serious injuries.

The LRTP identifies safety needs within the metropolitan planning area and provides funding for targeted safety improvements. The Bay County TPO 2050 LRTP incorporates several goals and objectives which further aim to drive towards achieving the goal of zero fatalities and serious injuries along the roadway network within the region. These objectives can be seen below.

Goal: 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.

3.0 Pavement and Bridge Condition Measures (PM2)

3.1 Pavement and Bridge Condition Performance Measures and Targets Overview

FHWA's Bridge & Pavement Condition Performance Measures Final Rule, which is also referred to as the PM2 rule, requires state DOTs and MPOs to establish targets for the following six performance measures:

1. Percent of Interstate pavements in good condition;
2. Percent of Interstate pavements in poor condition;
3. Percent of non-Interstate National Highway System (NHS) pavements in good condition;
4. Percent of non-Interstate NHS pavements in poor condition;
5. Percent of NHS bridges (by deck area) classified as in good condition; and
6. Percent of NHS bridges (by deck area) classified as in poor condition;

Pavement condition is assessed based on roughness, cracking, rutting, and faulting. Pavement in good condition suggests that no major investment is needed and should be considered for preservation treatment. Pavement in poor condition suggests major reconstruction investment is needed due to either ride quality or a structural deficiency.

Bridge condition is assessed by inspecting each bridge deck, superstructure, substructure, and culverts. A bridge in good condition suggests that no major investment is needed. A bridge in poor condition is safe to drive on; however, it is nearing a point where substantial reconstruction or replacement is needed.

Federal rules require state DOTs and MPOs to coordinate when setting pavement and bridge condition performance targets and monitor progress towards achieving the targets. States must establish two-year and four-year statewide targets, while MPOs must establish four-year targets for all six measures. MPOs can either agree to program projects that will support the statewide targets or establish their own quantifiable targets for the MPO's planning area.

3.2 Pavement and Bridge Condition Baseline Performance and Established Targets

This System Performance Report discusses performance for each measure as well as progress achieved in meeting targets over time. **Table 3** and **Table 4** present statewide performance for each pavement and bridge measure and the 2023 and 2025 targets established by FDOT.

Table 3. Statewide Pavement Condition (PM2) Performance and Targets

Performance Measures	2019	2020	2021	2022	2023	2023 Statewide Target	2025 Statewide Target
Percent of Interstate pavements in good condition	68.5%	68.8%	70.5%	73.4%	67.6%	≥60%	≥60%
Percent of Interstate pavements in poor condition	0.2%	0.6%	0.3%	0.2%	0.2%	≤5%	≤5%
Percent of non-Interstate NHS pavements in good condition	41.0%	n/a	47.5%	48.8%	50.8%	≥40%	≥40%
Percent of non-Interstate NHS pavements in poor condition	0.2%	n/a	0.6%	0.6%	0.5%	≤5%	≤5%

Table 4. Statewide Bridge Condition (PM2) Performance and Targets

Performance Measures	2019	2020	2021	2022	2023	2023 Statewide Target	2025 Statewide Target
Percent of NHS bridges (by deck area) in good condition	65.5%	63.7%	61.5%	58.2%	55.3%	50%	50%
Percent of NHS bridges (by deck area) in poor condition	0.5%	0.7%	0.9%	0.6%	0.6%	10%	10%

Table 5 and **Table 6** present recent performance in the MPO planning area for the pavement and bridge measures.

Table 5. Bay County TPO Pavement Condition (PM2) Performance and Targets

Performance Measures	2019	2020	2021	2022	2023	Bay County TPO 2023 Target	Bay County TPO 2025 Target
Percent of Interstate pavements in good condition	-	-	-	-	-	60.0%	60.0%
Percent of Interstate pavements in poor condition	-	-	-	-	-	5.0%	5.0%
Percent of non-Interstate NHS pavements in good condition	28.3%	n/a	51.4%	513.4%	59.3%	40.0%	40.0%
Percent of non-Interstate NHS pavements in poor condition	0.2%	n/a	0.3%	0.3%	0.2%	5.0%	5.0%

Table 6. Bay County TPO Bridge Condition (PM2) Performance and Targets

Performance Measures	2019	2020	2021	2022	2023	Bay County TPO 2023 Target	Bay County TPO 2025 Target
Percent of NHS bridges (by deck area) in good condition	52.2%	52.1%	18.8%	18.8%	19.0%	50.0%	50.0%
Percent of NHS bridges (by deck area) in poor condition	9.8%	9.8%	9.8%	9.8%	9.7%	10.0%	5.0%

FDOT established the statewide PM2 targets on December 16, 2022. FDOT is mandated by Florida Statute 334.046 to preserve the state's pavement and bridges to specific standards. FDOT prioritizes funding allocations to ensure the current transportation system is adequately preserved and maintained before funding is allocated for capacity improvements. FDOT is also required by FHWA to develop a Transportation Asset Management Plan (TAMP) for the NHS pavements and bridges within the state. The TAMP includes investment strategies to make progress toward achievement of the state's targets. FDOT's current TAMP was submitted on December 20, 2022 and recertified by FHWA on February 23, 2023. The percentage of Florida's bridges in good condition is slowly decreasing, which is to be expected as the bridge inventory grows older. Based on analyses of the data, the previous statewide targets are still appropriate for 2023 and 2025.

The Bay County TPO agreed to support FDOT's pavement and bridge condition performance targets on April 19, 2023. By adopting FDOT's targets, the Bay County TPO agrees to plan and program projects that help FDOT achieve these targets.

The Bay County TPO recognizes the importance of linking goals, objectives, and investment priorities to established performance objectives, and that this link is critical to the achievement of national transportation goals and statewide and regional performance targets. As such, the Bay County TPO 2050 LRTP reflects the goals, objectives, performance measures, and targets as they are described in other state and public transportation plans and processes, including the Florida Transportation Plan (FTP) and the Florida Transportation Asset Management Plan.

- The FTP is the single overarching statewide plan guiding Florida's transportation future. It defines the state's long-range transportation vision, goals, and objectives and establishes the policy framework for the expenditure of state and federal funds flowing through FDOT's work program. One of the seven goals defined in the FTP is Agile, Resilient, and Quality Infrastructure.
- The Florida Transportation Asset Management Plan (TAMP) explains the processes and policies affecting pavement and bridge condition and performance in the state. It presents a strategic and systematic process of

operating, maintaining, and improving these assets effectively throughout their life cycle.

The Bay County TPO 2050 LRTP seeks to address system preservation, identifies infrastructure needs within the metropolitan planning area, and provides funding for targeted improvements. The Bay County TPO 2050 Long Range Transportation Plan (LRTP) establishes objectives and a goal focused on preserving regional roadways. These goals and objectives guide the identification and development of projects targeting structurally deficient roadways and bridges. The primary aim is to maintain optimal roadway performance throughout the Bay County TPO area, ensuring reliable transportation for all users.

Goal: A multi-modal transportation system that is operated and maintained ei ciently.	
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.

4.0 System Performance, Freight, & Congestion Mitigation & Air Quality Improvement Program Measures (PM3)

4.1 System Performance/Freight/CMAQ Performance Measures and Targets Overview

FHWA's System Performance/Freight/CMAQ Performance Measures Final Rule, which is referred to as the PM3 rule, requires state DOTs and MPOs to establish targets for the following six performance measures:

National Highway Performance Program (NHPP)

1. Percent of person-miles on the Interstate system that are reliable;
2. Percent of person-miles on the non-Interstate NHS that are reliable;

National Highway Freight Program (NHFP)

3. Truck Travel Time Reliability index (TTTR);

Congestion Mitigation and Air Quality Improvement Program (CMAQ)

4. Annual hours of peak hour excessive delay per capita (PHED);
5. Percent of non-single occupant vehicle travel (Non-SOV); and
6. Cumulative 2-year and 4-year reduction of on-road mobile source emissions (NOx, VOC, CO, PM10, and PM2.5) for CMAQ funded projects.

The first two performance measures assess the percent of person-miles traveled on the Interstate or the non-Interstate NHS that are reliable. Reliability is defined as the ratio of longer travel times to a normal travel time. The third performance measure assesses the reliability of truck travel on the Interstate system by comparing the worst travel times for trucks against the travel time they typically experience. An increasing TTTR means performance is worsening. Because all areas in Florida meet current national air quality standards, the three **CMAQ measures do not apply in Florida.**

The PM3 rule requires state DOTs and MPOs to coordinate when establishing performance targets for these measures and to monitor progress towards

achieving the targets. FDOT must establish two-year and four-year statewide targets for the PM3 measures. MPOs must establish four-year targets for the measures. MPOs can either agree to program projects that will support the statewide targets or establish their own quantifiable targets for the MPO's planning area. The two-year and four-year targets represent reliability for calendar years 2023 and 2025, respectively. FDOT has elected to modify their 4-year targets to better support the decision-making process for investment strategies.

FDOT maintained their 4-year target (2025) System Performance target for Percent of Person Miles Traveled on Interstate System that is Reliable at >75% and increased the 4-year target for Percent of Person Miles Traveled on Non-Interstate System that is Reliable from >50% to >60%.

4.2 PM3 Baseline Performance and Established Targets

The System Performance Report discusses condition and performance of the transportation system for each applicable PM3 target as well as the progress achieved in meeting targets over time. **Table 7** presents recent statewide performance for each PM3 measure and the 2023 and 2025 targets established by FDOT.

Table 7. Statewide System Performance and Freight Reliability (PM3) Performance and Targets

Performance Measures	2019	2020	2021	2022	2023	2023 Statewide Target	2025 Statewide Target
Percent of person miles traveled on the Interstate that are reliable	83.4%	92.3%	87.5%	85.7%	82.8%	≥75%	≥75%
Percent of person miles traveled on the non-Interstate NHS that are reliable	86.9%	93.5%	92.9%	92.1%	89.1%	≥50%	≥60%
Truck Travel Time Reliability (Interstate only)	1.45	1.34	1.38	1.46	1.48	1.75	2.00

Table 8 presents recent performance in the MPO planning area for the PM3 measures.

Table 8. Bay County TPO System Performance and Freight Reliability (PM3) Performance and Targets

Performance Measures	2019	2020	2021	2022	2023	Bay County TPO 2023 Target	Bay County TPO 2025 Target
Percent of person miles traveled on the Interstate that are reliable	-	-	-	-	-	75.0%	75.0%
Percent of person miles traveled on the non-Interstate NHS that are reliable	98.4%	98.1%	95.9%	95.7%	92.6%	50%	60.0%
Truck Travel Time Reliability (Interstate only)	-	-	-	-	-	1.75%	2.0%

FDOT established the statewide PM3 targets on December 16, 2022. In setting the statewide targets, FDOT reviewed several external and internal factors that affect reliability in the near term. Statewide reliability increased from 2018 to 2022 on both the Interstate and non-Interstate NHS. The truck travel time reliability index declined between 2018 and the pandemic years of 2020 and 2021 and then increased in 2022. Actual performance in 2021 was better than the 2021 targets. Based on the data available and due to the uncertainty of future travel behavior, FDOT believes the previous 2021 targets are still appropriate for 2023 and 2025.

The Bay County TPO agreed to support FDOT's PM3 targets on April 19, 2023. By adopting FDOT's targets, the Bay County TPO agrees to plan and program projects that help FDOT achieve these targets.

The Bay County TPO recognizes the importance of linking goals, objectives, and investment priorities to established performance objectives, and that this link is critical to the achievement of national transportation goals and statewide and regional performance targets. As such, the Bay County TPO 2050 LRTP reflects the goals, objectives, performance measures, and targets as they are described in other

state and public transportation plans and processes, including the Florida Transportation Plan (FTP), Florida's Strategic Intermodal System (SIS), and the Florida Freight Mobility and Trade Plan.

- The FTP is the single overarching statewide plan guiding Florida's transportation future. It defines the state's long-range transportation vision, goals, and objectives and establishes the policy framework for the expenditure of state and federal funds flowing through FDOT's work program. One of the seven FTP goals is Efficient and Reliable Mobility for People and Freight.
- Florida's Strategic Intermodal System (SIS) is composed of transportation facilities of statewide and interregional significance. The SIS is a primary focus of FDOT's capacity investments and is Florida's primary network for ensuring a strong link between transportation and economic competitiveness. These facilities, which span all modes and include highways, are the workhorses of Florida's transportation system and account for a dominant share of the people and freight movement to, from and within Florida. The SIS includes 92 percent of NHS lane miles in the state. Thus, FDOT's focus on improving performance of the SIS goes hand-in-hand with improving the NHS, which is the focus of the FHWA's TPM program. The SIS Policy Plan was updated in early 2022 consistent with the updated FTP. It defines the policy framework for designating which facilities are part of the SIS, as well as how SIS investments needs are identified and prioritized. The development of the SIS Five-Year Plan by FDOT considers scores on a range of measures including mobility, preservation, safety, and economic competitiveness as part of FDOT's Strategic Investment Tool (SIT).
- The Florida Freight Mobility and Trade Plan presents a comprehensive overview of the conditions of the freight system in the state, identifies key challenges and goals, provides project needs, and identifies funding sources. Truck reliability is specifically called forth in this plan, both as a need as well as a goal. FDOT also developed and refined a methodology to identify freight bottlenecks on Florida's SIS on an annual basis using vehicle probe data and travel time reliability measures. Identification of bottlenecks and estimation

of their delay impact aids FDOT in focusing on relief efforts and ranking them by priority. In turn, this information is incorporated into FDOT's SIT to help identify the most important SIS capacity projects to relieve congestion

The Bay County TPO 2050 LRTP seeks to address system reliability and congestion mitigation through various means, including capacity expansion and operational improvements. Goals and objectives were developed as part of the plan which outlined way in which the TPO is working to improve the systems performance and freight reliability throughout the region.

Goal: A multi-modal network of integrated transportation systems for the movement of people and goods.	
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 2.7	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: A multi-modal transportation system that is operated and maintained e ciently.	
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 3.6	Integrate Complete Streets Policies into project development and maintenance programs.
Objective 3.7	Strive to include appropriate stormwater measures in roadway projects.

5.0 Transit Asset Management Measures

5.1 Transit Asset Performance

FTA's Transit Asset Management (TAM) regulations apply to all recipients and subrecipients of FTA funding that own, operate, or manage public transportation capital assets. The regulations require that public transportation providers develop and implement TAM plans, and established state of good repair standards and performance measures. **Table 9** below identifies the TAM performance measures.

Table 9. FTA TAM Performance Measures

Asset Category	Performance Measure and Asset Class
1. Equipment	Percentage of non-revenue, support-service and maintenance vehicles that have met or exceeded their useful life benchmark
2. Rolling Stock	Percentage of revenue vehicles within a particular asset class that have either met or exceeded their useful life benchmark
3. Infrastructure	Percentage of track segments with performance restrictions
4. Facilities	Percentage of facilities within an asset class rated below condition 3 on the FTA Transit Economic Requirements Model (TERM) Scale

Public transportation providers are required to establish TAM targets annually for the following fiscal year and must share its targets with each MPO in which the transit provider's projects and services are programmed in the MPO's TIP. MPOs are not required to establish TAM targets annually when the transit provider establishes targets. Instead, MPO targets must be established when the MPO updates the LRTP (although it is recommended that MPOs reflect the most current transit provider targets in the TIP if they have not yet taken action to update MPO targets).

When establishing TAM targets, the MPO can either agree to program projects that will support the transit provider targets or establish its own separate regional TAM targets for the MPO planning area. MPO targets may differ from the targets established by a provider, especially if there are multiple providers in the MPO planning area. Public transit providers, states, and MPOs must coordinate with each other in the selection of performance targets.

FTA defines two tiers of public transportation providers based on number of vehicles and mode parameters. Tier I transit agencies, which are generally larger providers, establish their own TAM targets, while Tier II providers, generally smaller agencies, may participate in a group plan where targets are established by a plan sponsor (FDOT) for the entire group.

A total of 19 transit providers participated in the FDOT Group TAM Plan and continue to coordinate with FDOT on establishing and reporting group targets to FTA through the National Transit Database (NTD). These are FDOT's Section 5311 Rural Program subrecipients and are listed in **Table 10**. The Group TAM Plan was adopted in September 2022 and covers fiscal years 2022-2023 through 2025-2026. Group TAM Plan targets for fiscal year 2023 were submitted to NTD in September 2023.

Table 10. Florida Group TAM Plan Participants

District	Participating Transit Providers
1	Central Florida Regional Planning Council Hendry County
2	Baker County Council on Aging Levy County Transit Nassau County Council on Aging/Nassau TRANSIT Ride Solution (Putnam County) Suwannee River Economic Council Suwannee Valley Transit Authority
3	Big Bend Transit Calhoun County Senior Citizens Association Gulf County ARC JTRANS Liberty County Transit Tri-County Community Council Wakulla Transportation
4	*No participating providers*
5	Flagler County Public Transportation Marion Transit Sumter County Transit
6	Key West Transit
7	*No participating providers*

The MPO has the following Tier I and Tier II providers operating in the region:

- Tier I: None

- Tier II: Bayway and Bayway On Demand

Bayway is considered a Tier II provider. Bayway is not part of the FDOT Group TAM Plan.

5.2 Transit Agency Targets

Bayway established the transit asset targets identified in **Table 11** on September 26, 2018:

The transit asset management targets are based on the condition of existing transit assets and planned investments in equipment, rolling stock, infrastructure, and facilities. The targets reflect the most recent data available on the number, age, and condition of transit assets, and expectations and capital investment plans for improving these assets. The table summarizes both existing conditions for the most recent year available, and the targets.

Table 11. FTA TAM Targets for Bayway

Asset Category Performance Measure	Asset Class	FY 2024 Asset Condition	FY 2025 Target
Rolling Stock			
Age - % of revenue vehicles within a particular asset class that have met or exceeded their ULB	Articulated Bus	N/A	N/A
	Bus	38%	34% or less
	Mini-Bus	0%	43% or less
	Van	0%	0%
Equipment			
Age - % of non-revenue vehicles within a particular asset class that have met or exceeded their ULB	Non-Revenue/Service Auto	22%	20% or less
	Trucks & other Vehicles	22%	20% or less
	Maintenance Equipment	N/A	N/A
Facilities			
Condition - % of facilities with a condition rating below 3.0 on the FTA Transit Economic Requirements Model (TERM) Scale	Administration	0%	25% or less
	Maintenance	0%	25% or less
	Parking Structures	N/A	N/A
	Passenger Facilities	N/A	N/A
	Storage	N/A	N/A

Table 12. FDOT Group Plan Transit Asset Management Targets for Tier II Providers

Asset Category - Performance Measure	Asset Class	FY 2022 Asset Conditions	FY 2021 Performance	FY2024 Target
Revenue Vehicles				
Age - % of revenue vehicles within a particular asset class that have met or exceeded their Useful Life Benchmark (ULB)	Automobile	0.00%	66.67%	66.00%
	Bus	20.46%	12.22%	12.00%
	Cutaway Bus	9.32%	18.47%	18.00%
	School Bus	95.00%	100.00%	0.00%
	Mini-Van	18.61%	31.71%	31.00%
	SUV	19.00%	6.45%	6.00%
	Van	38.55%	35.71%	35.00%
Equipment				
Age - % of equipment or non-revenue vehicles within a particular asset class that have met or exceeded their ULB	Non-Revenue Auto	71.25%	71.43%	71.00%
	Trucks and other Rubber Tire Vehicles	5.94%	8.82%	8.00%
Facilities				
Condition - % of facilities with a condition rating below 3.0 on the FTA Transit Economic Requirements Model (TERM) Scale	Passenger/Parking Facilities	0%	0%	0%
	Administration/ Maintenance Facilities	6.34%	9.09%	9.00%

On September 12, 2018 the Bay County TPO agreed to support Bayway's transit asset management targets, thus agreeing to plan and program projects in the TIP that once implemented, are anticipated to make progress toward achieving the transit provider targets.

5.3 MPO Transit Asset Management Targets

As discussed above, MPOs are not required to establish TAM targets annually each time the transit provider establishes targets. Instead, MPO's must revisit targets each time the MPO updates the LRTP. MPOs can either agree to program projects that will support the transit provider targets or establish separate regional TAM targets for the MPO planning area. MPO targets may differ from agency targets, especially if there are multiple transit agencies in the MPO planning area

On September 12, 2018 the Bay County TPO adopted transit asset targets for the MPO planning area and continues to annually adopt these through the Transportation Improvement Program (TIP), as summarized in **Table 13**. These targets for the MPO planning area reflect the targets established by Bayway through their Transit Asset Management Plans.

In establishing the TMPO's TAM targets, Bay County TPO considered several factors. The TPO worked in conjunction with Bayway to establish targets which met the needs of the TPO and Transit Agency.

Table 13. Bay County TPO Transit Asset Management Targets

Asset Category - Performance Measure	Asset Class	FY 2022 Asset Condition	FY2025 Target
Revenue Vehicles			
Age - % of revenue vehicles within a particular asset class that have met or exceeded their ULB	Articulated Bus	N/A	N/A
	Bus	38%	34% or less
	Mini-Bus	0%	43% or less
	Van	0%	0%
Equipment			
Age - % of non-revenue vehicles within a particular asset class that have met or exceeded their ULB	Non-Revenue/Service Auto	22%	20% or less
	Trucks and other Rubber Tire Vehicles	22%	20% or less
	Maintenance Equipment	N/A	N/A
Facilities			
Condition - % of facilities with a condition rating below 3.0 on the FTA Transit Economic Requirements Model (TERM) Scale	Administration	0%	25% or less
	Maintenance	0%	25% or less
	Parking Structures	N/A	N/A
	Passenger Facilities	N/A	N/A

5.4 Transit Asset Management Performance

The Bay County TPO recognizes the importance of linking goals, objectives, and investment priorities to stated performance objectives, and that establishing this link is critical to the achievement of national transportation goals and statewide and regional performance targets. As such, the LRTP directly reflects the goals, objectives, performance measures, and targets as they are described in other public transportation plans and processes, including the TAM Plans, and the current Bay County TPO 2050 LRTP.

The LRTP also contained a multimodal Cost Feasible Plan scenario that contained several transit projects for transit capital funds. One project specifically addresses administrative and operational challenges that Bayway faces. These projects serve as a start towards achieving the targets set out by the Bay County TPO and Bayway.

6.0 Transit Safety Performance

FTA's Public Transportation Agency Safety Plan (PTASP) regulation establishes transit safety performance management requirements for certain providers of public transportation that receive federal financial assistance under 49 U.S.C Chapter 53.

The regulation applies to all operators of public transportation that are a recipient or sub-recipient of FTA Urbanized Area Formula Grant Program funds under 49 U.S.C. Section 5307, or that operate a rail transit system that is subject to FTA's State Safety Oversight Program. The PTASP regulations do not apply to certain modes of transit service that are subject to the safety jurisdiction of another Federal agency, including passenger ferry operations regulated by the United States Coast Guard, and commuter rail operations that are regulated by the Federal Railroad Administration.

6.1 Transit Safety Performance Measures

The provider's PTASP must include targets for the performance measures established by FTA in the National Public Transportation Safety Plan, which was published on January 26, 2017. The transit safety performance measures are:

- Total number of reportable fatalities and rate per total vehicle revenue miles by mode.
- Total number of reportable injuries and rate per total vehicle revenue miles by mode.
- Total number of reportable safety events and rate per total vehicle revenue miles by mode.
- System reliability – mean distance between major mechanical failures by mode.

In Florida, each Section 5307 or 5311 public transportation provider must develop a System Safety Program Plan (SSPP) under Chapter 14-90, Florida Administrative Code. FDOT technical guidance recommends that Florida's transit agencies revise their existing SSPPs to be compliant with the FTA PTASP requirements.

Each provider of public transportation that is subject to the PTASP regulation must certify that its SSPP meets the requirement for a PTASP, including transit safety targets for the federally required measures. Providers were required to certify their initial PTASP and transit safety targets by July 20, 2021. Once the public transportation provider establishes safety targets it must make the targets available to MPOs to aid in the planning process. MPOs are not required to establish transit safety targets annually each time the transit provider establishes targets. Instead, MPO targets must be established when the MPO updates the LRTP (although it is recommended that MPOs reflect the current transit provider targets in their TIPs).

When establishing transit safety targets, the MPO can either agree to program projects that will support the transit provider targets or establish its own separate regional transit safety targets for the MPO planning area. In addition, the Bay County TPO must reflect those targets in LRTP and TIP updates.

6.2 Transit Agency Safety Targets

The following transit provider(s) operate in the Bay County TPO planning area: Bayway and Bayway On-Demand. Bayway is responsible for developing a PTASP and establishing transit safety performance targets annually.

Bayway established the transit safety targets identified in **Table 14** on January 13, 2021:

Table 14. Transit Safety Performance Targets for Bayway

Transit Mode	Fatalities (total)	Fatalities (rate)	Injuries (total)	Injuries (rate)	Safety Events (total)	Safety Events (rate)	System Reliability
Fixed Route Bus	0	0	12	3/100,000	4	1/150,000	75,000
Community Bus	0	0	0	1/234,112	0	1/234,112	100,000

On January 13, 2021, the Bay County TPO agreed to support Bayway transit safety targets, thus agreeing to plan and program projects in the TIP that once implemented, are anticipated to make progress toward achieving the targets.

6.3 MPO Transit Safety Targets

As discussed above, MPOs are not required to establish transit safety targets annually each time the transit provider establishes targets. Instead, MPO's must revisit targets each time the MPO updates the LRTP. MPOs can either agree to program projects that will support the transit provider targets or establish separate regional targets for the MPO planning area. MPO targets may differ from agency targets, especially if there are multiple transit agencies in the MPO planning area that are subject to the PTASP requirements.

On January 13, 2021, the Bay County TPO established transit safety targets for the MPO planning area and continues to annually adopt transit safety targets through the TIP. **Table 15** presents the Bay County TPO transit safety targets.

Table 15. Bay County TPO Transit Safety Performance Targets

Transit Mode	Fixed Route Bus	Demand Response Bus
Major Events (total)	4	0
Major Events (rate)	1/150,000	1/234,112
Pedestrian Collisions (rate)	0	0
Vehicle Collisions (rate)	0	0
Fatalities (total)	0	0
Fatalities (rate)	0	0
Transit Worker Fatalities (rate)	0	0
Injuries (total)	12	0
Injuries (rate)	3/100,000	1/234,112
Transit Worker Injuries (rate)	0	0
Assaults on Transit Workers (total)	0	0
Assault on Transit Workers (rate)	0	0
Mean Distance between Major Mechanical Failures	75,000	100,000

The targets for the MPO planning area reflect the targets established by Bayway through their Public Transportation Agency Safety Plan.

6.4 Transit Safety Performance

The Bay County TPO recognizes the importance of linking goals, objectives, and investment priorities to stated performance objectives, and that establishing this link is critical to the achievement of national transportation goals and statewide and regional performance targets. As such, the LRTP directly reflects the goals, objectives, performance measures, and targets as they are described in other public transportation plans and processes, including the Bayway PTASP, and the current Bay County TPO 2050 LRTP. FTA funding, as programmed by the region's transit providers and FDOT, is used for programs and products to improve the safety of the region's transit systems.

APPENDIX F: REVENUE FORECAST


FDOT
Strategic development
2050
REVENUE
FORECAST
HANDBOOK
June 2023

FDOT | Strategic development

2050 REVENUE FORECAST HANDBOOK

INTRODUCTION

Federal and Florida law require MPOs to have a financial plan in their LRTP.

The need for the long-range revenue forecast began with federal regulation originally required by the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA). All federal transportation acts since have required Metropolitan Planning Organizations (MPOs[1]) to contain a financial plan in their Long Range Transportation Plan (LRTP[2]). This requirement is codified in Title 23 United States Code (USC) Section 134 and Title 23 Code of Federal Regulations (CFR) Part 450.324(f)(11). Florida law also requires MPOs to have a financial plan in their LRTP (Section 339.175(7)(b), Florida Statutes.)

The federal law and regulations specify that an MPO's financial plan demonstrate how the adopted transportation plan can be implemented, indicate resources from public and private sources that are reasonably expected to be made available to carry out the plan, and recommend any additional financing strategies for needed projects and programs. The financial plan must demonstrate fiscal constraint and ensure that the LRTP reflects realistic assumptions about future revenues.

Additionally, the federal law indicates that the MPO, applicable transit operator, and State are to cooperatively develop estimates of funds that will be available to support plan implementation. In response, the Florida Department of Transportation (FDOT) prepares a long-range revenue forecast of federal and state funds in consultation with the Florida MPO Advisory Council (MPOAC) that can be used by all Florida's MPOs. This forecast is prepared approximately every five years to align with the LRTP update schedule for Florida's MPOs.

A statewide revenue forecast developed cooperatively provides ***consistency*** in the assumptions and approaches used when estimating future federal and state funding for both FDOT and MPO plan development. This includes providing estimates through the agreed upon horizon year and serves as the basis for financial planning for the Strategic Intermodal System (SIS) Cost Feasible Plan (CFP) and for all 27 MPO LRTPs. Throughout the process, it is FDOT's goal to provide ***transparency*** with communication via working groups, regular updates to the MPOAC, and development of a handbook (this document) to detail the process for producing the revenue forecast.

This *2050 Revenue Forecast Handbook* documents the purpose, basis, and use of the handbook; an overview of roles, responsibilities, and coordination for the revenue forecast process; and the methodology details of how the forecast is prepared, produced, and delivered to each MPO.

[1] For this document, MPO refers to all forms of an MPO including Metropolitan Planning Organization (MPO), Transportation Planning Organization (TPO), Transportation Planning Agency (TPA), and Metropolitan Transportation Planning Organization (MTPO).

[2] For this document, LRTP is used generally to refer to a MPO's long range transportation plan and encompasses other names that may be used for this purpose (e.g., metropolitan transportation plan).

1

FDOT Strategic development

2050 REVENUE FORECAST HANDBOOK

PURPOSE, BASIS, AND USE OF THE HANDBOOK

PURPOSE

The purpose of this handbook is to provide FDOT and MPO staff and consultants with the detailed process for preparing, producing, reviewing, and delivering the long-range transportation revenue forecast to the MPOs for use in their 2050 LRTP update process.

BASIS

THE OVERALL BASIS OF THE FORECAST IS SUMMARIZED IN THESE SIX POINTS:

- **Follows current federal and state laws, applicable regulations, and FDOT policies. For state funds, it is based on assumptions concerning factors affecting state revenue sources such as population growth rates and motor fuel consumption and tax rates.**
- **Uses FDOT's Program and Resource Plan (PRP) as the financial basis for the forecast. This is the financial planning document used by FDOT for the 10-year period that includes the Five-Year Work Program.**
- **Considers only federal and state funds that "pass through" the FDOT Five-Year Work Program. Federal funds include all federal aid that passes through the FDOT budget. State funds include state revenues such as motor fuel taxes, motor vehicle fees, tourism-based taxes, and other sources. Turnpike Enterprise revenue estimates are not included in this revenue estimate. For Turnpike project information, refer to the Turnpike Ten-Year Finance Plan.**
- **Consolidates the program information in the PRP into three categories for how the estimates will be provided: statewide estimates, districtwide estimates, and MPO estimates.**
- **Does not include estimates for local governments, local/regional authorities, private sector, federal funds that go directly to MPOs or transit operators, or other funding sources except as noted. While these other fund sources are not part of the FDOT statewide revenue forecast, they should be considered as part of the overall MPO forecast based on their information source.**
- **Estimates the value of money at the time it will be collected and reflects future revenue. Future revenue is often referred to as year of expenditure (YOE) dollars. Growth factors[3] are applied to revenue amounts following the Five-Year Work Program. MPOs should adjust project costs to YOE dollars to ensure costs and revenues are expressed using the same time frame. Appendix E provides detail for adjusting project costs using agreed upon inflation factors[4] to convert present day project costs to project costs in YOE dollars. Therefore, all amounts in the forecast are expressed in YOE dollars.**

[3] For this revenue forecast, growth factors are the rate used to grow present day revenues over multiple periods to the horizon year of 2050.

[4] For this revenue forecast, inflation factors are the rate used to increase present day project costs over time to year of expenditure.

2

FDOT Strategic development

2050 REVENUE FORECAST HANDBOOK

HANDBOOK USE

Florida's MPOs are advised to use the revenue estimates provided by FDOT along with this handbook to assist in the update of their LRTPs. However, if an MPO does not use the FDOT revenue forecast, they are required to develop their own independent forecast and document the methodology used to produce their own revenue forecast.

Federal Highway Administration (FHWA) recommends (based on 23 CFR 450.324(f)(11)(ii)) that the FDOT 2050 Revenue Forecast be included in an appendix to the LRTP to demonstrate cooperative development and provide stakeholders with information and the analysis performed to produce the anticipated revenues. This is also documented in the *2018 Federal Strategies for Implementation Requirements for LRTP Updates for the Florida MPOs* provided by the FHWA Florida Division Office. In the case that an MPO develops their own independent forecast, it is advised that documentation of the approved methodology and assumptions be included in the LRTP.

FHWA recommends that the FDOT 2050 Revenue Forecast be included in an appendix to the LRTP to demonstrate cooperative development.

The projected dollar values provided in this forecast should be used for planning purposes only during the LRTP update process. There should be no expectation these specific estimates will be programmed beyond what is in the 2023/24 – 2027/28 Five-Year Work Program and they do not represent a state commitment for funding, either in total or in any 5-year time period.



3

OVERVIEW OF ROLES, RESPONSIBILITIES, AND COORDINATION

The creation of the revenue forecast is a collaborative effort between multiple FDOT Central and District offices as well as the MPOAC and MPOs. Since 1994, FDOT has worked with the MPOAC to develop the long-range revenue forecast to comply with federal requirements for developing cost feasible transportation plans and to demonstrate coordinated planning for transportation facilities and services in Florida. This section provides a brief description of the roles and responsibilities of FDOT, the MPOAC, and the MPOs in developing the revenue forecast as well as the approach for coordination.

ROLES AND RESPONSIBILITIES

FDOT CENTRAL OFFICE – FORECASTING AND TRENDS OFFICE AND OFFICE OF POLICY PLANNING

The Forecasting and Trends Office (FTO) provides forecasting and analysis linking transportation planning and implementation. The Office of Policy Planning (OPP) oversees a wide range of efforts and programs that lay the groundwork for transportation programming and project development including coordination with Florida's metropolitan transportation planning processes. Together, they led the effort for initiating, coordinating, producing, and delivering the revenue forecast. Responsibilities of FTO and OPP related to the revenue forecast included:

- Leading the Central Office (CO) Revenue Team consisting of the FTO Manager, OPP Director, and applicable staff;
- Coordinating with the Finance, Program and Resource Allocation staff in the Office of Work Program and Budget (OWPB) to review and understand applicable financial data for the revenue forecast;
- Leading the update of the Financial Guidelines for Florida MPO 2050 LRTPs[5];
- Coordinating with the MPOAC and MPOs regarding production and distribution of the revenue forecast;
- Working with the FDOT Systems Implementation Office (SIO) to provide revenue forecasts for the Strategic Intermodal System (SIS) Cost Feasible Plan (CFP);
- Briefing management on results as production of the revenue forecast progresses;
- Conducting working group meetings with Districts and MPOs including preparation, facilitation, and summary;
- Providing updates to the MPOAC throughout the update process; and
- Collaborating with other FDOT offices as needed to review and refine the final revenue forecast to ensure consistency and transparency.

[5] The purpose of the *Financial Guidelines for Florida MPO 2050 LRTPs* is to provide uniformity in financial reporting within the MPO LRTP and to document the approach for FDOT, in cooperation with the MPOAC and Florida's MPOs, to prepare a long-range revenue forecast of state and federal transportation funds through 2050. It is prepared and agreed upon by both FDOT and MPOAC early in the update process.

FDOT CENTRAL OFFICE – OFFICE OF WORK PROGRAM AND BUDGET

The Office of Work Program and Budget (OWPB) has the responsibility of developing and managing FDOT's Five-Year Adopted Work Program and providing financial planning services to FDOT management. The responsibilities of the OWPB related to the revenue forecast include:

- Determining the PRP and FDOT's Five-Year Work Program snapshot date and providing the PRP snapshot built from FDOT's Five-Year Work Program that will be used in developing the forecasts including the extended forecast (through the horizon year) using agreed upon growth rates;
- Calculating growth rates based on information from the latest state Revenue Estimating Conference (REC);
- Discussing and finalizing growth rates with the CO Revenue Team; and
- Assisting with the review and feedback on draft forecast tables to ensure consistency and transparency.

FDOT WORKING GROUP (INCLUDING DISTRICTS)

To assist in the process of producing the revenue forecast, FDOT created an internal working group to receive, review, and provide feedback on draft documents related to the revenue forecast. This internal working group included Central Office staff from FTO, OPP, OWPB, and SIO as well as District MPO Liaisons and their designees. The responsibilities of the FDOT Working Group related to the revenue forecast include:

- Reviewing and proposing revisions to draft documents;
- Providing area/office specific input into the development of the revenue forecast methodology;
- Assisting with review of the draft and final revenue forecast; and
- Assisting with communication to MPOs regarding the revenue forecast.

MPO WORKING GROUP

To assist with communication and coordination with the MPOAC and the MPOs, FDOT created an MPO Working Group to provide input into the preparation of the revenue forecast used to develop the MPO 2050 LRTPs. This external working group included directors and/or staff from nine MPOs who volunteered to review and comment on draft documents related to the revenue forecast. The responsibilities of the MPO Working Group related to the revenue forecast include:

- Providing input on the *Financial Guidelines for Florida MPO 2050 LRTPs* and
- Providing input into the approach for conducting the revenue forecast.

COORDINATION

Throughout the development process, FTO and OPP coordinated with applicable FDOT offices, MPOAC, and the MPOs to ensure a timely, consistent, and transparent revenue forecast. Regular coordination fosters a cooperative and collaborative environment to assist in reconciling long-range plans; demonstrating coordinated planning for transportation facilities and services in Florida; and better documenting long-range needs in the state. The CO Revenue Team coordinated both internally and externally to ensure timeliness, consistency and transparency in the revenue forecast process.

INTERNAL

FTO and OPP engaged with OWPB early to review the FY 22/23 – 30/31 PRP (and later the FY 23/24 – 31/32 PRP). In addition, conversations with OWPB helped the team to understand the current trends resulting from the state's REC and its impact on growth rates for the forecast. Early conversations with the SIO also allowed for coordination of the estimates used in the development of the 2050 SIS CFP. Regular updates to District MPO Liaisons, via the FDOT Working Group, allowed them to be informed on the progress so they could communicate information to their respective MPOs. **Table 1** summarizes the FDOT Working Group meetings throughout the process.

Table 1. FDOT Working Group Meetings

DATE	TOPIC
November 16, 2021	Kick-off Meeting; discuss purpose and charge
December 14, 2021	Review previous forecast/discuss current approach
January 11, 2022	Discuss draft financial guidelines
February 8, 2022	Review draft financial guidelines
March 8, 2022	Finalize financial guidelines; discuss forecast table templates
April 5, 2022	Discuss changes to release schedule; finalize forecast table templates
June 7, 2022	Provide process update on forecast preparation; discuss boundary assumptions
October 6, 2022	Provide process update on forecast preparation
April 10, 2023	Provide process update on forecast preparation; discuss draft handbook
May 22, 2023	Review revenue forecast details with District Liaisons and MPO staff

EXTERNAL

FTO and OPP regularly met with and updated the MPO Working Group as well as the MPOAC on various milestones throughout the process. These updates encouraged meaningful conversation about comments or concerns involving the revenue forecast and allowed FDOT to understand and address the concerns of the MPOAC. **Table 2** summarizes the MPO Working Group meetings throughout the process. **Table 3** summarizes the touch points with the MPOAC throughout the process.

Table 2. MPO Working Group Meetings

DATE	TOPIC
November 17, 2021	Kick-off Meeting; discuss purpose and charge
December 16, 2021	Review previous forecast/receive input on current approach
January 18, 2022	Discuss draft financial guidelines
April 7, 2022	Provide input on financial guidelines; provide update on release schedule
June 22, 2022	Provide update on boundary assumptions; discuss forecast table templates
October 14, 2022	Provide process update on forecast preparation
April 17, 2023	Provide process update on forecast preparation; discuss draft handbook
May 22, 2023	Review revenue forecast details with District Liaisons and MPO staff

Table 3. MPOAC Quarterly Meetings

DATE	TOPIC
January 27, 2022	Review revenue forecast update process; creation of working groups
April 28, 2022	Review financial guidelines
July 28, 2022	Provide process update on release schedule and forecast assumptions
October 27, 2022	Provide process update on forecast preparation
January 31, 2023	Provide process update on continued forecast preparation
April 27, 2023	Provide 2050 Statewide Revenue Forecast

FDOT Strategic development

2050 REVENUE FORECAST HANDBOOK

FEDERAL AND STATE REVENUE FORECAST PROCESS METHODOLOGY

FDOT prepared the long-range revenue forecast for federal and state funds that "flow through" the FDOT Five-Year Work Program. The steps involved in this extensive effort included close coordination with the OWPB; regular updates with District and MPO staff; technical entry, analysis, and verification; quality review of the estimates; and final release of a revenue forecast for each of Florida's MPOs. In concert, the FDOT SIO was provided the same revenue forecast to develop the 2050 SIS CFP.

PREPARING THE REVENUE FORECAST

This section details the preliminary steps to prepare for the analysis of the forecast numbers and tables. The process for preparing the long-range revenue forecast is a collaborative effort among multiple FDOT offices. It starts approximately 32-36 months prior to the due date of the first MPO in the LRTP update cycle. This is to ensure that MPOs first in the update cycle have the forecast at least 15-18 months before their due date. The cycle described in this handbook kicked off in November 2021, approximately 35 months prior to the first MPO LRTP due for the 2050 cycle.

EARLY STEPS

To initiate the process, the CO Revenue Team reviewed prior forecasts, considered current issues impacting revenues, received and reviewed the February 2022 PRP snapshot[6] from the OWPB, and briefed FDOT management so they could inform the MPOAC of FDOT's intent to begin the update process. They also convened working groups, finalized the framework of the forecast, and documented the time frame used in the revenue forecast.

WORKING GROUPS

To provide valuable input into the process, FDOT convened the two working groups.

- The **FDOT Working Group** was an internal group consisting of District and Central Office staff who work with MPOs via their LRTP update process and have an interest/need to understand and use the revenue forecast, and
- The **MPO Working Group** was a volunteer based group of MPO directors and staff that had a desire to understand, provide input into, and will use the revenue forecast in the LRTP update process.

These Working Groups helped draft and refine the *Financial Guidelines for Florida MPO 2050 LRTPs* document. The guidelines document represented a collaborative effort to provide uniformity in financial

[6] The February 2022 PRP snapshot was used in early steps of the process; however, the final forecast was based on the March 2023 PRP snapshot as described later in this handbook.

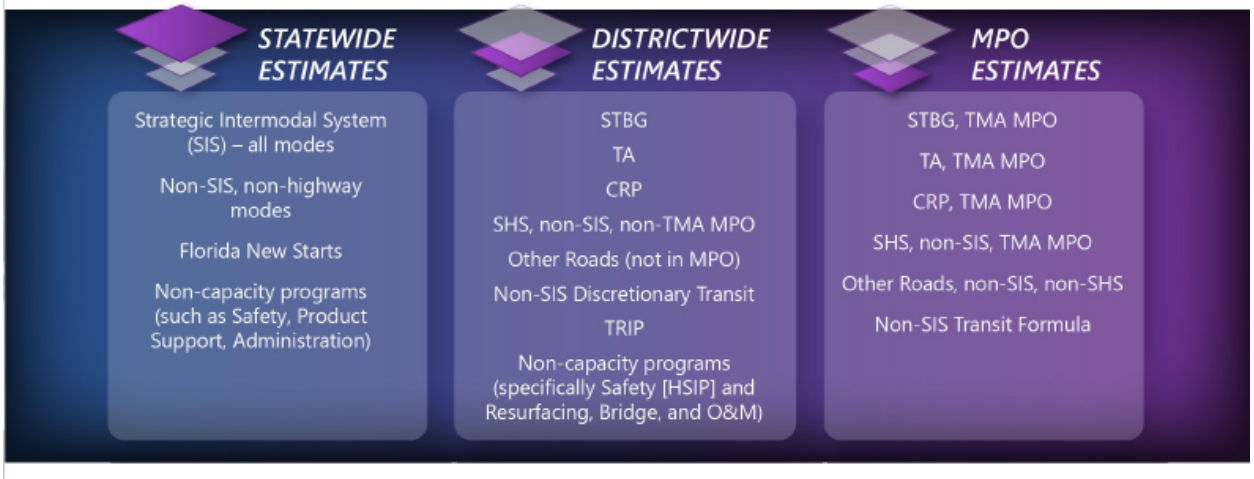
8

reporting within the MPO LRTP update process and provided information for preparing the long-range revenue forecast to be used by all MPOs for financial planning in their plan updates.

FRAMEWORK

With feedback from the Working Groups, FDOT finalized the Revenue Forecast framework. This framework, shown in **Figure 1**, represents the organization of the revenue forecast beginning with revenue tables at the *statewide level* largely for informational purposes, followed by revenue tables at the *districtwide level* identifying revenues available to the Districts but programmed in consultation with the MPOs, and finally, revenue tables at the *MPO level* providing MPO-specific revenue estimates for Transportation Management Area (TMA[7]) funds, transit formula funds, and other revenues that are reasonably expected to be available in the MPO area through 2050. The Revenue Forecast framework is also documented in the *Financial Guidelines for Florida MPO 2050 LRTPs* document.

Figure 1. Revenue Forecasting Framework



TIMEFRAME

The next step to the revenue forecast process was identifying the time frame that the forecast would capture. The base year is the first year in the revenue forecast and the horizon year is the last year. Syncing up the horizon year with the LRTP update cycle provides a seamless use of the revenue forecast to the MPOs work on the Needs Plan and Cost Feasible Plan. The base and horizon years are for financial reporting purposes only and do not impact individual MPO selection of alternative base and horizon years for socio-economic data, modeling, and other purposes.

[7] Transportation Management Areas (TMA) are urban areas with a population over 200,000. All urban areas with less than 200,000 people are not considered a TMA. For the purposes of this handbook, MPOs in a TMA are called TMA MPOs and those not in a TMA are called non-TMA MPOs.

Aggregate time bands are identified to simplify reporting. Five-year time bands are used 15 years into the forecast. The final 10 years are shown as one time band. The individual time bands for this revenue forecast are 2023/24-2024/25 (gap between Work Program and first time band); 2025/26-2029/30; 2030/31-2034/35; 2034/35-2039/40; and 2039/40-2049/50. The use of time bands increases flexibility, reduces the need to "fine tune" project priorities, and decreases the number of LRTP amendments.

Revenue estimates provided to each MPO consist of the statewide, districtwide, and MPO level tables. The tables identify whether the source is federal or state and provides a dollar total for each aggregate time band.

INITIATING THE REVENUE FORECAST PROCESS

The starting point for preparing the revenue forecast is FDOT's annual Program and Resource Plan (PRP), a document providing planned commitment levels by year for all FDOT's programs. The PRP is essential to understanding the major programs, their resource requirements, and the projects they deliver. The program levels form the basis for FDOT's Finance Plan, Five-Year Work Program, and Legislative Budget Request (LBR). Annual estimates of funding levels through 2050 are based on federal and state laws and regulations and FDOT policies at the time the forecast is prepared. For files related to the current PRP, visit the Office of Work Program and Budget, Program and Resource Plan website.

Development of the PRP is guided in the broadest sense by FDOT's mission statement:

The department will provide a safe statewide transportation system that ensures the mobility of people and goods, enhances economic prosperity, and preserves the quality of our environment and communities.

In addition, the Florida Transportation Plan (FTP), the state's long-range transportation plan documenting Florida's transportation goals and objectives, provides the policy framework for the PRP, the Five-Year Work Program, and the LBR.

Sound multimodal planning concepts and the best available forecasts of costs and funding are used in preparing the PRP. However, the PRP is vulnerable to future circumstances and events which may have a positive or negative impact on transportation resources such as variations in revenue projections, changes in regulations and laws, fluctuations in construction costs, and extraordinary and unpredictable changes in right-of-way land costs.

UNDERSTANDING THE FUNDING SOURCES

Chapter 334, Florida Statutes identifies FDOT as responsible for coordinating the planning of a safe, viable, and balanced state transportation system serving all regions of the state, and assuring the compatibility of all components, including multimodal facilities.

In carrying out its duties, FDOT adopts a Five-Year Work Program, which is a list of transportation projects planned for each fiscal year. State taxes and fees, along with federal aid, make up the primary funding sources for the work program. Other funding sources include tolls collected for certain facilities, proceeds from bond issuances, and local taxes and fees. These other funding sources are not considered in this revenue forecast.

The State Transportation Trust Fund (STTF) is legislatively authorized and used by FDOT to account for the administration of the maintenance and development of the state highway system and other transportation related projects. Florida receives both federal and state funds. The Federal aid in this forecast incorporates current federal legislation – *the Infrastructure Investment and Jobs Act* (IIJA) – for the federal fiscal years 2021/22 – 2025/26. Federal funds are obligated to states according to formulas determined by Congress. All programs in IIJA, existing and new, were considered in this revenue forecast. Urban and non-urban programs are distributed by population according to federal law.

The STTF's primary revenue sources are from state taxes and fees. The following state revenue sources are considered in the revenue forecast.

HIGHWAY MOTOR FUEL TAXES

The collection of state fuel taxes is administered by the Florida Department of Revenue (DOR). While most revenue from the Fuel Sales Tax is distributed to the STTF, set-asides are included for other funds. Primary state fuel sales taxes include:

Highway Fuel Sales Tax (indexed annually by the Consumer Price Index);
Off-Highway Fuel Sales Tax; and
State Comprehensive Enhanced Transportation System Tax (indexed annually by the Consumer Price Index).

Historically, revenues from these taxes are affected by short-term population growth and automatic tax rate increases (adjustments based on Consumer Price Index). They tend to grow at a faster pace than those from other sources. Isolated increases or decreases in growth rates are usually the result of external variables such as resulted from the COVID-19 pandemic.

TOURISM-BASED TAXES

Tourist-based taxes include those closely associated with tourism in the state. Florida DOR administers the collection of both aviation fuel tax and the rental car surcharge. Eighty percent of the revenue from the rental car surcharge is distributed to the STTF. The two tax sources are:

Aviation Fuel Tax and
Rental Car Surcharge.

Revenues from these taxes are heavily influenced by tourist activity. For example, higher growth rates in recent years were primarily the result of a rebound in tourism from the negative impacts of COVID limitations that impacted air travel and other travel restrictions.

MOTOR VEHICLE LICENSE RELATED FEES

These funds are primarily collected and administered by the Florida Department of Highway Safety and Motor Vehicles (FLHSMV) and distributed to the STTF among other funds. Primary state motor vehicle license related fees include:

- ***Motor vehicle license fees;***
- ***Motor vehicle license surcharges;***
- ***Initial registration fees (also known as New Wheels on the Road); and***
- ***Motor vehicle title fees.***

Revenues from these sources are mainly impacted by population growth and new car sales. For example, the negative growth rates in the future would result in a projected decline in the initial registration fees of new vehicles. Positive impacts to both of these variables are expected in the long term given predicted population growth.

DOCUMENTARY STAMP TAXES

The documentary stamp tax is levied on documents that include, but are not limited to, deeds, stocks and bonds, notes and written obligations to pay money, mortgages, liens, and other evidences of indebtedness. They can fluctuate widely depending on the Florida real estate market and complex provisions in the law governing this source of Florida revenue. Currently, state law allows distributions to the STTF, not to exceed $466.75 million. FDOT programs that receive documentary stamp funding include Florida New Starts Transit Program, Small County Outreach Program (SCOP), Strategic Intermodal System (SIS), Transportation Regional Incentive Program (TRIP), and the Florida Rail Enterprise.

Revenues from this source are impacted largely by fluctuations in the real estate market among other things. Revenue is first distributed from this tax source to fund debt service for environmental programs and contributions to the land acquisition trust fund. Revenues are then distributed to the STTF in an amount not to exceed $466.75 million. Due to the statutory limit, flat growth is assumed once forecasted funds reach the cap and stays constant through the end of the forecast period. For this revenue forecast, forecasted funds reached the cap in fiscal year 2029/30.

DETERMINING THE GROWTH RATES

As the update process continued, the CO Revenue Team met with the OWPB to discuss the growth rates that were used to extrapolate the anticipated revenue from the last year of FDOT's Five-Year Work Program to the horizon year. The process for determining growth rates for both federal and state funds is described below.



GROWTH RATES FOR FEDERAL FUNDS

Federal funds are not based on factors such as population and/or economic growth, a common indicator of actual economic activity within a state. They are set through a political process determined by Congress. Federal funds are obligated to states for a set period of time. The current IIJA was passed for the federal fiscal years 2021/22 – 2025/26. The time period is certain unless the current act is extended or new federal legislation is enacted. Given the uncertain nature of when or how federal funds will be available beyond the current federal transportation act, FDOT uses a zero percent growth rate for federal funds past the timeframe of the current federal legislation. The level of federal funding to states has often increased with subsequent transportation acts, however, given the unpredictable nature of the congressional political process that produces the state allocations, FDOT remains conservative in forecasting federal funds past the current federal transportation act. This is a long standing practice and aligns with current FDOT financial policies.



GROWTH RATES FOR STATE FUNDS

FDOT calculates annual growth rates for state funds using information from the REC which considers the current and anticipated state of the economy and population. The REC is one of several conferences that are part of the statutorily required consensus estimating conference process. The REC is required to develop official forecasts for anticipated state and local government revenues as the conference determines the needs for the state planning and budgeting process. The three areas within the REC that provide forecasts for transportation-related funding flowing into the STTF include highway safety fees, transportation revenue, and general revenue (specifically documentary stamp revenue). The growth rates used in this revenue forecast are based on what is provided by the REC and are applied in fiscal years 2028/29 – 2049/50. Information on the growth rates used in this revenue forecast and how they were calculated are included in Appendix E.

OTHER FACTORS IMPACTING THE REVENUE FORECAST

Historically, the funding split for transportation funds in Florida has been approximately 25 percent federal and 75 percent state. Given the higher proportional share of funds from state sources, changes in the state's economy have a greater impact on the revenue forecast. However, the revenue forecast can be influenced by external factors at both the federal and state level.



FEDERAL

The federal forecast is completely dependent on transportation legislation passed by Congress and signed into law by the President. Federal transportation law dictates what each state receives. In 2021, the IIJA allocated funding to each state through reauthorization of existing programs as well as the creation of new programs for all modes of transportation. Florida is estimated to receive $13.5 billion in formula funds over the five-year transportation act which is an increase of 35 percent over the previous Act. In addition to funding historical programs like the Surface Transportation Block Grant (STBG) and Transportation Alternatives (TA), IIJA created new programs such as the Carbon Reduction Program (CRP) that is also reflected in the revenue forecast.



STATE

The state forecast is impacted by external factors within the state's economy such as income, employment, visitors, GDP, and population among others. Depending on when the revenue forecast is calculated, the estimate of future funds can look drastically different. For example, in 2018, the date of the previous revenue forecast, the U.S. and the state were in the middle of the longest period of economic growth that is over 10 years. This had an impact on the growth rates and the estimates that were calculated. The economy began to shift in 2020 and in late 2022, the U.S. economic outlook looked much different with many economists expecting a recession sometime in 2023. If economic growth declines as currently expected, this downturn will have an impact on the amount of state tax receipts that will be available, which in turn will impact the amount of expected state revenue.

RECONCILING THE DATA

Once the growth rates were obtained from OWPB, the CO Revenue Team worked with the OWPB to download the March 2023 PRP snapshot file of the data submitted in the LBR for the fiscal year 2023/2024 state transportation budget. The PRP snapshot covered fiscal years 2023/24 – 2031/2032.

The first five years of the 10-year PRP, which is the Five-Year Work Program, is the starting point for the 2050 revenue forecast. This 5-year data set is used because while all revenue anticipated is included in the 10-year PRP, not all projects are programmed in the outer years (beyond the adopted Work Program). Using the Five-Year Work Program as the basis ensures a comprehensive foundation for growing the funds into the future. For this forecast, growth rates were used starting in 2028/29.

Once the database was received, the CO Revenue Team reconciled the data to the PRP to ensure the extracted database was correct and complete. The CO Revenue Team met with the OWPB to address any questions, concerns, or matters concerning the reconciliation. Once the data set was confirmed, the CO Revenue Team conducted the forecast for statewide, districtwide, and MPO tables.

FDOT Strategic development

2050 REVENUE FORECAST HANDBOOK

CONDUCTING AND PRODUCING THE REVENUE FORECAST

This section outlines the steps for producing the revenue forecast tables including details for conducting and analyzing the revenue forecast. Individual MPO estimates are provided in a separate report prepared for each MPO.

Review of the forecast numbers began with calculating a summary table of all federal and state funds that pass through the Five-Year Work Program. Starting with the year following the Five-Year Work Program, the federal funds were held constant from the end of the current federal legislation, 2025/26 - 2049/50 and state funds were grown based on the established growth rates to 2050 (see Appendix E). The individual year amounts are summed within the established time bands and provided in **Table 4** below. In this summary table, the percent of the total is also calculated for both federal and state funds.

Table 4. Statewide Revenue Estimate for 27 Year Period 2024/25 – 2049/50 (Millions of $)

MAJOR REVENUE SOURCES (MILLIONS OF $)	TIME PERIOD (FISCAL YEARS)					
	2023/24-2024/25	2025/26–2029/30	2030/31–2034/35	2035/36–2039/40	2040/41–2049/50	27-YEAR TOTAL 2024/25-2049/50
FEDERAL						
Amount	$6,819	$14,503	$14,584	$14,584	$29,168	$79,658
Percent of Total	37%	33%	32%	31%	30%	32%
STATE						
Amount	$11,806	$29,288	$31,300	$32,720	$66,747	$171,862
Percent of Total	63%	67%	68%	69%	70%	68%
Statewide Total	$18,624	$43,791	$45,884	$47,304	$95,915	$251,519

The remainder of this section details the approach for calculating the statewide, districtwide, and MPO level forecasts through 2050.

15

REVENUE ESTIMATES REPORTED AT THE STATEWIDE LEVEL

The approach for statewide programs, both formula and discretionary, are provided in this section. For the purposes of this revenue forecast, FDOT reports revenue estimates at the statewide level for

- All modes on the Strategic Intermodal System (SIS);
- Non-SIS/non-highway modes including aviation, rail, seaport development, intermodal access, and Shared-Use Nonmotorized (SUN) Trail; and
- Non-SIS transit.

In addition, FDOT provides statewide estimates for non-capacity programs designed to support and maintain the State Highway System including:

- Safety; resurfacing; bridge, product support; operations and maintenance; and administration.

These statewide estimates are funded with both federal and state funds. Because these programs are administered at the statewide level, the statewide estimates are largely for informational purposes for the MPOs.

FDOT takes the lead in identifying planned projects for statewide programs. None of these funds are specifically allocated at the MPO level in the revenue forecast. Funds allocated to the SIS are identified by FDOT Districts in coordination with the MPOs, regional planning councils, local governments and other transportation providers and listed in the 2050 SIS CFP. These SIS projects must be included in the MPO's LRTP to advance in the Work Program.

STRATEGIC INTERMODAL SYSTEM (SIS) ALL MODES

SIS revenue estimates consist of federal and state funds for all modes on the SIS. This category includes construction, improvements, and associated right-of-way for highway and non-highway modes, as applicable, for designated SIS hubs, corridors, and connectors. The 2050 SIS CFP revenue estimates are provided for non-Turnpike facilities only. For Turnpike project information, refer to the Turnpike Ten-year Finance Plan.

SIS revenues and projects are identified in the 2050 SIS Cost Feasible Plan and are provided to MPOs via that plan. The 2050 SIS Cost Feasible Plan includes all roads on the SIS including connectors between SIS corridors and SIS hubs. All projects identified in the 2050 SIS CFP are aligned with the SIS Policy Plan and its implementation as well as follow SIS Funding Eligibility Guidance.

These estimates (outside the Five-Year Work Program) are for planning purposes and do not represent a commitment of FDOT funding. The 2050 SIS Cost Feasible Plan does not provide specific projects for modes other than highways (i.e., aviation, spaceports, seaport, rail, and transit). Funding for these modes, however, is listed in the CFP under the designation of "modal reserves". Modal reserves are identified funding amounts assigned to the modes during the CFP planning period. The reserves are available for

each mode for specific projects that will be identified and selected in the future. **Table 5** provides the statewide estimate for SIS – all modes.

Table 5. Statewide Revenue Estimate for SIS – All Modes (Millions of $)

PROGRAMS	TIME PERIODS (FISCAL YEARS) 2023/24-2024/25	2025/26-2029/30	2030/31-2031/32	2032/33-2034/35	2035/36-2039/40	2040/41-2044/45	2045/46-2049/50	18-YEAR TOTAL FOR SIS 2032/33-2049/50	OVERALL 27-YEAR TOTAL 2024/25-2049/50
Highway Share Federal/State	$3,409.88	$6,598.12	$2,548.58	$3,710.00	$6,301.16	$6,376.18	$6,371.18	$22,758.53	$35,315.10
Modal Reserves Federal/State	$852.47	$1,649.53	$637.15	$927.50	$1,575.29	$1,594.05	$1,592.80	$5,689.63	$8,828.78
Statewide Total	$4,262.35	$8,247.65	$3,185.73	$4,637.51	$7,876.45	$7,970.23	$7,963.98	$28,448.16	$44,143.88

NON-SIS/NON-HIGHWAY MODES

Estimates of available federal and state funds are provided for informational purposes in **Table 6** for the following non-SIS/non-highway modes.

- **Aviation** – Primary use of the aviation program is financial and technical assistance to Florida's airports for airside improvements.
- **Rail** – Primary use is for funding the acquisition of rail corridors and assistance in developing intercity passenger and commuter rail services, fixed guideway system development, rehabilitation of rail facilities, and high-speed transportation.
- **Intermodal Access** – Primary use is to improve access to intermodal, seaport, and airport facilities to enhance the movement of people and goods to and from airports and seaports.
- **Seaport Development** – Florida Seaport Transportation Economic Development (FSTED) Council identifies projects eligible for funding for the development of public deep-water seaports.
- **SUN Trail** – Exclusive use is for eligible projects used to develop a statewide system of nonmotorized, paved trails for bicyclists and pedestrians as a component of the Florida Greenways and Trails System (FGTS) with a statutorily-defined $25 million annual allocation. This statewide network is being constructed by FDOT, and they bear the primary responsibility for planning the system. SUN Trail projects from the Five-Year Work Program need to be included in MPO's TIPs to advance. As such, these TIP projects also need to be in the LRTP. MPOs may wish to

include proposed, but not programmed, SUN Trail projects among the illustrative projects included in their LRTPs. MPOs also may wish to highlight planned connections with SUN Trail stemming from other bicycle and pedestrian projects, or from projects of any mode.

Table 6. Statewide Revenue Estimate for Non-SIS/Non-Highway Modes (Millions of $)

PROGRAMS FUNDING SOURCE	TIME PERIODS (FISCAL YEARS) 2023/24-2024/25	2025/26–2029/30	2030/31–2034/35	2035/36–2039/40	2040/41–2049/50	27-YEAR TOTAL 2024/25-2049/50
Aviation Federal/State	$259.72	$702.40	$782.88	$818.26	$1,669.10	$4,232.36
Rail Federal/State	$282.69	$398.15	$415.91	$432.51	$880.30	$2,409.56
Intermodal Access Federal/State	$41.85	$144.66	$167.43	$172.27	$348.99	$875.18
Seaport Development Federal/State	$54.87	$213.67	$235.04	$245.71	$501.22	$1,250.51
SUN Trail State	$50.00	$125.00	$125.00	$125.00	$250.00	$675.00
Statewide Total	$689.13	$1,583.87	$1,726.26	$1,793.75	$3,649.61	$9,442.61

For the statewide estimate, FDOT identified federal and state funding that included aviation, rail, intermodal access, and seaport development programmed funds that were not on the SIS. SUN Trail is calculated independently because it is a legislatively set annual amount of $25 million a year[8]. Once programmed funds were determined, the federal funds were held constant from the end of the current federal legislation, 2025/26 - 2049/50 and state funds are grown based on the established growth rates (see Appendix E) to 2050. Annual revenue estimate amounts were summed into the established time bands of 2023/24 – 2045/25; 2025/26 – 2029/30; 2030/31 – 2034/35; 2034/35 – 2039/40; and 2040/41 – 2049/50. The time bands were summed across programs for the 27-year period.

[8] On April 11, 202, Senate Bill 106 was signed into law expanding SUN Trail and increasing funding to $50 million annually. As of the publication of this revenue forecast, it has not been determine what programs will be reduced to accommodate the increase for SUN Trail.

FLORIDA NEW STARTS

Estimates of available federal and state funds are provided at the statewide level in **Table 7** for the Florida New Starts program. These are state funds that provide local governments and transit agencies with up to a dollar-for-dollar match of the local (non-federal) share of project costs for transit fixed-guideway projects and facilities that qualify under the FTA New Starts Program. The definition of eligibility includes rail transit and bus rapid transit (BRT) systems. State funding is limited to up to 50 percent of the non-federal share and local funding is required to match state contributions. MPOs may desire to include projects partially funded with Florida New Starts funds in their LRTPs. Any commitment of these funds by FDOT should be documented in the LRTP. Otherwise, the MPO should identify such projects as "illustrative." Florida New Starts estimates are provided at the statewide level.

Table 7. Statewide Revenue Estimate for Florida New Starts (Millions of $)

PROGRAMS FUNDING SOURCE	TIME PERIODS (FISCAL YEARS)					
	2023/24-2024/25	2025/26–2029/30	2030/31–2034/35	2035/36–2039/40	2040/41–2049/50	27-YEAR TOTAL 2024/25-2049/50
Florida New Starts Program State	$173.50	$267.68	$287.56	$300.60	$613.21	$1,642.55

For the statewide estimate, FDOT identified federal and state programmed transit funds that were not on the SIS. All programmed transit funds were reviewed to determine whether they were discretionary or formula from the state's perspective. All discretionary funds were considered at the statewide level and formula funds were considered at the MPO level (see pages 35-36). Once programmed funds were determined, the federal funds were held constant from the end of the current federal legislation, 2025/26 - 2049/50 and state funds are grown based on the established growth rates (see Appendix E) to 2050. Annual revenue estimate amounts were summed into the established time bands of 2023/24 – 2045/25; 2025/26 – 2029/30; 2030/31 – 2034/35; 2034/35 – 2039/40; and 2040/41 – 2049/50. The time bands were summed across programs for the 27-year period.

NON-CAPACITY PROGRAMS

These estimates are federal and state funds for programs to support, operate, and maintain the SHS including safety, bridge, resurfacing, product support, operations and maintenance, and administration. These are provided at the statewide level in **Table 8**.

- **Safety** includes the FHWA engineering safety program and the National Highway Traffic Safety Administration (NHTSA) behavioral safety program. Both programs focus on reducing crashes,

fatalities, and serious injuries using the "4 E's" of safety: engineering, education (including public information), enforcement, and emergency services.

- **Resurfacing** includes resurfacing of all pavements on the State Highway System including Florida's Interstate, Turnpike, and other arterial highways.
- **Bridge** includes repair and replacement of bridges in the Bridge Work Plan in accordance with program objectives. This includes bridges on the State Highway System, off the State Highway System, on the federal-aid highway system, and off the federal-aid highway system.
- **Product Support** includes preliminary engineering[9], construction engineering and inspection, right-of-way support, environmental mitigation, materials, applied research, and planning and environment.
- **Operations and Maintenance** includes activities which support and maintain the transportation infrastructure once it is constructed and operational. Activities include operations and maintenance centers, toll operations and traffic engineering, and operations services.
- **Administration** includes staff, equipment, and materials required to develop and implement the budget, personnel, executive direction, reprographics, and contract functions. This also includes the Fixed Capital Outlay Program.

Certain expenditures, such as debt service, reimbursements to local governments, and a few other minor categories, are not described above but are included in the statewide totals under "Administration and Other."

[9] Preliminary Engineering (PE) Program represents the activities and resources related to the environmental concerns, corridor location, and other project development issues, project surveying and mapping, roadway and structural design phases, traffic engineering, safety considerations, pavement management, project estimating, project specifications development, project management including both in-house and consultant development and support, and quality assurance in all of these areas as related to highway and bridge construction projects.

Table 8. Statewide Revenue Estimate for Non-Capacity Programs (Millions of $)

PROGRAMS FUNDING SOURCE	TIME PERIODS (FISCAL YEARS) 2023/24-2024/25	2025/26–2029/30	2030/31–2034/35	2035/36–2039/40	2040/41–2049/50	27-YEAR TOTAL 2024/25-2049/50
Safety Federal/State	$412.34	$997.74	$1,017.10	$1,017.78	$2,036.18	$5,481.13
Resurfacing* Federal/State	$3,034.12	$7,998.73	$8,034.39	$8,184.54	$16,507.27	$43,759.05
Bridge* Federal/State	$522.15	$2,357.27	$1,954.68	$1,999.65	$4,040.69	$10,874.45
Product Support Federal/State	$3,352.75	$6,280.84	$6,346.05	$6,536.36	$13,247.86	$35,763.87
Operations and Maintenance* Federal/State	$2,465.76	$6,893.87	$7,525.73	$7,851.74	$16,003.51	$40,740.62
Administration and Other Federal/State	$396.17	$919.48	$994.11	$1,039.02	$2,119.36	$5,468.14
Statewide Total	$10,183.28	$25,447.94	$25,872.07	$26,629.10	$53,954.88	$142,087.26

*A district breakdown of the total resurfacing, bridge, and operations & maintenance estimates is provided in the Districtwide section below.

For the statewide estimate, FDOT identified federal and state programmed non-capacity funds for resurfacing, bridge, preliminary engineering, construction engineering and Inspections (CEI), ROW support, environmental mitigation, material and research, planning and environment, operations & maintenance, traffic engineering & operations, toll operations, and administration. Once programmed funds were determined, the federal funds were held constant from the end of the current federal legislation, 2025/26 - 2049/50 and state funds are grown based on the established growth rates (see Appendix E) to 2050. Annual revenue estimate amounts were summed into the established time bands of 2023/24 – 2045/25; 2025/26 – 2029/30; 2030/31 – 2034/35; 2034/35 – 2039/40; and 2040/41 – 2049/50. The time bands were summed across programs for the 27-year period.

REVENUE ESTIMATES REPORTED AT THE DISTRICTWIDE LEVEL

The approach for districtwide programs is provided in this section. Revenue estimates for the following programs are provided for each FDOT District. MPOs should work with their FDOT District liaison to identify funding opportunities for these programs:

- Surface Transportation Block Grant (STBG),
- Transportation Alternatives (TA);
- Carbon Reduction Program (CRP);
- SHS (non-SIS) – non-TMA MPO;
- Other Roads (non-SHS/non-SIS); and
- Transportation Regional Incentive Program (TRIP).

Some non-capacity programs will be reported, such as:

- Highway Safety Improvement Program (HSIP), and
- Resurfacing, Bridge, and Operations & Maintenance (O&M).

These programs can be used to identify funding opportunities for MPOs. MPOs should work with their FDOT District Liaison to identify planned projects for these funding sources.

SURFACE TRANSPORTATION BLOCK GRANT

These are federal funds from the Surface Transportation Block Grant (STBG) program to promote flexibility in State and local transportation decisions and provide flexible funding to best address State and local transportation needs. The sub-categories are shown in the list below.

- For "any area", may be used on any project in the state
- For areas with a population less than 5,000;
- For areas with a population from 5,000 to 49,999; and
- For areas with a population from 50,000 to 200,000.

Estimates for these areas are provided at the FDOT Districtwide level in **Table 9**. MPOs should work with their FDOT District Liaison to identify planned projects for this funding source. Funding for "any area" can be used by both TMA and Non-TMA MPOs. Funding for the other areas listed above are for non-TMA MPOs as applicable to their population. This list excludes funding for areas with a population over 200,000 because they are shown in the MPO section later in the document.



Table 9. Districtwide Revenue Estimate for STBG (Millions of $)

Programs Funding Source: Federal	Time Periods (Fiscal Years) 2023/24-2024/25	2025/26–2029/30	2030/31–2034/35	2035/36–2039/40	2040/41–2049/50	27-YEAR TOTAL 2024/25-2049/50
District 1						
SA (Any Area)	$53.33	$248.58	$260.34	$260.34	$520.68	$1,343.27
SN (Population less than 5,000)	$4.07	$22.42	$22.08	$22.08	$44.15	$114.80
SM (Population 5,000 to 49,999)	$0.33	$15.02	$15.98	$15.98	$31.96	$79.28
SL (Population 50,000 to 200,000)	$4.07	$17.21	$20.28	$20.28	$40.55	$102.39
Total District 1	$61.80	$303.23	$318.67	$318.67	$637.35	$1,639.73
District 2						
SA (Any Area)	$47.39	$84.29	$91.62	$91.62	$183.25	$498.18
SN (Population less than 5,000)	$16.15	$36.43	$34.52	$34.52	$69.05	$190.68
SM (Population 5,000 to 49,999)	$2.51	$2.58	$-	$-	$-	$5.09
SL (Population 50,000 to 200,000)	$7.33	$22.38	$22.54	$22.54	$45.09	$119.89
Total District 2	$73.38	$145.68	$148.69	$148.69	$297.39	$813.83
District 3						
SA (Any Area)	$46.23	$78.63	$90.34	$90.34	$180.67	$486.20
SN (Population less than 5,000)	$13.12	$31.73	$31.97	$31.97	$63.94	$172.72
SM (Population 5,000 to 49,999)	$1.34	$6.85	$6.91	$6.91	$13.81	$35.82
SL (Population 50,000 to 200,000)	$0.50	$28.49	$29.41	$29.41	$58.82	$146.62
Total District 3	$61.19	$145.70	$158.62	$158.62	$317.24	$841.37
District 4						
SA (Any Area)	$61.20	$126.12	$97.58	$97.58	$195.17	$577.66
SN (Population less than 5,000)	$2.64	$3.51	$3.61	$3.61	$7.21	$20.56
SM (Population 5,000 to 49,999)	$1.88	$4.77	$4.81	$4.81	$9.62	$25.89
SL (Population 50,000 to 200,000)	$5.29	$13.01	$13.11	$13.11	$26.22	$70.74
Total District 4	$71.01	$147.41	$119.11	$119.11	$238.22	$694.85
District 5						
SA (Any Area)	$90.87	$252.81	$302.19	$302.19	$604.38	$1,552.42
SN (Population less than 5,000)	$8.20	$29.59	$30.00	$30.00	$60.01	$157.81
SM (Population 5,000 to 49,999)	$2.94	$5.51	$5.56	$5.56	$11.12	$30.68
SL (Population 50,000 to 200,000)	$15.82	$54.46	$55.96	$55.96	$111.92	$294.11
Total District 5	$117.83	$342.36	$393.71	$393.71	$787.41	$2,035.02
District 6						
SA (Any Area)	$29.18	$119.79	$146.00	$146.00	$292.01	$732.98
SN (Population less than 5,000)	$-	$1.38	$1.39	$1.39	$2.78	$6.95
SM (Population 5,000 to 49,999)	$0.10	$5.81	$5.85	$5.85	$11.71	$29.33
SL (Population 50,000 to 200,000)	$0.71	$-	$-	$-	$-	$0.71
Total District 6	$29.99	$126.98	$153.25	$153.25	$306.50	$769.97
District 7						
SA (Any Area)	$72.83	$183.05	$163.17	$163.17	$326.34	$908.57
SN (Population less than 5,000)	$6.93	$20.00	$20.14	$20.14	$40.27	$107.48
SM (Population 5,000 to 49,999)	$0.55	$0.77	$0.77	$0.77	$1.55	$4.41
SL (Population 50,000 to 200,000)	$8.99	$25.76	$25.95	$25.95	$51.90	$138.56
Total District 7	$89.30	$229.58	$210.03	$210.03	$420.07	$1,159.01
Statewide Total	$504.49	$1,440.95	$1,502.09	$1,502.09	$3,004.17	$7,953.78

To calculate the districtwide estimate for STBG, FDOT identified the federal programmed funds for STBG for non-TMA MPOs. Once programmed funds were determined by district, the federal funds were held constant from the end of the current federal legislation, 2025/26 - 2049/50. Annual revenue estimate amounts were summed into the established time bands of 2023/24 – 2045/25; 2025/26 – 2029/30; 2030/31 – 2034/35; 2034/35 – 2039/40; and 2040/41 – 2049/50. The time bands were summed across programs for the 27-year period.

TRANSPORTATION ALTERNATIVES SET-ASIDE

The Transportation Alternatives (TA) set-aside are federal funds used to assist MPOs with projects for pedestrian and bicycle facilities, recreational trails, safe routes to school projects, community improvements such as historic preservation and vegetation management, and environmental mitigation related to stormwater and habitat connectivity. The sub-categories are shown in the list below.

- For "any area" and may be used on any project within the state;
- For areas with a population less than 5,000;
- For areas with a population from 5,000 to 49,999; and
- For areas with a population from 50,000 to 200,000.

Estimates for these areas are provided at the FDOT Districtwide level in **Table 10**. MPOs should work with their FDOT District Liaison to identify planned projects for this funding source. Funding for "any area" can be used by both TMA and Non-TMA MPOs. Funding for the other areas listed above are for non-TMA MPOs as applicable to their population. If MPOs choose to include projects with these funds in their LRTPs, they must be identified as "illustrative." This list excludes funding for areas with a population over 200,000 because they are shown in the MPO section later in the document.

FDOT Strategic development

2050 REVENUE FORECAST HANDBOOK

Table 10. Districtwide Revenue Estimate for TA (Millions of $)

PROGRAMS FUNDING SOURCE: FEDERAL	TIME PERIODS (FISCAL YEARS) 2023/24- 2024/25	2025/26– 2029/30	2030/31– 2034/35	2035/36– 2039/40	2040/41– 2049/50	27-YEAR TOTAL 2024/25- 2049/50
District 1						
TALT (Any Area)	$8.49	$24.65	$25.07	$25.07	$50.13	$133.41
TALN (Population less than 5,000)	$1.41	$3.66	$3.72	$3.72	$7.43	$19.93
TALM (Population 5,000 to 49,999)	$0.92	$2.35	$2.37	$2.37	$4.74	$12.75
TALL (Population 50,000 to 200,000)	$1.17	$2.97	$3.00	$3.00	$6.00	$16.14
Total District 1	$11.99	$33.63	$34.15	$34.15	$68.30	$182.22
District 2						
TALT (Any Area)	$6.06	$19.18	$19.37	$19.37	$38.75	$102.74
TALN (Population less than 5,000)	$2.38	$6.07	$6.14	$6.14	$12.28	$33.00
TALM (Population 5,000 to 49,999)	$-	$1.90	$1.92	$1.92	$3.84	$9.58
TALL (Population 50,000 to 200,000)	$1.29	$3.30	$3.34	$3.34	$6.68	$17.95
Total District 2	$9.73	$30.45	$30.77	$30.77	$61.54	$163.26
District 3						
TALT (Any Area)	$6.13	$12.50	$12.59	$12.59	$25.19	$69.00
TALN (Population less than 5,000)	$2.53	$4.70	$4.74	$4.74	$9.47	$26.17
TALM (Population 5,000 to 49,999)	$0.79	$1.02	$1.02	$1.02	$2.05	$5.90
TALL (Population 50,000 to 200,000)	$2.37	$4.32	$4.36	$4.36	$8.71	$24.11
Total District 3	$11.81	$22.53	$22.71	$22.71	$45.41	$125.18
District 4						
TALT (Any Area)	$11.70	$30.49	$30.75	$30.75	$61.50	$165.19
TALN (Population less than 5,000)	$0.21	$0.53	$0.53	$0.53	$1.07	$2.87
TALM (Population 5,000 to 49,999)	$0.28	$0.71	$0.71	$0.71	$1.42	$3.83
TALL (Population 50,000 to 200,000)	$0.76	$1.93	$1.94	$1.94	$3.88	$10.45
Total District 4	$12.94	$33.65	$33.94	$33.94	$67.88	$182.35
District 5						
TALT (Any Area)	$14.04	$34.89	$36.79	$36.79	$73.58	$196.10
TALN (Population less than 5,000)	$1.74	$4.41	$4.44	$4.44	$8.89	$23.93
TALM (Population 5,000 to 49,999)	$0.32	$0.82	$0.82	$0.82	$1.65	$4.43
TALL (Population 50,000 to 200,000)	$3.24	$7.28	$8.29	$8.29	$16.58	$43.68
Total District 5	$19.34	$47.40	$50.35	$50.35	$100.69	$268.13
District 6						
TALT (Any Area)	$12.50	$19.97	$20.15	$20.15	$40.29	$113.06
TALN (Population less than 5,000)	$0.13	$0.20	$0.21	$0.21	$0.41	$1.16
TALM (Population 5,000 to 49,999)	$0.60	$0.86	$0.87	$0.87	$1.73	$4.92
TALL (Population 50,000 to 200,000)	$-	$-	$-	$-	$-	$-
Total District 6	$13.23	$21.03	$21.22	$21.22	$42.44	$119.14
District 7						
TALT (Any Area)	$11.14	$24.80	$25.00	$25.00	$49.99	$135.94
TALN (Population less than 5,000)	$2.27	$3.06	$3.08	$3.08	$6.16	$17.64
TALM (Population 5,000 to 49,999)	$0.09	$0.11	$0.11	$0.11	$0.23	$0.66
TALL (Population 50,000 to 200,000)	$2.16	$3.82	$3.84	$3.84	$7.69	$21.35
Total District 7	$15.65	$31.79	$32.04	$32.04	$64.07	$175.59
Statewide Total	$94.70	$220.49	$225.17	$225.17	$450.34	$1,215.87

For the districtwide estimate, FDOT identified the federal programmed funds for TA for non-TMA MPOs. Once programmed funds were determined by District, the federal funds were held constant from the end of the current federal legislation, 2025/26 - 2049/50. Annual revenue estimate amounts were summed into the established time bands of 2023/24 – 2045/25; 2025/26 – 2029/30; 2030/31 – 2034/35; 2034/35 – 2039/40; and 2040/41 – 2049/50. The time bands were summed across programs for the 27-year period.

CARBON REDUCTION PROGRAM

Carbon Reduction Program (CRP) are federal funds to assist MPOs with projects designed to reduce transportation emissions, defined as carbon dioxide (CO_2) emissions from on-road highway sources. The sub-categories are shown in the list below.

- For "any area" and may be used on any project within the state;
- For areas with a population less than 5,000;
- For areas with a population from 5,000 to 49,999; and
- For areas with a population from 50,000 to 200,000.

Estimates for these areas are provided at the Districtwide level in **Table 11**. MPOs should work with their FDOT District Liaison to identify planned projects for this funding source. Funding for "any area" can be used by both TMA and Non-TMA MPOs. Funding for the other areas listed above are for non-TMA MPOs as applicable to their population. If MPOs choose to include projects with these funds in their LRTPs, they must be identified as "illustrative." This list excludes funding for areas with a population over 200,000 because they are shown in the MPO section later in the document.

FDOT Strategic development

2050 REVENUE FORECAST HANDBOOK

Table 11. Districtwide Revenue Estimate CRP (Millions of $)

PROGRAMS FUNDING SOURCE: FEDERAL	TIME PERIODS (FISCAL YEARS) 2023/24- 2024/25	 2025/26– 2029/30	 2030/31– 2034/35	 2035/36– 2039/40	 2040/41– 2049/50	27-YEAR TOTAL 2024/25- 2049/50
District 1						
CARB (Any Area)	$-	$-	$-	$-	$-	$-
CARN (Population less than 5,000)	$1.25	$3.06	$3.09	$3.09	$6.17	$16.65
CARM (Population 5,000 to 49,999)	$0.77	$1.95	$1.96	$1.96	$3.93	$10.57
CARL (Population 50,000 to 200,000)	$2.49	$4.02	$4.92	$4.92	$9.84	$26.20
Total District 1	$4.51	$9.03	$9.97	$9.97	$19.94	$53.42
District 2						
CARB (Any Area)	$3.67	$-	$-	$-	$-	$3.67
CARN (Population less than 5,000)	$1.99	$5.05	$5.09	$5.09	$10.18	$27.41
CARM (Population 5,000 to 49,999)	$0.32	$1.58	$1.59	$1.59	$3.18	$8.26
CARL (Population 50,000 to 200,000)	$1.45	$2.96	$2.96	$2.96	$5.92	$16.25
Total District 2	$7.43	$9.59	$9.64	$9.64	$19.28	$55.58
District 3						
CARB (Any Area)	$-	$-	$-	$-	$-	$-
CARN (Population less than 5,000)	$1.77	$3.90	$3.93	$3.93	$7.85	$21.37
CARM (Population 5,000 to 49,999)	$0.66	$0.84	$0.85	$0.85	$1.70	$4.90
CARL (Population 50,000 to 200,000)	$1.32	$3.86	$3.86	$3.86	$7.72	$20.62
Total District 3	$3.75	$8.60	$8.64	$8.64	$17.27	$46.89
District 4						
CARB (Any Area)	$-	$-	$-	$-	$-	$-
CARN (Population less than 5,000)	$0.17	$0.44	$0.44	$0.44	$0.89	$2.38
CARM (Population 5,000 to 49,999)	$0.23	$0.59	$0.59	$0.59	$1.18	$3.18
CARL (Population 50,000 to 200,000)	$1.31	$1.72	$1.72	$1.72	$3.44	$9.92
Total District 4	$1.72	$2.75	$2.75	$2.75	$5.51	$15.48
District 5						
CARB (Any Area)	$-	$-	$-	$-	$-	$-
CARN (Population less than 5,000)	$1.93	$3.66	$3.68	$3.68	$7.37	$20.33
CARM (Population 5,000 to 49,999)	$0.49	$0.68	$0.68	$0.68	$1.37	$3.90
CARL (Population 50,000 to 200,000)	$3.75	$7.35	$7.35	$7.35	$14.69	$40.48
Total District 5	$6.17	$11.68	$11.71	$11.71	$23.43	$64.71
District 6						
CARB (Any Area)	$-	$-	$-	$-	$-	$-
CARN (Population less than 5,000)	$0.03	$0.17	$0.17	$0.17	$0.34	$0.89
CARM (Population 5,000 to 49,999)	$0.51	$0.71	$0.72	$0.72	$1.44	$4.10
CARL (Population 50,000 to 200,000)	$-	$-	$-	$-	$-	$-
Total District 6	$0.54	$0.88	$0.89	$0.89	$1.78	$4.99
District 7						
CARB (Any Area)	$-	$-	$-	$-	$-	$-
CARN (Population less than 5,000)	$1.29	$2.53	$2.55	$2.55	$5.11	$14.04
CARM (Population 5,000 to 49,999)	$0.07	$0.09	$0.09	$0.09	$0.19	$0.55
CARL (Population 50,000 to 200,000)	$2.59	$3.24	$3.41	$3.41	$6.81	$19.46
Total District 7	$3.95	$5.87	$6.06	$6.06	$12.11	$34.04
Statewide Total	$28.07	$48.40	$49.66	$49.66	$99.33	$275.12

For the districtwide estimate, FDOT identified the federal programmed funds for CRP for non-TMA MPOs. Once programmed funds were determined by district, the federal funds were held constant from the end of the current federal legislation, 2025/26 - 2049/50. Annual revenue estimate amounts were summed into the established time bands of 2023/24 – 2045/25; 2025/26 – 2029/30; 2030/31 – 2034/35; 2034/35 – 2039/40; and 2040/41 – 2049/50. The time bands were summed across programs for the 27-year period.

SHS (NON-SIS) – NON-TMA MPOS

These are state funds to fund improvements on the State Highway System for facilities not on the SIS. The approximately 8,000 miles of such highways represent about 64 percent of the centerline miles on the SHS. These funds may not be used off the state system. Non-TMA MPOs should work with their FDOT District Liaison to identify planned projects for this funding source. Estimates for SHS (non-SIS) for non-TMA MPOs are provided at the FDOT Districtwide level in **Table 12**.

Table 12. Districtwide Revenue Estimate for SHS (non-SIS) - non-TMA MPOs (Millions of $)

PROGRAMS FUNDING SOURCE: STATE	TIME PERIODS (FISCAL YEARS)					
	2023/24-2024/25	2025/26–2029/30	2030/31–2034/35	2035/36–2039/40	2040/41–2049/50	27-YEAR TOTAL 2024/25-2049/50
District 1	$2.46	$4.73	$5.36	$5.52	$11.19	$29.26
District 2	$-	$-	$-	$-	$-	$-
District 3	$2.17	$0.89	$2.33	$2.43	$4.96	$12.78
District 4	$3.18	$1.30	$3.41	$3.56	$7.27	$18.72
District 5	$9.91	$76.25	$65.59	$68.56	$139.86	$360.16
District 6	$-	$-	$-	$-	$-	$-
District 7	$-	$31.43	$23.49	$24.26	$49.22	$128.40
Statewide Total	$17.72	$114.60	$100.17	$104.33	$212.50	$549.32

For the districtwide estimates, FDOT identified state programmed funds for SHS, non-SIS, not in a TMA. Once programmed funds were determined by District, the state funds were grown based on the established growth rates (see Appendix E) to 2050. Annual revenue estimate amounts were summed into the established time bands of 2023/24 – 2045/25; 2025/26 – 2029/30; 2030/31 – 2034/35; 2034/35 – 2039/40; and 2040/41 – 2049/50. The time bands were summed across programs for the 27-year period.

OTHER ROADS (NON-SHS/NON-SIS) – NOT IN AN MPO

These are federal funds that may be used off-system which are roads that are not on the SIS or the State Highway System (i.e., roads owned by counties and municipalities) and could include programs such as Small County Outreach Program (SCOP) and County Incentive Grant Program (CIGP). Estimates for Other Roads (non-SHS/non-SIS) are provided at the FDOT Districtwide level in **Table 13** for informational purposes only to the MPOs.

Table 13. Districtwide Revenue Estimate for Other Roads (non-SHS/non-SIS)–not in an MPO (Millions of $)

PROGRAMS FUNDING SOURCE: STATE	TIME PERIODS (FISCAL YEARS)					
	2023/24-2024/25	2025/26–2029/30	2030/31–2034/35	2035/36–2039/40	2040/41–2049/50	27-YEAR TOTAL 2024/25-2049/50
District 1	$-	$-	$-	$-	$-	$-
District 2	$61.65	$71.88	$101.65	$106.26	$216.76	$558.19
District 3	$36.63	$43.40	$60.92	$63.69	$129.91	$334.55
District 4	$-	$-	$-	$-	$-	$-
District 5	$-	$-	$-	$-	$-	$-
District 6	$4.24	$8.34	$8.94	$9.35	$19.07	$49.94
District 7	$-	$-	$-	$-	$-	$-
Statewide Total	$102.51	$123.62	$171.51	$179.29	$365.74	$942.68

For the districtwide estimates, FDOT identified programmed funds for Other Road, not in an MPO. Once programmed funds were determined by District, the state funds were grown based on the established growth rates (see Appendix E) to 2050. Annual revenue estimate amounts were summed into the established time bands of 2023/24 – 2045/25; 2025/26 – 2029/30; 2030/31 – 2034/35; 2034/35 – 2039/40; and 2040/41 – 2049/50. The time bands were summed across programs for the 27-year period.

FDOT Strategic development

2050 REVENUE FORECAST HANDBOOK

NON-SIS TRANSIT DISCRETIONARY

These are federal and state funds awarded based on a competitive process, which may differ depending on the grant. For the purpose of this revenue forecast, FTA transit funds treated as discretionary to MPOs include Enhanced Mobility of Seniors & Individuals with Disabilities - Section 5310, Formula Grants for Rural Areas – Section 5311, and Bus And Bus Facilities Section 5339. Distribution of these funds are evaluated based on program criteria and selected at the districtwide level but are not guaranteed.

In previous revenue forecasts, transit estimates were provided for both discretionary and formula by MPO. For this revenue forecast, transit estimates have been shown with discretionary funds at a districtwide level and formula funds at the MPO level. This adjustment in classification better represents how funds are distributed. Funds coming to FDOT via formula but distributed to transit agencies and MPOs based on need are considered discretionary for this revenue forecast. All transit discretionary funds are provided at the districtwide level and transit formula funds are provided at the MPO level (see pages 39-40). Estimates for Non-SIS Transit Discretionary are provided at the FDOT Districtwide level in **Table 14**.

Table 14. Districtwide Revenue Estimate for Non-SIS Transit Discretionary (Millions of $)

PROGRAMS FUNDING SOURCE: STATE	TIME PERIODS (FISCAL YEARS)					
	2023/24-2024/25	2025/26–2029/30	2030/31–2034/35	2035/36–2039/40	2040/41–2049/50	27-YEAR TOTAL 2024/25-2049/50
District 1	$18.53	$30.59	$35.95	$36.59	$73.76	$195.41
District 2	$18.80	$36.23	$39.99	$40.49	$81.45	$216.95
District 3	$22.54	$26.38	$35.28	$35.52	$71.27	$191.00
District 4	$30.98	$110.40	$102.64	$103.85	$208.83	$556.70
District 5	$32.79	$32.30	$47.26	$47.83	$96.18	$256.37
District 6	$38.57	$30.10	$51.78	$53.79	$109.44	$283.68
District 7	$10.47	$37.79	$35.01	$35.41	$71.19	$189.87
Central Office	$210.59	$499.93	$524.11	$536.31	$1,083.86	$2,854.81
Statewide Total	$383.26	$803.73	$872.02	$889.80	$1,795.97	$4,744.78

For the districtwide estimates, FDOT identified programmed funds for Non-SIS Transit Discretionary. Once programmed funds were determined by District, the state funds were grown based on the established growth rates (see Appendix E) to 2050. Annual revenue estimate amounts were summed into the established time bands of 2023/24 – 2045/25; 2025/26 – 2029/30; 2030/31 – 2034/35; 2034/35 – 2039/40; and 2040/41 – 2049/50. The time bands were summed across programs for the 27-year period.

TRANSPORTATION REGIONAL INCENTIVE PROGRAM

The Transportation Regional Incentive Program (TRIP) encourages regional planning by providing state matching funds for improvements to regionally significant transportation facilities in regional transportation areas identified and prioritized by regional partners. TRIP funds are distributed to the FDOT Districts based on a statutory formula of equal parts population and fuel tax collections. TRIP's funding source is a percentage of documentary stamp funds and a portion of the Motor Vehicle License fees. It will fund up to 50 percent of the project cost. TRIP estimates are provided at the Districtwide level in **Table 15**.

MPOs may desire to include projects partially funded with TRIP funds in the long range transportation plan. If so, the MPO should identify such projects as "illustrative projects" in its plan along with, at a minimum, the following information:

- Status of regional transportation planning in the affected MPO area, including eligibility for TRIP funding;
- Description of the project and estimated costs;
- Assumptions related to the share and amount of district TRIP funding for the project; and
- Assumptions related to the share and amount of non-State matching funds for the project (federal and/or local).

MPOs should work with their FDOT District Liaison in developing and documenting this information.

Table 15. Districtwide Revenue Estimate for TRIP (Millions of $)

PROGRAMS FUNDING SOURCE: STATE	TIME PERIODS (FISCAL YEARS) 2023/24-2024/25	2025/26–2029/30	2030/31–2034/35	2035/36–2039/40	2040/41–2049/50	27-YEAR TOTAL 2024/25-2049/50
District 1	$16.66	$34.52	$37.60	$39.30	$80.17	$208.26
District 2	$9.59	$26.66	$29.04	$30.35	$61.92	$157.56
District 3	$7.80	$17.33	$18.87	$19.73	$40.25	$103.98
District 4	$23.49	$42.35	$46.12	$48.22	$98.36	$258.55
District 5	$10.78	$41.12	$55.14	$57.64	$117.58	$282.27
District 6	$20.89	$27.76	$30.23	$31.60	$64.47	$174.95
District 7	$4.26	$31.52	$32.39	$33.86	$69.07	$171.10
Statewide Total	$93.48	$221.27	$249.39	$260.70	$531.82	$1,356.66

For the districtwide estimates, FDOT identified state programmed funds for TRIP. Once programmed funds were determined by District, the state funds were grown based on the established growth rates (see Appendix E) to 2050. Annual revenue estimate amounts were summed into the established time bands of 2023/24 – 2045/25; 2025/26 – 2029/30; 2030/31 – 2034/35; 2034/35 – 2039/40; and 2040/41 – 2049/50. The time bands were summed across programs for the 27-year period.

NON-CAPACITY PROGRAMS – HIGHWAY SAFETY IMPROVEMENT PROGRAM

The FDOT Safety Office manages the Federal Highway Administration (FHWA) engineering safety program which is funded via the Highway Safety Improvement Program (HSIP). The HSIP addresses low cost (typically $1,000,000 or less) short-term safety projects that correct specific traffic crash problems involving fatal and serious injury crashes. This program is applicable to all public roads except Turnpike Enterprise. In prior years, the total HSIP estimate was provided and administered at the statewide level. Beginning in FY 2023/24, these safety allocations will be district managed and distributed based on statutory formula. New projects will be reviewed in accordance with the funding approved eligibility requirements and should be submitted to the State Safety Engineer. MPOs should work with their FDOT District Liaison to identify planned projects for this funding source and document this information. The HSIP estimate are provided at the Districtwide level in **Table 16**.

Table 16. Districtwide Revenue Estimate for HSIP (Millions of $)

PROGRAMS FUNDING SOURCE: FEDERAL/STATE	TIME PERIODS (FISCAL YEARS)					
	2023/24-2024/25	2025/26–2029/30	2030/31–2034/35	2035/36–2039/40	2040/41–2049/50	27-YEAR TOTAL 2024/25-2049/50
District 1	$45.77	$78.09	$74.69	$74.69	$149.39	$422.63
District 2	$43.87	$60.83	$58.99	$58.99	$117.98	$340.66
District 3	$32.20	$39.97	$38.46	$38.46	$76.91	$226.00
District 4	$53.85	$94.90	$91.03	$91.03	$182.05	$512.86
District 5	$57.55	$113.26	$107.84	$107.84	$215.68	$602.18
District 6	$34.02	$63.86	$61.58	$61.58	$123.16	$344.19
District 7	$38.73	$78.79	$75.49	$75.49	$150.99	$419.50
Statewide Total	$305.98	$529.70	$508.08	$508.08	$1,016.16	$2,868.01

For the districtwide estimate, FDOT identified the federal and state programmed funds for HSIP. Once programmed funds were determined by district, the federal funds were held constant from the end of the current federal legislation, 2025/26 - 2049/50 and the state funds were grown based on the established growth rates (see Appendix E) to 2050. Annual revenue estimate amounts were summed into the established time bands of 2023/24 – 2045/25; 2025/26 – 2029/30; 2030/31 – 2034/35; 2034/35 – 2039/40; and 2040/41 – 2049/50. The time bands were summed across programs for the 27-year period.

NON-CAPACITY PROGRAMS – RESURFACING, BRIDGE, AND OPERATIONS & MAINTENANCE

A forecast for resurfacing, bridge, operations and maintenance is provided at the Districtwide level in **Table 17**. Consistent with MPOAC Guidelines, FDOT and FHWA agreed the LRTP will meet FHWA expectations if it contains planned FDOT expenditures to operate and maintain the State Highway System at the District level. The statewide estimates for these non-capacity programs, which are sufficient for meeting statewide objectives and program needs in all metropolitan and non-metropolitan areas, accomplishes the goal of ensuring that sufficient funding will be available to operate and maintain the overall state transportation system. FDOT provides these estimates in the Revenue Forecast. FDOT also includes statewide funding for these which reconcile to the districtwide amounts.

FDOT Strategic development

2050 REVENUE FORECAST HANDBOOK

Table 17. Districtwide Revenue Estimate for Resurfacing, Bridge, and O&M (Millions of $)

PROGRAMS FUNDING SOURCE: FEDERAL/STATE	TIME PERIODS (FISCAL YEARS)					
	2023/24-2024/25	2025/26–2029/30	2030/31–2034/35	2035/36–2039/40	2040/41–2049/50	27-YEAR TOTAL 2024/25-2049/50
District 1	$767.92	$2,395.68	$2,215.85	$2,268.67	$4,585.95	$12,234.06
District 2	$938.41	$2,721.01	$2,581.38	$2,671.67	$5,426.42	$14,338.89
District 3	$923.87	$1,774.58	$1,789.57	$1,837.48	$3,719.07	$10,044.57
District 4	$640.42	$1,645.68	$1,483.40	$1,537.82	$3,125.74	$8,433.06
District 5	$871.49	$2,278.07	$2,322.50	$2,390.11	$4,842.43	$12,704.59
District 6	$445.20	$1,447.62	$1,559.62	$1,611.17	$3,269.79	$8,333.41
District 7	$540.24	$1,304.58	$1,265.67	$1,309.33	$2,658.83	$7,078.65
Central Office Districts	$245.60	$1,846.81	$2,304.19	$2,329.83	$4,683.27	$11,409.70
O&M Operating	$648.87	$1,835.85	$1,992.64	$2,079.85	$4,239.96	$10,797.17
Statewide Total	$6,022.03	$17,249.87	$17,514.80	$18,035.94	$36,551.47	$95,374.12

Note: Includes only resurfacing, bridge, and operations & maintenance programs.

For the districtwide estimate, FDOT identified the federal and state programmed funds for resurfacing, bridge, operations and maintenance. Once programmed funds were determined by District, the federal funds were held constant from the end of the current federal legislation, 2025/26 - 2049/50 and the state funds were grown based on the established growth rates (see Appendix E) to 2050. Annual revenue estimate amounts were summed into the established time bands of 2023/24 – 2045/25; 2025/26 – 2029/30; 2030/31 – 2034/35; 2034/35 – 2039/40; and 2040/41 – 2049/50. The time bands were summed across programs for the 27-year period.

34

REVENUE ESTIMATES REPORTED AT THE MPO LEVEL

The approach for MPO level estimates are provided in this section. Revenue estimates by certain federal and state programs are reported for each MPO, as applicable, including:

- STBG – TMA MPOs,
- TA – TMA MPOs,
- CRP – TMA MPOs,
- State Highway System (non-SIS) – TMA MPOs,
- Other Roads (non-SIS, non-SHS), and
- Non-SIS Transit (excluding Florida New Starts and Transit discretionary)

The MPOs lead in the identification of planned projects funded by these programs. MPOs should use the total funds estimated for these programs to plan for the mix of highway and public transportation improvements that best meets the needs of their metropolitan areas. The boundary for five MPOs (Florida-Alabama TPO, Okaloosa-Walton TPO, Gainesville MTPO, River to Sea TPO, and Indian River County MPO) do not match to County boundaries, which is the lowest level of geography at the PRP level. These MPOs should work with their FDOT District MPO Liaison to adjust the projected county level estimates to MPO specific estimates.

Overall, MPO estimates are summarized into five year time bands and a final 10-year time band. For planning purposes, there is some flexibility for the estimates in these time periods (e.g., within 10 percent of the funds estimated for that period). However, for the LRTP to be fiscally constrained, it is required that the total cost of all phases of planned projects for the entire forecast period not exceed the revenue estimates for each element or component of the plan.

TRANSPORTATION MANAGEMENT AREAS

MPO level estimates for STBG, TA, and CRP are shown for MPO's where all or part of their boundary includes a federally designated TMA. TMAs are defined by USDOT as an urban area with a population of over 200,000. MPOs that have a TMA within their boundary are provided with estimates of TMA funds. As a result of the 2020 US Census, three additional areas in Florida have populations over 200,000 including Navarre-Miramar Beach-Destin Urban Area, Gainesville Urban Area, and the Deltona Urban Area. As of the date of this handbook, FHWA has not officially designated these areas as TMAs however, in anticipation of their likely designation, this revenue forecast provided estimates for these areas as TMAs given their population amounts. Currently, 15 TMAs involving 18 of Florida's MPOs qualify for these funds. For the purposes of this revenue forecast, STBG, TA, and CRP have been distributed among 18 TMAs involving 20 MPOs.

Three TMAs (Miami-Ft. Lauderdale Urban Area, Tampa-St. Petersburg Urban Area, and Port St. Lucie Urban Area) have more than one MPO in their boundary. These MPOs should consult with their FDOT

District to suballocate the funds accordingly. Two MPOs (MetroPlan Orlando and Polk TPO) have more than one TMA in their boundary and will receive an allocation for each TMA area. A third MPO (River to Sea TPO) has more than one TMA in their boundary when considering the inclusion of the new urban areas based on the 2020 US Census and will also receive an allocation for each TMA.

MPOs should perform a thorough analysis of how TMA funds will be reflected in their long range plan. They should consult with FDOT district staff to allocate the funds accordingly. Consideration should be given to:

- Programmed use of TMA funds among the various categories in the FDOT revenue forecast. These include SIS-all modes, SHS (non-SIS), transit, and product support (e.g., planning, PD&E studies, engineering, design, construction inspection).
- Planned use of TMA funds based on current policies through the long range plan horizon year with sufficient documentation.
- Clear articulation in the long range plan documentation of the policies regarding the use of TMA funds and estimates of TMA funds planned for each major program and time period.

SURFACE TRANSPORTATION BLOCK GRANT – TMA MPO

These are federal funds from the Surface Transportation Block Grant program that are allocated to TMA MPOs to promote flexibility in State and local transportation decisions and provide flexible funding to best address State and local transportation needs. Estimates for areas with a population over 200,000 are provided at the MPO level (example shown in **Table 18**). Areas under 200,000 are excluded because they are shown in the *Revenue Estimates Reported at the Districtwide Level* earlier in the handbook. TMA MPOs should consult with their District Liaison for STBG funding that can be used in any area of the state which is shown in the STBG Districtwide Tables on pages 22-23.

Table 18. TMA MPO Level Revenue Estimate for STBG (Millions of $) – Example Table

PROGRAMS FUNDING SOURCE: FEDERAL	TIME PERIODS (FISCAL YEARS)					
	2023/24-2024/25	2025/26–2029/30	2030/31–2034/35	2035/36–2039/40	2040/41–2049/50	27-YEAR TOTAL 2024/25-2049/50
STBG (SU, in TMA with population > 200K)	MPO estimates are provided in Appendix G.					

For the MPO estimate, FDOT identified the federal programmed funds for STBG-TMA MPOs (also called SU funds). The programmed funds were determined by TMA for FY 2023/24. Starting with 2024/25 through FY 2027/28, the annual total for SU funds was distributed by percent of 2020 US Census

population amounts for Florida's TMAs (including the three new ones). For FY 2028/29 through 2049/50, the federal funds were held constant from 2025/26 - 2049/50 following the current federal legislation. Annual revenue estimate amounts were summed into the established time bands of 2023/24 – 2045/25; 2025/26 – 2029/30; 2030/31 – 2034/35; 2034/35 – 2039/40; and 2040/41 – 2049/50. The time bands were summed across programs for the 27-year period.

TRANSPORTATION ALTERNATIVES (TA) SET-ASIDE – TMA MPO

These are federal funds from the Transportation Alternatives set-aside that are allocated to TMAs. They can be used to assist MPOs with projects for pedestrian and bicycle facilities, recreational trails, safe routes to school projects, community improvements such as historic preservation and vegetation management, and environmental mitigation related to stormwater and habitat connectivity. Estimates for areas with a population over 200,000 are provided at the MPO level (example shown in **Table 19**). Areas under 200,000 are excluded because they are shown in the *Revenue Estimates Reported at the Districtwide Level* earlier in the handbook. TMA MPOs should consult with their District Liaison for TA funding that can be used in any area of the state which is shown in the TA Districtwide Tables on pages 24-25.

Table 19. TMA MPO Level Revenue Estimate for TA (Millions of $) – Example Table

PROGRAMS FUNDING SOURCE: FEDERAL	TIME PERIODS (FISCAL YEARS)					
	2023/24-2024/25	2025/26–2029/30	2030/31–2034/35	2035/36–2039/40	2040/41–2049/50	27-YEAR TOTAL 2024/25-2049/50
TA (TALU, in TMA with population > 200K)	MPO estimates provided in Appendix G.					

For the MPO estimate, FDOT identified the federal programmed funds for TA set aside-TMA MPOs (also called TALU funds). The programmed funds were determined by TMA for FY 2023/24. Starting with 2024/25 through FY 2027/28, the annual total for TALU funds was distributed by percent of 2020 US Census population amounts for Florida's TMAs (including the new ones). For FY 2028/29 through 2049/50, the federal funds were held constant from 2025/26 - 2049/50 following the current federal legislation. Annual revenue estimate amounts were summed into the established time bands of 2023/24 – 2045/25; 2025/26 – 2029/30; 2030/31 – 2034/35; 2034/35 – 2039/40; and 2040/41 – 2049/50. The time bands were summed across programs for the 27-year period.

CARBON REDUCTION PROGRAM – TMA MPO

These are federal funds from the Carbon Reduction Program that are allocated to TMA MPOs. They can be used to assist MPOs with projects designed to reduce transportation emissions, defined as carbon dioxide (CO_2) emissions from on-road highway sources. Estimates for areas with a population over 200,000 are provided at the MPO level (example shown in **Table 20**). Areas under 200,000 are excluded

because they are shown in the Districtwide section earlier in the handbook. TMA MPOs should consult with their District Liaison for CRP funding that can be used in any area of the state which is shown in the CRP Districtwide Tables on pages 26-27.

Table 20. TMA MPO Level Estimate for CRP (Millions of $) – Example Table

PROGRAMS FUNDING SOURCE: FEDERAL	TIME PERIODS (FISCAL YEARS)					
	2023/24-2024/25	2025/26–2029/30	2030/31–2034/35	2035/36–2039/40	2040/41–2049/50	27-YEAR TOTAL 2024/25-2049/50
CAR (CARU, in TMA with population > 200K)	MPO estimates provided in Appendix G.					

For the MPO estimate, FDOT identified the federal programmed funds for CRP-TMA MPOs (also called CARU funds). The programmed funds were determined by TMA for FY 2023/24. Starting with 2024/25 through FY 2027/28, the annual total for CARU funds was distributed by percent of 2020 US Census population amounts for Florida's TMAs (including the new ones). For FY 2028/29 through 2049/50, the federal funds were held constant from 2025/26 - 2049/50 following the current federal legislation. Annual revenue estimate amounts were summed into the established time bands of 2023/24 – 2045/25; 2025/26 – 2029/30; 2030/31 – 2034/35; 2034/35 – 2039/40; and 2040/41 – 2049/50. The time bands were summed across programs for the 27-year period.

SHS (NON-SIS) – TMA MPO

These are state funds used for highway improvements on the SHS. By law, state funds can only be used for highway improvements on the SHS, except to match federal aid, for SIS connectors owned by local governments, or for other approved programs. These estimates are provided at the MPO level only for MPOs in a federally designated TMA ((example shown in **Table 21**). Non-TMA MPOs should work with their district to determine their share of these types of funds as described in the *Revenue Estimates Reported at the Districtwide Level* earlier in the handbook.

Table 21. TMA MPO Level Revenue Estimate for SHS (non-SIS) (Millions of $) – Example Table

PROGRAMS FUNDING SOURCE: STATE	TIME PERIODS (FISCAL YEARS)					
	2023/24-2024/25	2025/26–2029/30	2030/31–2034/35	2035/36–2039/40	2040/41–2049/50	27-YEAR TOTAL 2024/25-2049/50
SHS (non-SIS, in TMA)	MPO estimates provided in Appendix G.					

For the MPO estimate, FDOT identified the state programmed SHS/non-SIS funds for TMA MPO counties (including the new TMAs). Once programmed funds were determined by county, they were grouped by MPO. To grow the programmed funds starting in 2028/29, the average annual total for 2023/24 – 2027/28 was redistributed by percent of 2020 US Census population amounts for Florida's TMAs (including the new ones). The redistribution by population helps to smooth out the likely distribution of funds to the horizon year. These state funds were grown based on the established growth rates (see Appendix E) to 2050. Annual revenue estimate amounts were summed into the established time bands of 2023/24 – 2045/25; 2025/26 – 2029/30; 2030/31 – 2034/35; 2034/35 – 2039/40; and 2040/41 – 2049/50. The time bands were summed across programs for the 27-year period.

OTHER ROADS (NON-SIS, NON-SHS)

These are federal and state funds that may be used off-system which are roads that are not on the SIS or the State Highway System (i.e., roads owned by counties and municipalities) and could include programs such as Small County Outreach Program (SCOP) and County Incentive Grant Program (CIGP). These estimates are reported for each MPO as applicable (example shown in **Table 22**).

Table 22. MPO Level Revenue Estimate for Other Roads (non-SIS/non-SHS) (Millions of $) – Example Table

PROGRAMS FUNDING SOURCE: FEDERAL/STATE	TIME PERIODS (FISCAL YEARS)					
	2023/24-2024/25	2025/26–2029/30	2030/31–2034/35	2035/36–2039/40	2040/41–2049/50	27-YEAR TOTAL 2024/25-2049/50
Other Roads (non-SIS/non-SHS)	MPO estimates provided in Appendix G.					

For the MPO estimate, FDOT identified the federal and state programmed funds for Other Roads. Once programmed funds were determined by county, they were grouped by MPO. To grow the programmed funds starting in 2028/29, the average annual total for 2023/24 – 2027/28 was redistributed by percent of 2020 US Census population amounts for MPO counties. The redistribution by population helps to smooth out the likely distribution of funds to the horizon year. The federal funds were held constant from the end of the current federal legislation, 2025/26 - 2049/50 and the state funds were grown based on the established growth rates (see Appendix E) to 2050. Annual revenue estimate amounts were summed into the established time bands of 2023/24 – 2045/25; 2025/26 – 2029/30; 2030/31 – 2034/35; 2034/35 – 2039/40; and 2040/41 – 2049/50. The time bands were summed across programs for the 27-year period.

NON-SIS TRANSIT FORMULA (EXCLUDING FLORIDA NEW STARTS AND TRANSIT DISCRETIONARY)

These are state funds for technical and operating/capital assistance to transit, paratransit, and commuter assistance programs. These estimates are reported for each MPO, as applicable (example shown in **Table 23**). These transit program estimates are determined based on formula according to county population. MPOs should work with their District Liaison for agreement on how they will be incorporated in the update of the MPO's LRTP. MPOs also should work with transit agencies and others that directly receive federal transit funds to ensure all such funds are captured in their LRTPs.

MPOs should identify transit projects and programs and funding for local or regional bus systems and related public transportation programs in the transit element in cooperation with transit providers. Demand management programs, including ridesharing, bicycle and pedestrian projects can be included, or can be identified separately. Potential funding sources include the "flexible" funds from FDOT including SHS (non-SIS), Other Roads (non-SIS, non-SHS), and Transit programs; federal and local transit operating assistance; and other funds from local or private sector sources that have been identified as reasonably available.

Table 23. MPO Level Revenue Estimate for Non-SIS Transit Formula (Millions of $) – Example Table

PROGRAMS FUNDING SOURCE: FEDERAL/STATE	TIME PERIODS (FISCAL YEARS)					
	2023/24-2024/25	2025/26–2029/30	2030/31–2034/35	2035/36–2039/40	2040/41–2049/50	27-YEAR TOTAL 2024/25-2049/50
Transit Formula	MPO estimates provided in Appendix G.					

For the MPO estimate, FDOT identified the federal and state programmed funds for non-SIS Transit-formula. Once programmed funds were determined by county, the federal funds were held constant from the end of the current federal legislation, 2025/26 - 2049/50 and the state funds were grown based on the established growth rates (see Appendix E) to 2050. Annual revenue estimate amounts were summed into the established time bands of 2023/24 – 2045/25; 2025/26 – 2029/30; 2030/31 – 2034/35; 2034/35 – 2039/40; and 2040/41 – 2049/50. The time bands were summed across programs for the 27-year period.

PRELIMINARY ENGINEERING (PE) ESTIMATES

MPOs are encouraged to include estimates for key pre-construction phases in the LRTP, namely for Project Development and Environmental (PD&E) studies and roadway and structures design.

FDOT has included sufficient funding for these and other Product Support activities to produce the construction levels in the 2050 Revenue Forecast. Costs for these phases for SIS highways will be provided to MPOs in the 2050 SIS CFP. For projects funded with the revenue estimates for SHS (non-SIS) and Other Roads (non-SIS, non-SHS), MPOs can assume the equivalent of 22 percent of those estimated funds will be available from the statewide Product Support estimates for PD&E and roadway and structures design. These funds are in addition to the estimates for SHS (non-SIS) and Other Roads (non-SIS, non-SHS) funds provided to MPOs. MPOs should document these assumptions.

For example, if the estimate for construction in a 5-year period is $10 million, the MPO can assume that an additional $2.2 million will be available for PD&E and Design in the 5-year period from FDOT Product Support estimates. However, surplus funds, which may not be needed for PD&E and Design, cannot be transferred to other projects. If planned PD&E and Design phases use TMA funds, the amounts should be part of (not in addition to) estimates of TMA funds provided to MPOs.

FDOT encourages MPOs to combine PD&E and Design phases into Preliminary Engineering in LRTP documentation. Boxed funds can be used to finance Preliminary Engineering; however, the specific projects using the boxed funds should be listed, or described in bulk in the LRTP (i.e., Preliminary Engineering for projects in Fiscal Years 2027/28-2049/50).

FDOT Strategic development

2050 REVENUE FORECAST HANDBOOK

PREPARING, DELIVERING, AND USING THE MPO REVENUE FORECAST REPORT

An MPO specific forecast will be provided to each MPO for use in their 2050 LRTP.

PREPARING THE MPO REVENUE FORECAST REPORT

When the revenue forecast was complete, the CO Revenue Team prepared a report for each MPO summarizing the statewide and districtwide tables and detailing the MPO specific tables. An individual report was completed for all 27 MPOs. The brief report should be used in developing the MPOs financial plan and documented in their LRTP.

DELIVERING THE MPO REVENUE FORECAST REPORT

The overall revenue forecast was presented to the MPOAC at the April 2023 Quarterly Meeting. At that time, each MPO was provided a printed copy of their revenue forecast. An electronic version of the revenue forecast was provided to each MPO following the MPOAC meeting.

USING THE MPO REVENUE FORECAST REPORT

The following points should be considered when using the revenue forecast:

- It has not historically been, nor is it current, FDOT policy to forecast estimates for specific fund codes in the Revenue Forecast given the long-range nature of the estimates.
- When developing long range plans, MPOs are not legally required to use the same terminology used by FDOT such as *SHS/non-SIS* or *Other Roads*. However, MPOs should identify the MPO estimates used from the forecast, the source of the revenues, and how these revenues are used in documentation of their plan updates.
- The projected dollar values are for planning purposes only and do not represent a state commitment for funding, either in total or in any 5-year time period.
- The estimates can be used to fund planned capacity improvements to major elements of the transportation system (most notably highways and transit). The reports include statewide funding estimates and objectives for non-capacity programs.

The projected dollar values are for planning purposes only and do not represent a state commitment for funding, either in total or in any 5-year time period.

42

APPENDIX E: FORECAST CALCULATIONS FOR GROWTH AND INFLATION

Consistent with federal planning regulations in 23 CFR 450.324(f)(11) and the *Financial Guidelines for MPO 2050 Long Range Plans* dated May 2022, the 2050 Revenue Forecast is expressed in Year of Expenditure (YOE) dollars. In this revenue forecast, growth rates and inflation factors are independent calculations.

- For revenues, FDOT applies growth factors to amounts following the 2023/24-2027/28 Five-Year Work Program commitments to forecast a reasonable expectation of future revenues to the horizon year. In this revenue forecast, growth factors are the rate used to grow present day revenues over multiple periods to the horizon year of 2050. The approach for calculating growth rates is described below.
- For project costs, FDOT provides inflation factors for MPOs to use to adjust present day costs to the anticipated future year of expenditure. In this revenue forecast, inflation factors are the rate used to increase present day project costs over time to year of expenditure. MPOs should adjust project costs to YOE dollars using inflation factors to ensure their costs are expressed in the same time frame as the projected revenues.

All amounts (revenues and costs) in the forecast should be expressed in YOE dollars.

GROWTH RATES



FDOT uses a zero percent growth rate for federal funds past the timeframe of the current federal legislation. FDOT takes a conservative approach in forecasting federal funds past the current federal transportation act. This is a long standing practice and aligns with current FDOT financial policies. The zero percent growth rate is applied for all federal funds starting in 2027/28, the first year after the Five-Year Work Program.



FDOT calculates annual growth rates for state funds using information from the Revenue Estimating Conference (REC). The Office of Work Program and Budget receives the REC forecast for tax receipts and reviews it for use in the 10-year Program and Resource Plan (PRP). This is accomplished by using the last complete fiscal year reflecting actual amounts and the next nine fiscal year amounts based on the current REC (August 2022 for this revenue forecast). Beginning in the 'tenth' year of the PRP to the end of the forecast period, growth rates are calculated based on a rolling eight year average for fuel-, tourism-, and vehicle-related taxes as well as documentary stamp taxes. The August 2022 REC forecast projects a decline in forecast of tax receipts starting in 2044/2045 so the growth rate reflects negative growth in 2045/46-2059/50. In the case of the fuel taxes, an annual 0.5 percent reduction is applied to account for greater future fuel efficiency. The amount determined for the fuel efficiency reduction is considered in connection with

current fuel efficient vehicles trends and the state of the economy as a whole. The growth rates are applied starting in 2027/28, the first year after the Five-Year Work Program. **Table 24** lists the growth rates for state funds from 2027/28 – 2049/50.

Table 24. Growth Rates for 2027/28 – 2049/50

YEAR	RATE	YEAR	RATE	YEAR	RATE	YEAR	RATE
2027/28	1.74%	2033/34	1.04%	2039/40	0.49%	2045/46	-0.03%
2028/29	1.65%	2034/35	0.97%	2040/41	0.40%	2046/47	-0.11%
2029/30	1.45%	2035/36	0.89%	2041/42	0.31%	2047/48	-0.19%
2030/31	1.49%	2036/37	0.81%	2042/43	0.23%	2048/49	-0.26%
2031/32	1.51%	2037/38	0.72%	2043/44	0.14%	2049/50	-0.33%
2032/33	1.11%	2038/39	0.61%	2044/45	0.05%		

INFLATION FACTORS

FDOT calculates cost inflation factors for the Work Program process considering a number of common indices including the Consumer Price Index, the Chained Price Index for State and Local Gross Investment in Highways and Streets, and the Producer Price Index. Consideration of these nationwide indices helps ground the approach to inflating project costs to accommodate the impact to purchasing power in transportation projects.

MPOs should use inflation factors to adjust project costs from "present day cost" dollars for recent years (i.e., 2022/23, 2023/24) to future YOE dollars. Present day costs are based on the value of money in the recent year and have not been adjusted for inflation. MPOs should also adjust any estimates of local revenues that are not included in FDOT's forecast to YOE dollars. The inflation multipliers shown below are based on FDOT's inflation factors associated with the FY 2024-2028 Work Program and previous work programs.

FDOT Strategic development

2050 REVENUE FORECAST HANDBOOK

INFLATION FACTORS BY TIME BAND

Table 25 provides MPOs with the applicable factors by time bands to convert project costs to YOE dollars for costs estimated in fiscal years 2022/23, 2023/24, and 2024/25.

Table 25. Inflations Factors By Time Bands

TIME BANDS FOR PLANNED PROJECT OR PROJECT PHASE	MULTIPLIERS TO CONVERT PROJECT COST ESTIMATES TO YOE DOLLARS		
	PROJECT COST IN 2022/23 PDC $	PROJECT COST IN 2023/24 PDC $	PROJECT COST IN 2024/25 PDC $
2023/24-2024/25	1.04	1.03	NA
2025/26-2029/30	1.16	1.13	1.10
2030/31-2034/35	1.37	1.33	1.29
2035/36-2039/40	1.61	1.61	1.56
2040/41-2049/50	2.06	2.00	1.94

USING THE INFLATION FACTORS BY TIME BAND

If the cost estimate for a specific project, using funds estimated in this revenue forecast, was developed in fiscal year 2022/23 dollars and the project is planned to be implemented in the 2025/26 – 2029/30 time period, the MPO should multiply the cost estimate by the applicable multiplier to convert the cost estimate to YOE dollars.

YOE dollars = 2022/23 dollars X 2023 PDC multiplier for 2025/26-2029/30 time band

For example, the MPO calculated a 2022/23 cost estimate for an interchange improvement at $30,000,000. The project is planned to be implemented in the 2025/26 – 2029/30 time period. The MPO would multiply $30,000,000 by 1.16 for a YOE amount of $34,800,000 using the inflation factor for the 2025/26 – 2029/30 time band in **Table 25**.

$34,800,000 = $30,000,000 X 1.16

FDOT Strategic development

2050 REVENUE FORECAST HANDBOOK

INFLATION FACTORS BY INDIVIDUAL YEAR

Table 26 provides MPOs with the annual multipliers to convert project costs to YOE dollars.

Table 26. Multiplier By Inflation Factors For Individual Year

FISCAL YEAR	INFLATION FACTOR	MULTIPLIER	FISCAL YEAR	INFLATION FACTOR	MULTIPLIER
2022/23	Base	1.000	2036/37	3.3	1.553
2023/24	2.8	1.028	2037/38	3.3	1.604
2024/25	2.9	1.058	2038/39	3.3	1.657
2025/26	3.0	1.090	2039/40	3.3	1.712
2026/27	3.1	1.123	2040/41	3.3	1.768
2027/28	3.2	1.159	2041/42	3.3	1.826
2028/29	3.3	1.198	2042/43	3.3	1.887
2029/30	3.3	1.237	2043/44	3.3	1.949
2030/31	3.3	1.278	2044/45	3.3	20.13
2031/32	3.3	1.320	2045/46	3.3	2.080
2032/33	3.3	1.364	2046/47	3.3	2.148
2033/34	3.3	1.409	2047/48	3.3	2.219
2034/35	3.3	1.455	2048/49	3.3	2.292
2035/36	3.3	1.503	2049/50	3.3	2.368

USING THE INFLATION FACTORS BY INDIVIDUAL YEAR

If the cost estimate for a project generated by a local government using their own estimate was developed in FY 2022/23 and the project is planned to be implemented in 2026/27, the MPO can use the following formula to convert the local government cost estimate prepared in present day dollars to YOE dollars using the inflation factors in **Table 26**.

YOE dollars = 2022/23 PDC dollars X Multiplier for 2026/27 Fiscal Year

For example, a local government provided the MPO with a 2022/23 cost estimate for widening a road from 2 lanes to 4 lanes at $20,100,000. The project is planned to be implemented in 2026/27. The MPO would multiply $20,100,000 times 1.123 for a YOE amount of $22,572,300.

$22,572,300 = $20,100,000 X 1.123

For consistency with other estimates, FDOT recommends summarizing estimated local funds for each year by the 5-year periods.

64

RELATIONSHIP OF CONSTRUCTION AND ROW COSTS

FDOT has experienced extreme variation in the costs of right-of-way for improvement projects. Since fiscal year 1990/91-1991/92, District right-of-way programs have ranged from as low as 4 percent of construction costs to more than 30 percent and, in rare instances, have exceeded construction costs. MPOs should work with their District liaison for more information on right-of-way costs.

The 2050 Revenue Forecast contains estimates for combined construction and right-of-way funding. For planned construction projects, MPOs are requested to work with District staff to develop right-of-way estimates and right-of-way inflation estimates. If no project-specific estimate is available, MPOs should use the right-of-way/construction ratio recommended by the District to estimate right-of-way costs. For example, if the estimated construction cost of a project is $40 million and the District has established a right-of-way/construction ratio of 25 percent, then the total cost for construction and right-of-way is $50 million ($40 million + $10 million).

FDOT Strategic development

2050 REVENUE FORECAST HANDBOOK

APPENDIX G: MPO REVENUE FORECAST REPORT

A 2050 Revenue Forecast report is provided for each MPO.

- Florida-Alabama TPO
- Okaloosa-Walton TPO
- Bay County TPO
- Capital Region TPA
- Gainesville MTPO
- North Florida TPO
- Ocala/Marion County TPO
- Hernando/Citrus MPO
- Lake-Sumter MP
- River to Sea TPO
- MetroPlan Orlando
- Space Coast TPO
- Pasco County MPO
- Forward Pinellas
- Hillsborough MPO
- Polk TPO
- Indian River County MPO
- Sarasota/Manatee MPO
- Heartland Regional TPO
- St. Lucie TPO
- Martin MPO
- Charlotte County-Punta Gorda MPO
- Lee County MPO
- Collier MPO
- Palm Beach TPA
- Broward MPO
- Miami-Dade TPO

FDOT Strategic development

2050 REVENUE FORECAST HANDBOOK

2050 REVENUE FORECAST
BAY COUNTY TPO

The purpose of this revenue forecast is to provide the **Bay County TPO** with a MPO-specific forecasts for use in building their 2050 Long Range Transportation Plan (LRTP). This same revenue forecast is used by FDOT for the SIS 2050 SIS Cost Feasible Plan. Statewide and Districtwide revenue forecasts, applicable to all MPOs, can be found in the 2050 Revenue Forecast Handbook.

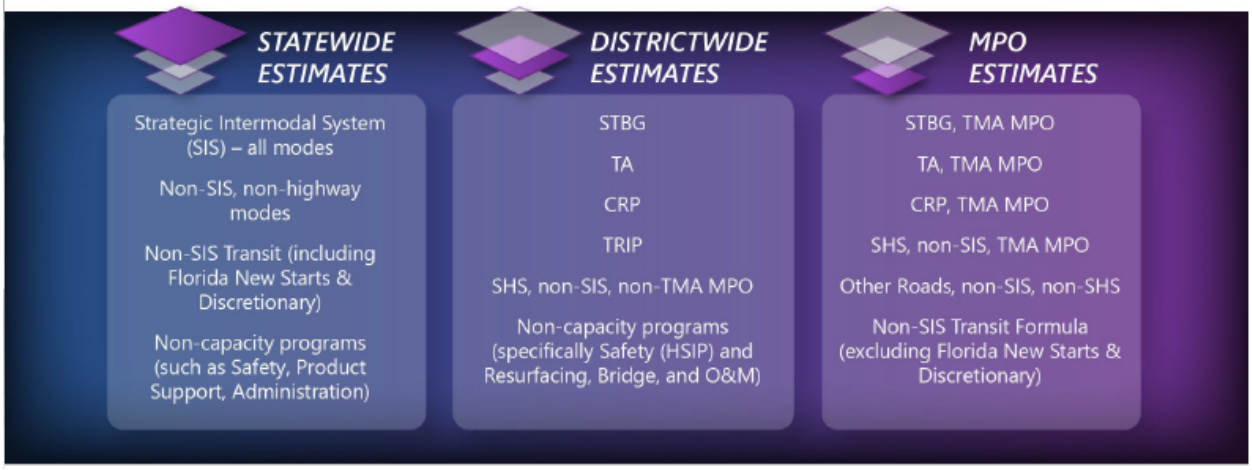
This document only provides forecasts for state and federal funds that "flow through" the FDOT Work Program. Note: Turnpike Enterprise revenue estimates are not provided. For Turnpike project information, refer to the Turnpike Ten-year Finance Plan. In addition, forecasts for local resources are not provided. For local resource information, see Appendix C of the 2050 Revenue Forecast Handbook.

This revenue forecast is for the entire LRTP planning horizon through state fiscal year 2049/50.

REVENUE FORECASTING FRAMEWORK

The framework for presenting the 2050 revenue estimates is shown in **Figure 1** below.

Figure 1. Revenue Forecast Framework



81

FDOT Strategic development

2050 REVENUE FORECAST HANDBOOK

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- Miami-Dade TPO

STATEWIDE ESTIMATES – REVENUE ESTIMATES REPORTED AT A STATEWIDE LEVEL

For the purposes of this revenue forecast, FDOT reports revenue estimates at the statewide level for all modes on the Strategic Intermodal System (SIS); non-SIS/non-highway modes including aviation, rail, seaport development, intermodal access, and Shared-Use Nonmotorized (SUN) Trail; and non-SIS transit. In addition, FDOT provides statewide estimates for non-capacity programs designed to support and maintain the State Highway System (SHS) including safety; resurfacing; bridge, product support; operations and maintenance; and administration. These statewide estimates are funded with both federal and state funds. Because all of these programs are administered at the statewide level, the statewide estimates are largely for informational purposes for the MPOs.

FDOT takes the lead in identifying planned projects for statewide programs. None of these funds are specifically allocated at the MPO level in the revenue forecast. Funds allocated to the SIS are identified by FDOT Districts in coordination with the MPOs, regional planning councils, local governments, and other transportation providers and listed in the SIS 2050 CFP. These SIS projects must be included in the MPO's LRTP to advance in the Work Program.

Refer to *2050 Revenue Forecast Handbook* for Statewide Estimate Tables 5-8.

DISTRICTWIDE ESTIMATES – REVENUE ESTIMATES REPORTED BY FDOT DISTRICT

Revenue estimates for the following programs are provided for each FDOT District. MPOs should work with their FDOT District Liaison to identify funding opportunities for these programs including Surface Transportation Block Grant (STBG), Transportation Alternatives (TA), Carbon Reduction Program (CRP), Transportation Regional Incentive Program (TRIP), SHS (non-SIS), and some non-capacity programs such as Highway Safety Improvement Program (HSIP), Resurfacing, Bridge, and Operations & Maintenance (O&M). These programs can be used to identify funding opportunities for MPOs. MPOs should work with their FDOT District Liaison to identify planned projects for these funding sources.

Refer to *2050 Revenue Forecast Handbook* for Districtwide Estimate Tables 9-17.

FDOT Strategic development

2050 REVENUE FORECAST HANDBOOK

METROPOLITAN PLANNING ORGANIZATION (MPO) ESTIMATES- REVENUE ESTIMATES REPORTED FOR EACH MPO

Revenue estimates by certain federal and state programs including Other Roads (non-SIS, non-SHS) and Non-SIS Transit (excluding Florida New Starts and Transit discretionary) are reported for each MPO, as applicable.

OTHER ROADS (NON-SIS, NON-SHS)

These are federal and state funds that may be used off-system which are roads that are not on the SIS or the State Highway System (i.e., roads owned by counties and municipalities) and could include programs such as Small County Outreach Program (SCOP) and County Incentive Grant Program (CIGP). **Table 39** provides the estimate for the **Bay County TPO**.

Table 39. Bay County TPO – MPO Level Revenue Estimate for Other Roads (non-SIS/non-SHS) (Millions of $)

PROGRAMS FUNDING SOURCE: FEDERAL/STATE	TIME PERIODS (FISCAL YEARS)					
	2023/24-2024/25	2025/26-2029/30	2030/31-2034/35	2035/36-2039/40	2040/41-2049/50	27-YEAR TOTAL 2024/25- 2049/50
Other Roads (non-SIS/non-SHS)	$0.21	$1.30	$3.40	$3.53	$7.20	$15.64

NON-SIS TRANSIT FORMULA (EXCLUDING FLORIDA NEW STARTS AND TRANSIT DISCRETIONARY)

These are federal and state funds for technical and operating/capital assistance to transit, paratransit, and ridesharing systems. Transit program estimates are based on a formula between Districts and counties according to population. MPOs should work with their District Liaison for agreement on how they will be incorporated in the update of the MPO's LRTP. MPOs also are encouraged to work with transit agencies and others that directly receive federal transit funds to ensure all such funds are captured in their LRTPs. **Table 40** provides the estimate for the **Bay County TPO**.

Table 40. Bay County TPO – MPO Level Revenue Estimate for Non-SIS Transit Formula

PROGRAMS FUNDING SOURCE: FEDERAL/STATE	TIME PERIODS (FISCAL YEARS)					
	2023/24-2024/25	2025/26-2029/30	2030/31-2034/35	2035/36-2039/40	2040/41-2049/50	27-YEAR TOTAL 2024/25- 2049/50
Transit Formula	$1.04	$2.87	$3.10	$3.24	$6.61	$16.86

83

APPENDIX G: PURPOSE AND NEED STATEMENTS

Project: A-01 SR 368 / 23rd Street

Purpose
The widening of 23rd St from US 98 to SR 390 was identified in the previous Needs Plan. Improvements to this corridor would greatly improve both freight and vehicular movement throughout the area.

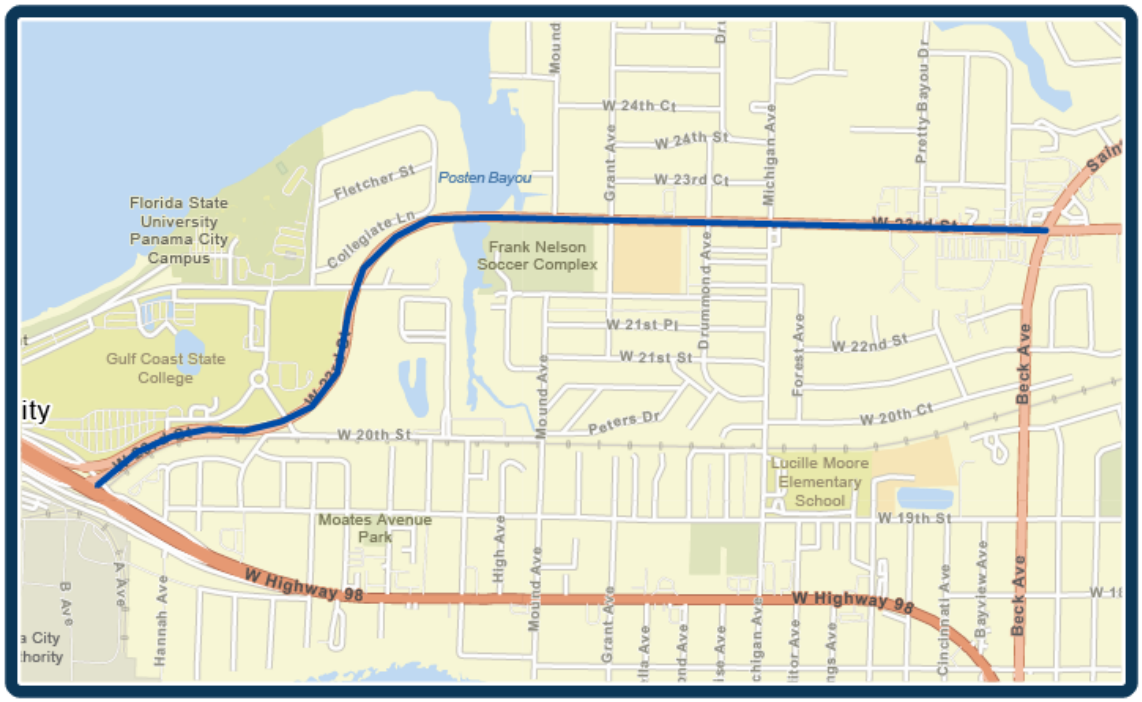
Improvement
Widen to 6 Lanes

Transit
This route is currently served by Bayway.

Parallel Facilities
US 98 and SR 390

Regional Connectivity
This segment provides connectivity to the port and college and provides an alternative to US 98 linking to the SR 390 loop.

Bicycles and Pedestrians
Bicycle and pedestrian facilities would be considered in design and are needed to provide access to the Gulf Coast State College, the Frank Nelson Soccer Complex, and linking to the commercial amenities on the east end of the alignment.



Bay 2050 Needs Plan Report

Project: A-02 SR 390 / E. 14th Street

Purpose
Identified in the previous Needs Plan, this project will provide increased capacity along this corridor.

Improvement
Widen to 6 Lanes

Transit
This route is not currently served by Bayway.

Parallel Facilities
There are no parallel facilities.

Regional Connectivity
The 390 corridor provides key east-west connectivity linking US 98 to US 231.

Bicycles and Pedestrians
Bicycle and pedestrian improvements will be provided including a shared use path and facilities over the Mill Bayou Bridge.



Bay 2050 Needs Plan Report

Project: A-03 SR 389 / East Avenue

Purpose
The proposed four lane improvement to East Avenue /CR 389 between Baldwin Road and Sherman Avenue was identified in previous Needs Plans.

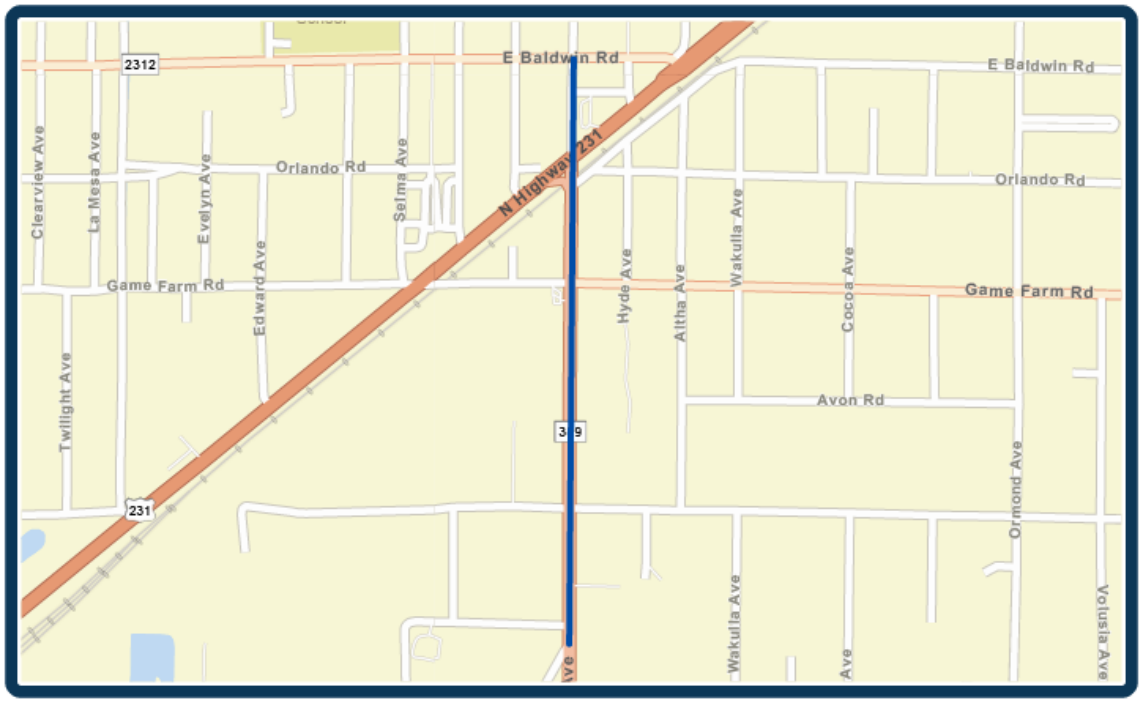
Improvement
Widen to 4 Lanes

Transit
This route is not currently served by Bayway.

Parallel Facilities
SR 77 and Transmitter Road

Regional Connectivity
This SIS facility provides freight co nnectivity from US 231 south along Ea st Avenue to the port facilities.

Bicycles and Pedestrians
Bicycle and pedestrian facilities would extend existing infrastructure along US 231 and SR 389



Bay 2050 Needs Plan Report

Project: A-04 Gulf to Bay Highway (Parkway)

Purpose
This project has been identified in previous Cost Feasible Plans. The proposed new roadway would provide an alternate route to US 98 through Mexico Beach and would al so serve as a bypass around Mexico Beach.

Improvement
Construct new 4 lane Facility

Transit
This route is not currently served by Bayway.

Parallel Facilities
There are no parallel facilities.

Regional Connectivity
This corridor provides regional conn ectivity from Mexico Beach north byp assing the core of Panama City.

Bicycles and Pedestrians
There is an existing gap in bicycle and pedestrian facilities



Bay 2050 Needs Plan Report

Project: A-05 CR 30P / Hills Road

Purpose
This project was identified in the Previous Needs and Cost Feasible Plans. Widening of this facility would improve traffic flow and will improve evacuation times during emergencies.

Improvement
Widen to 4 Lanes

Transit
The southern end of this route connects to a route served by Bayway.

Parallel Facilities
Powell Adams Dr and Gulf Blvd

Regional Connectivity
This facility provides local connectivity between Front Beach Road and Back Beach Road and is important locally to the Panama City Beach Community Redevelopment Agency.

Bicycles and Pedestrians
There is an existing gap in bicycle and pedestrian facilities



Bay 2050 Needs Plan Report

Project: A-06 Powell Adams Dr

Purpose
This project was identified in the Previous Needs and Cost Feasible Plans. Widening of this facility would improve traffic flow and will improve evacuation times during emergencies.

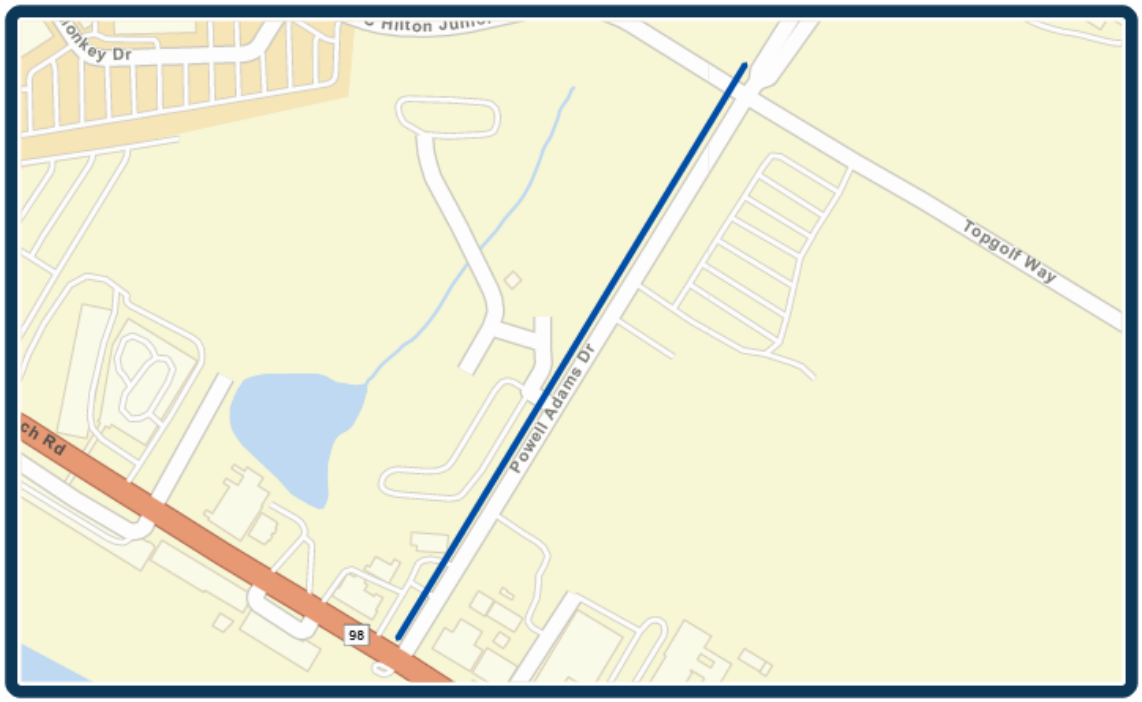
Improvement
Widen to 3 Lanes

Transit
The southern end of this route connects to a route served by Bayway.

Parallel Facilities
Hills Rd and Pier Park Dr

Regional Connectivity
This facility provides local connectivity between Front Beach Road and Back Beach Road and is important locally to the Panama City Beach Community Redevelopment Agency.

Bicycles and Pedestrians
There is an existing gap in bicycle and pedestrian facilities



Bay 2050 Needs Plan Report

Project: A-07 SR 22 / Wewa Highway [Phase 1]

Purpose
Identified in the previous Needs Plan, the purpose and need of this study is to increase capacity of SR 22 (Wewa Highway) from US 98B to Star Avenue.

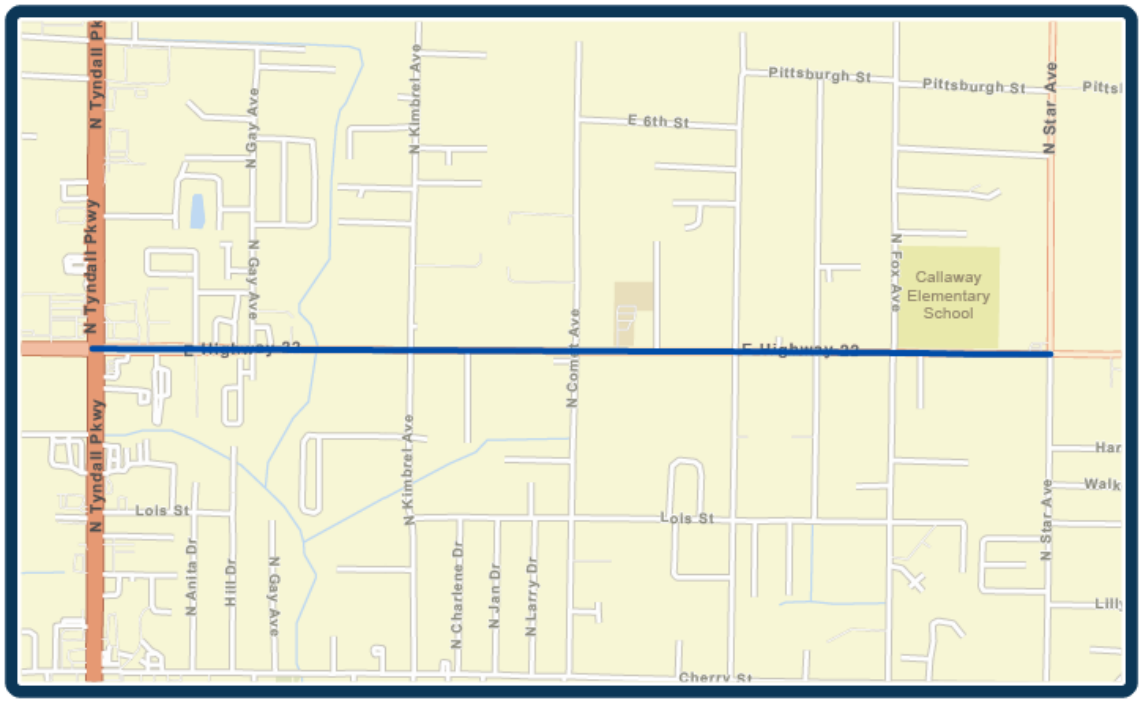
Improvement
Widen to 4 Lanes

Transit
The western end of this route connects to a route served by Bayway.

Parallel Facilities
There are no parallel facilities.

Regional Connectivity
Wewa Highway provides regional connectivity into Gulf County on the east side of the Panama City metro area, linking to Wewahitchka.

Bicycles and Pedestrians
There is existing bicycle and pedestrian infrastructure along this corridor that could be improved



Bay 2050 Needs Plan Report

Project: A-08 SR 388 / West Bay Parkway

Purpose
Identified in the previous Needs Plan, this project will provide additional capacity around the airport.

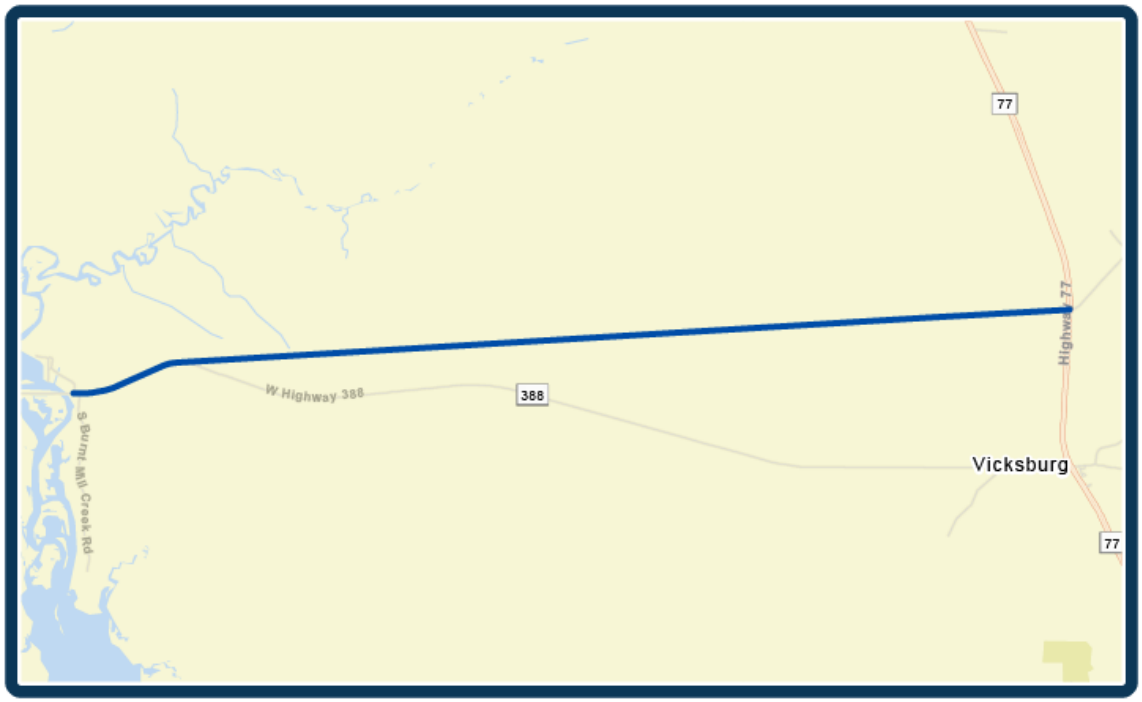
Improvement
Widen to 4 Lanes

Transit
This route is not currently served by Bayway.

Parallel Facilities
There are no parallel facilities.

Regional Connectivity
SR 388 provides east / west connectivity on the northe rn end of the TPO area around West Bay and around the metro areas, linking SR 79, SR 77, and US 231 to the airport.

Bicycles and Pedestrians
Bicycle and pedestrian infrastructure is a lower priority at this location



Bay 2050 Needs Plan Report

Project: A-09 SR 389 / East Avenue

Purpose
This project will provide enhanced traffic flow along this 2-lane corridor.

Improvement
2 Lane Enhanced Capacity Improvement

Transit
The southern end of this route connects to a route served by Bayway.

Parallel Facilities
Transmitter Rd and Star Ave

Regional Connectivity
This corridor provides north-south connection between US 231 and US 98

Bicycles and Pedestrians
There is existing bicycle and pedestrian infrastructure along this corridor that could be improved



Bay 2050 Needs Plan Report

Project: A-10 CR 2315 / Star Avenue

Purpose
Since SR79 is an evacuation route, the widening of SR 79 w ill increase the ability for residents in the southwest portion of Bay County to evacuate during emergencies.

Improvement
Widen to 4 Lanes

Transit
This route is not currently served by Bayway.

Parallel Facilities
There are no parallel facilities.

Regional Connectivity
SR 79 north of US 98 is on the Strategic Intermodal System (SIS). This segment is not, but is a locally-important connector south to reach the tourist areas and beaches.

Bicycles and Pedestrians
There is an existing gap in bicycle and pedestrian facilities



Bay 2050 Needs Plan Report

Project: A-11 CR 2327 / Transmitter Road

Purpose
The proposed 4-lane improvement to Transmitter Rd (CR 2327) between Wewa Hwy / SR 22 and US231 was identified in the previous Needs Plan.

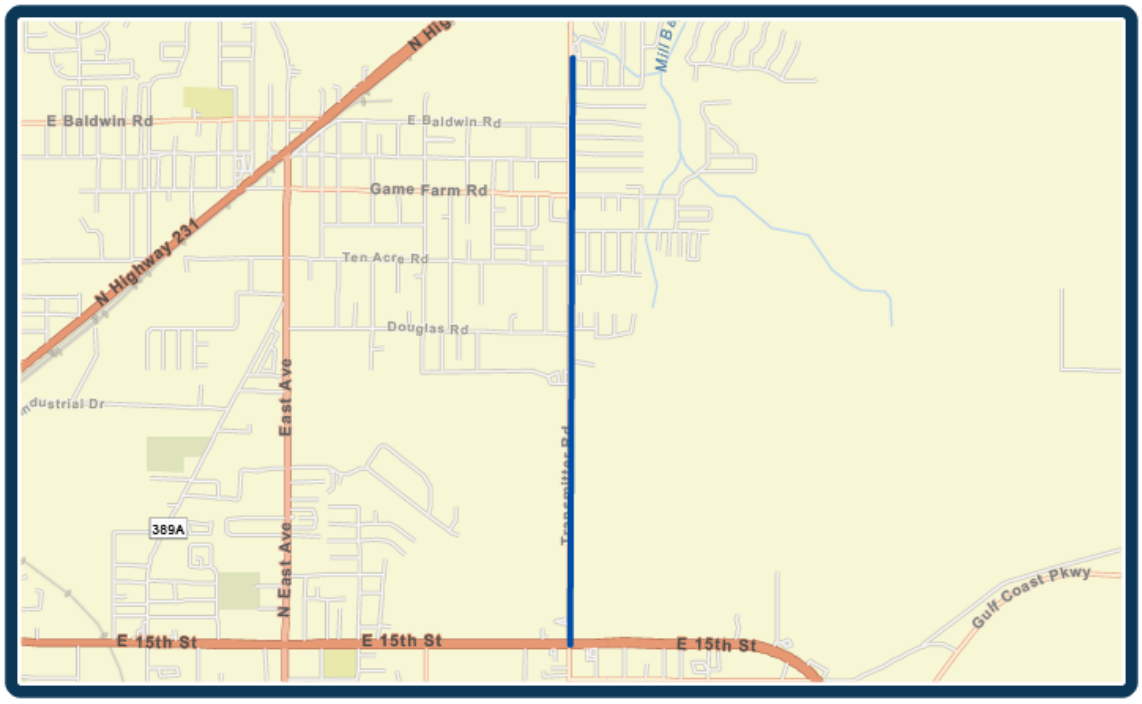
Improvement
Widen to 4 Lanes

Transit
The southern end of this route connects to a route served by Bayway.

Parallel Facilities
East Avenue

Regional Connectivity
This corridor provides north-south connection between US 231 and US 98 on the east end of Panama City metro area.

Bicycles and Pedestrians
This corridor links to residential areas and would benefit from bicycle and pedestrian facilities.



Bay 2050 Needs Plan Report

Project: A-12 US 231 / SR 75 [Segment 7]

Purpose
The need for 6-laning along this corridor was identified in the previous Needs Plan.

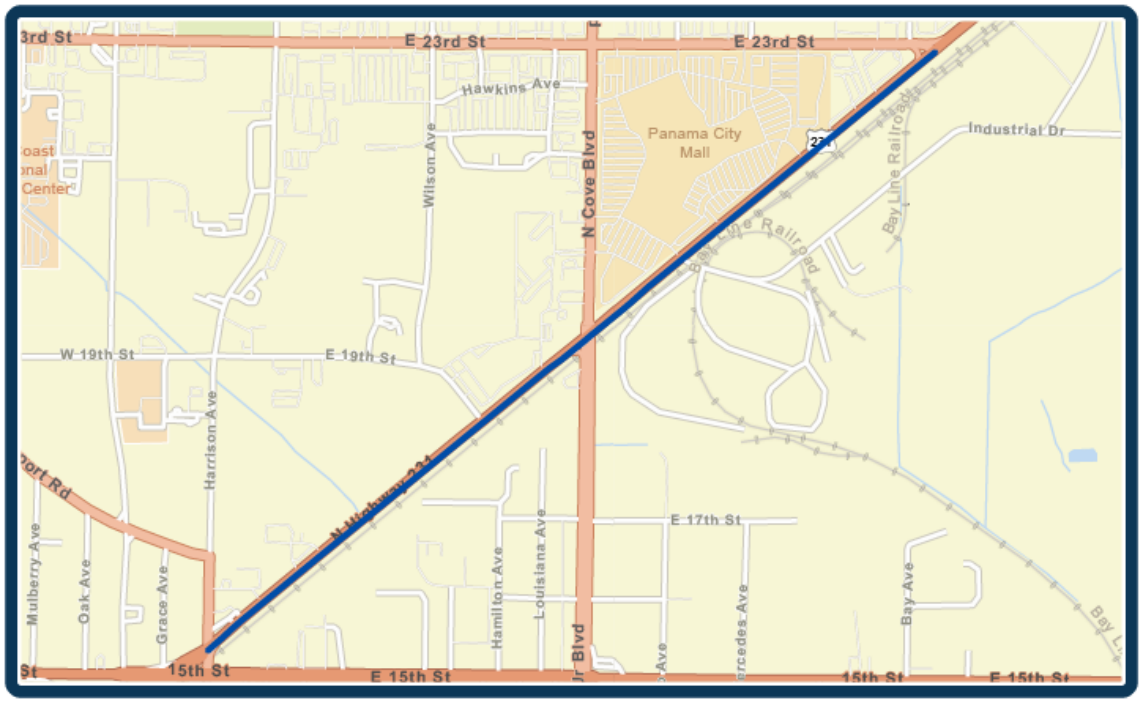
Improvement
Widen to 6 Lanes

Transit
Portions of this route are served by Bayway.

Parallel Facilities
There are no parallel facilities.

Regional Connectivity
US 231 provides SIS connectivity into the Panama City metro area and is an important freight corridor to I-10.

Bicycles and Pedestrians
There is existing bicycle and pedestrian infrastructure along this corridor that could be improved



Bay 2050 Needs Plan Report

Project: A-13 US 231 / SR 75 [Segment 8]

Purpose
The need for 6-laning along this corridor was identified in the previous Needs Plan.

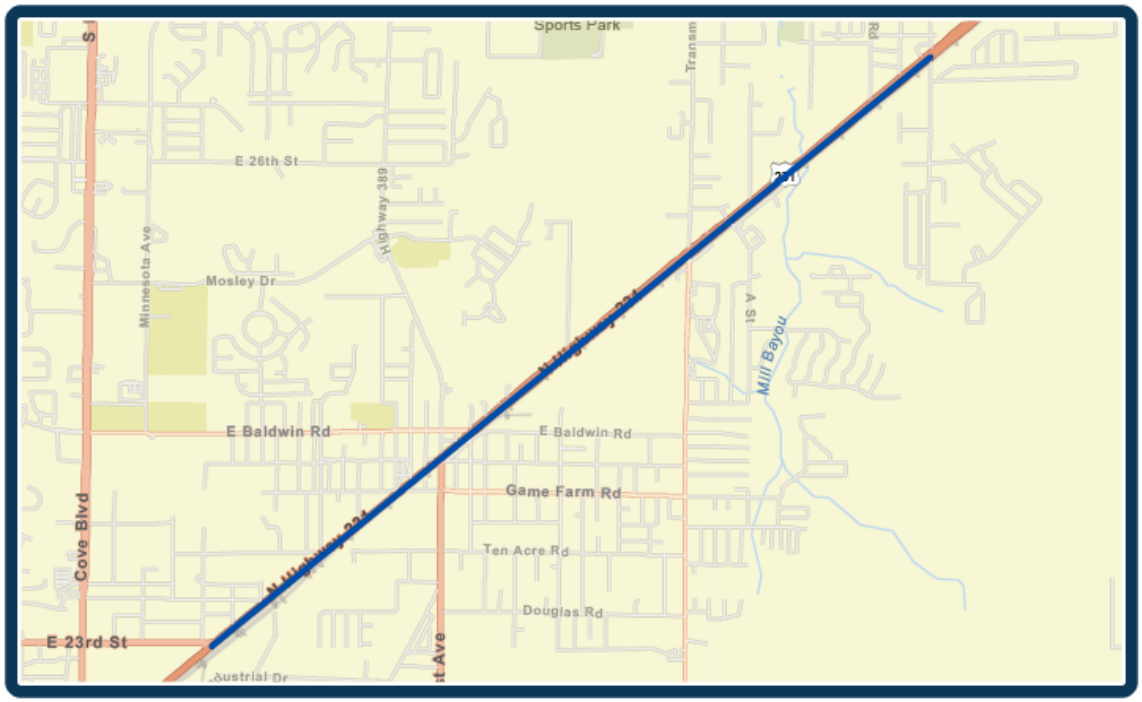
Improvement
Widen to 6 Lanes

Transit
This route is not currently served by Bayway.

Parallel Facilities
There are no parallel facilities.

Regional Connectivity
US 231 provides SIS connectivity into the Panama City metro area and is an important freight corridor to I-10

Bicycles and Pedestrians
The southern portion of this corridor has bicycle and pedestrian infrastructure that could be extended north along US 231



Bay 2050 Needs Plan Report

Project: A-14 US 231 / SR 75

Purpose
The need for 6-laning along this corridor was identified in the previous Needs Plan.

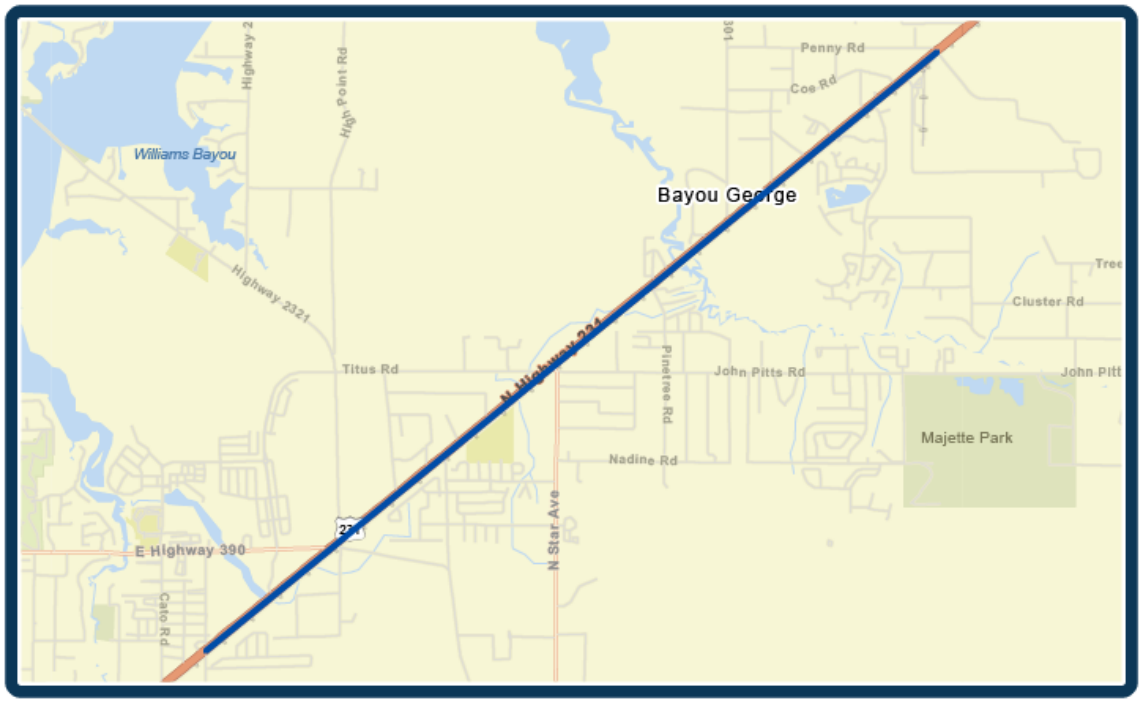
Improvement
Widen to 6 Lanes

Transit
This route is not currently served by Bayway.

Parallel Facilities
There are no parallel facilities.

Regional Connectivity
US 231 provides SIS connectivity into the Panama City metro area and is an important freight corridor to I-10. The project provides improvement to the Port of Panama City Distribution Center.

Bicycles and Pedestrians
There is an existing gap in bicycle and pedestrian facilities



Bay 2050 Needs Plan Report

Project: A-15 US 231 / SR 75

Purpose
The need for 6-laning along this corridor was identified in the previous Needs Plan.

Improvement
Widen to 6 Lanes

Transit
This route is not currently served by Bayway.

Parallel Facilities
There are no parallel facilities.

Regional Connectivity
US 231 provides SIS connectivity into the Panama City metro area and is an important freight corridor to I-10. The project provides improvement to the Port of Panama City Distribution Center.

Bicycles and Pedestrians
There is an existing gap in bicycle and pedestrian facilities



Bay 2050 Needs Plan Report

Project: A-16 US 231 / SR 75

Purpose
The need for 6-laning along this corridor was identified in the previous Needs Plan.

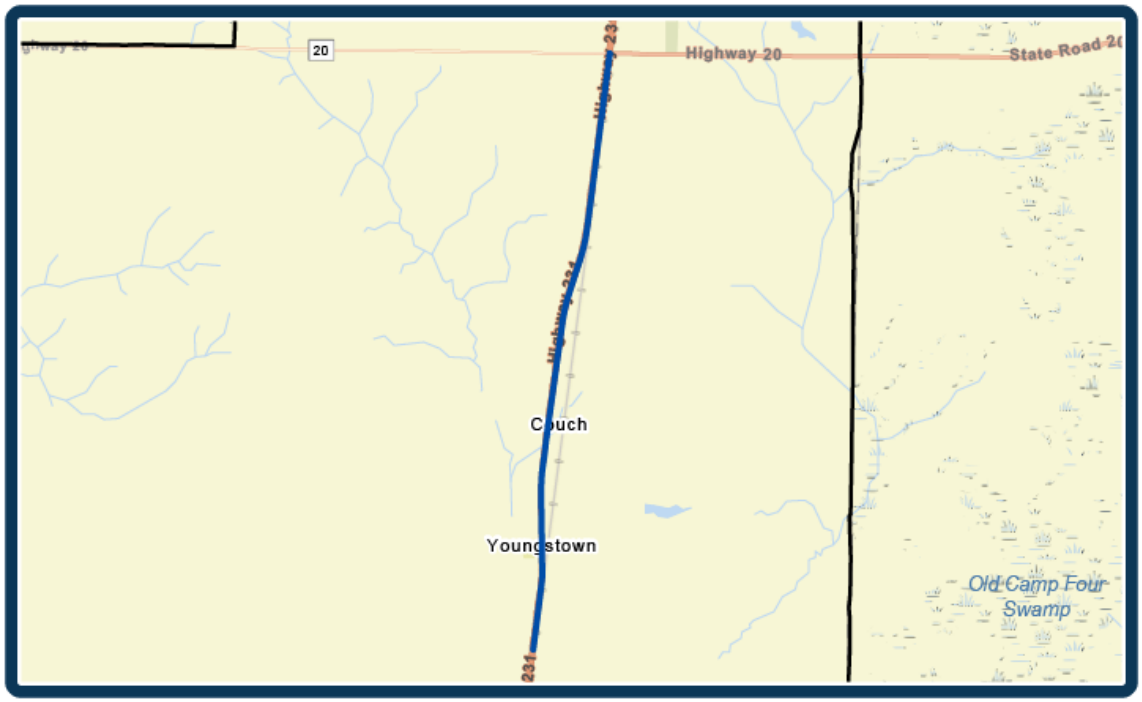
Improvement
Widen to 6 Lanes

Transit
This route is not currently served by Bayway.

Parallel Facilities
There are no parallel facilities.

Regional Connectivity
US 231 provides SIS connectivity into the Panama City metro area and is an important freight corridor to I-10. The project provides improvement to the Port of Panama City Distribution Center.

Bicycles and Pedestrians
A portion of this corridor has bicycle and pedestrian facilities but more could be added to fill the existing gaps



Bay 2050 Needs Plan Report

Project: A-17 SR 388 / West Bay Parkway

Purpose
This project has been included in previous Cost Feasible Plans. The benefits of the new facility include improving mobility and interconnectivity in the regional transportati on network and enhancing traveler safety.

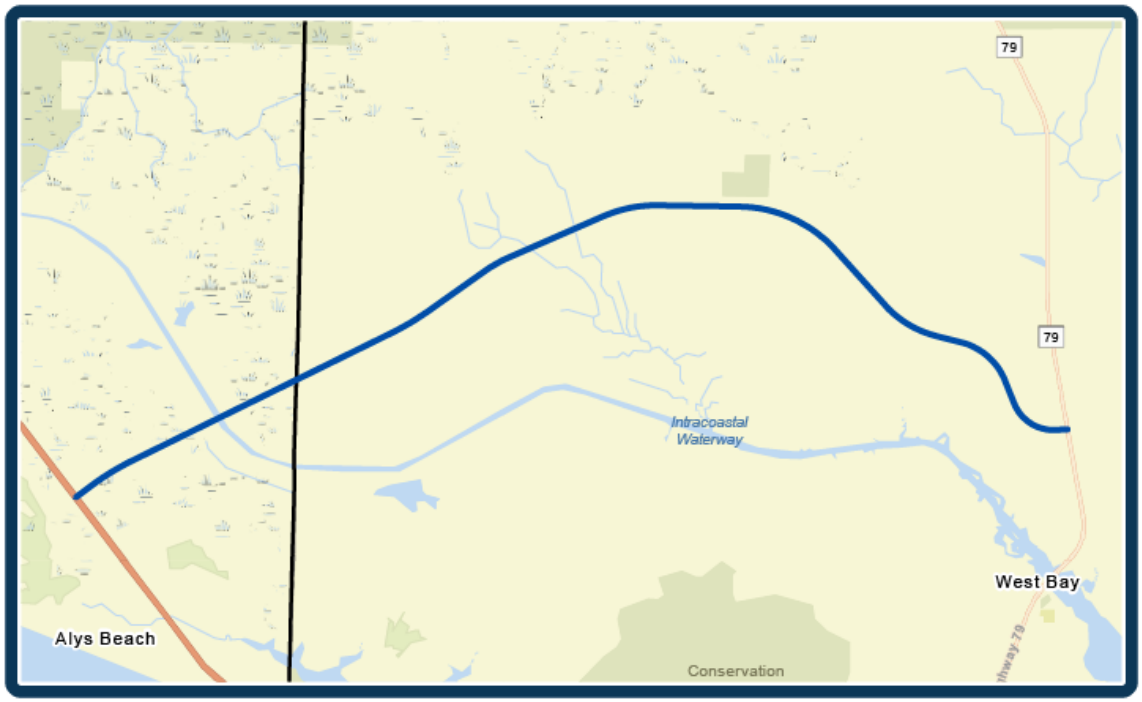
Improvement
Construct new 4 lane Facility

Transit
This route is not currently served by Bayway.

Parallel Facilities
US 98

Regional Connectivity
West Bay Parkway provides regional connectivity from neighboring Walton County into Bay County on the western end of the TPO area, providing connectivity to the airport.

Bicycles and Pedestrians
Bicycle and pedestrian facilities will be important as this corridor segment provides key linkage to the Latitude Margaritaville major land development project.



Bay 2050 Needs Plan Report

Project: A-18 *Truck Parking at US 231 Industrial Park*

Purpose
This project will provide additional truck parking facilities at the US 231 Port of Panama City Distribution Center off US 231.

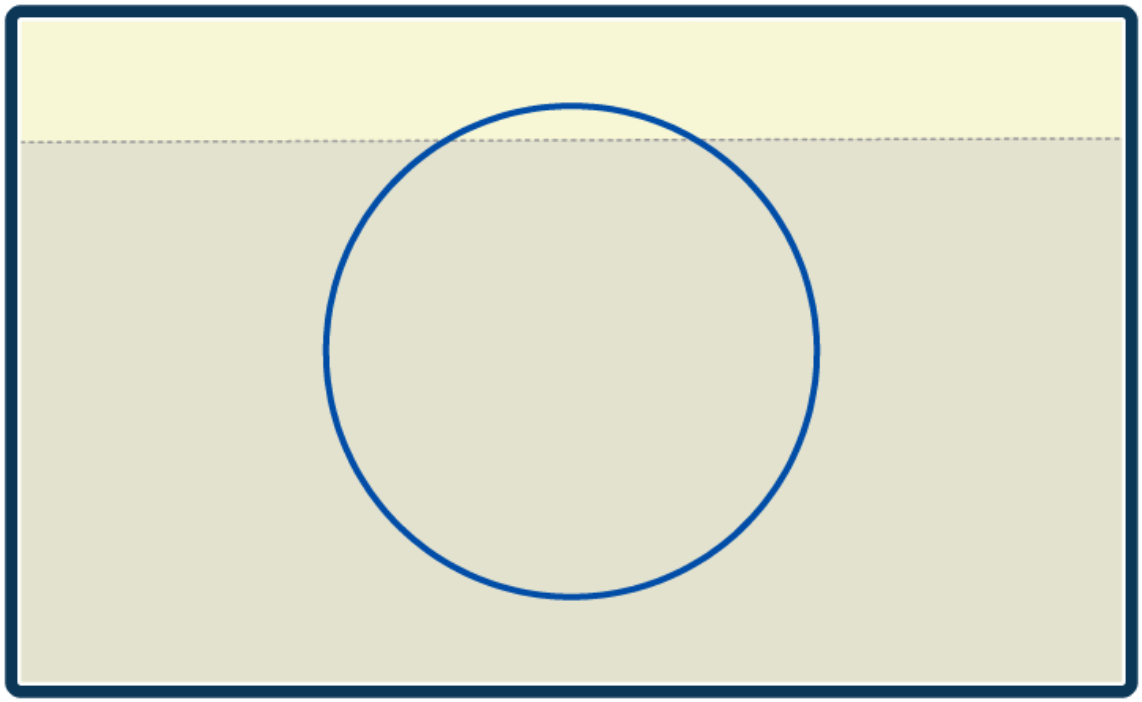
Improvement
Construct Truck Parking

Transit
This route is not currently served by Bayway.

Parallel Facilities
There are no parallel facilities.

Regional Connectivity
US 231 is SIS facility into the Panama Ci ty metropolitan area and provides di rect access to the Port Distribution Center.

Bicycles and Pedestrians
Not applicable.



Bay 2050 Needs Plan Report

Project: A-19 Gulf Coast Parkway

Purpose
This project was identified in the previous Needs Plan and this new facility will provide a valuable north-south travel alternative.

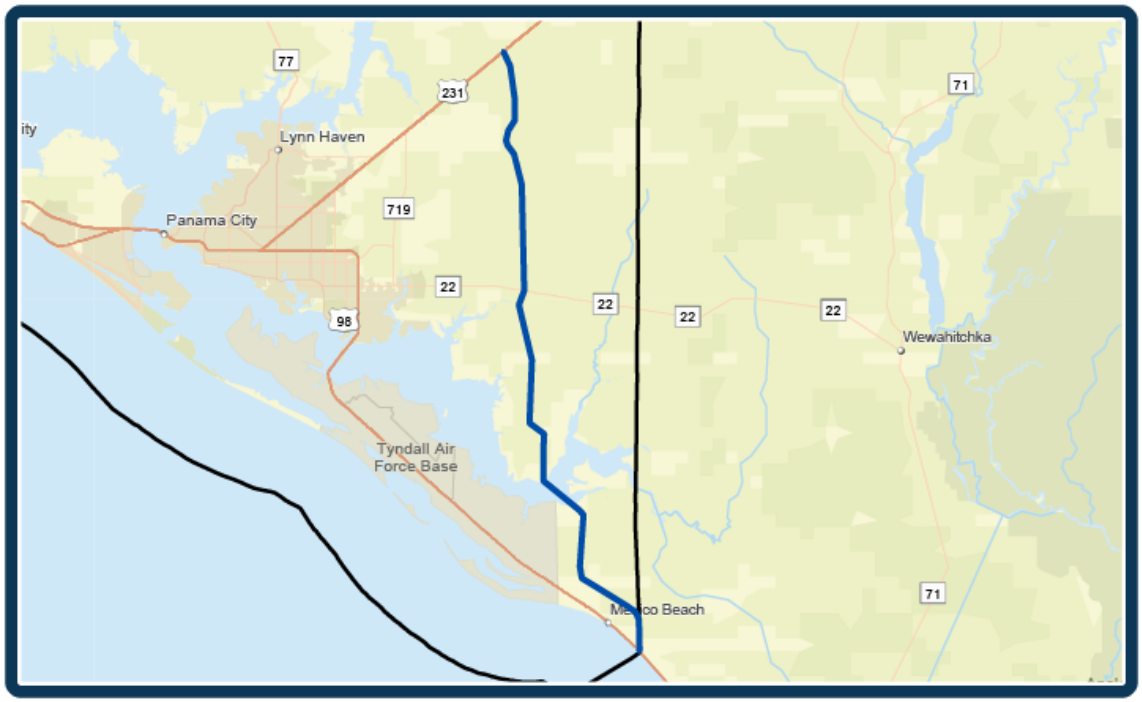
Improvement
Construct new 4 lane Facility

Transit
This route is not currently served by Bayway.

Parallel Facilities
There are no parallel facilities.

Regional Connectivity
The proposed Gulf Coast Parkway will provide a connection between U.S. 98 in Gulf County with U.S. 231 (north of Panama City) and U.S. 98 in Bay County.

Bicycles and Pedestrians
There is an existing gap in bicycle and pedestrian facilities



Bay 2050 Needs Plan Report

Project: A-20 Gulf Coast Parkway Connector

Purpose
This project was identified in the previous Needs Plan and will provide a parallel facility to SR 22.

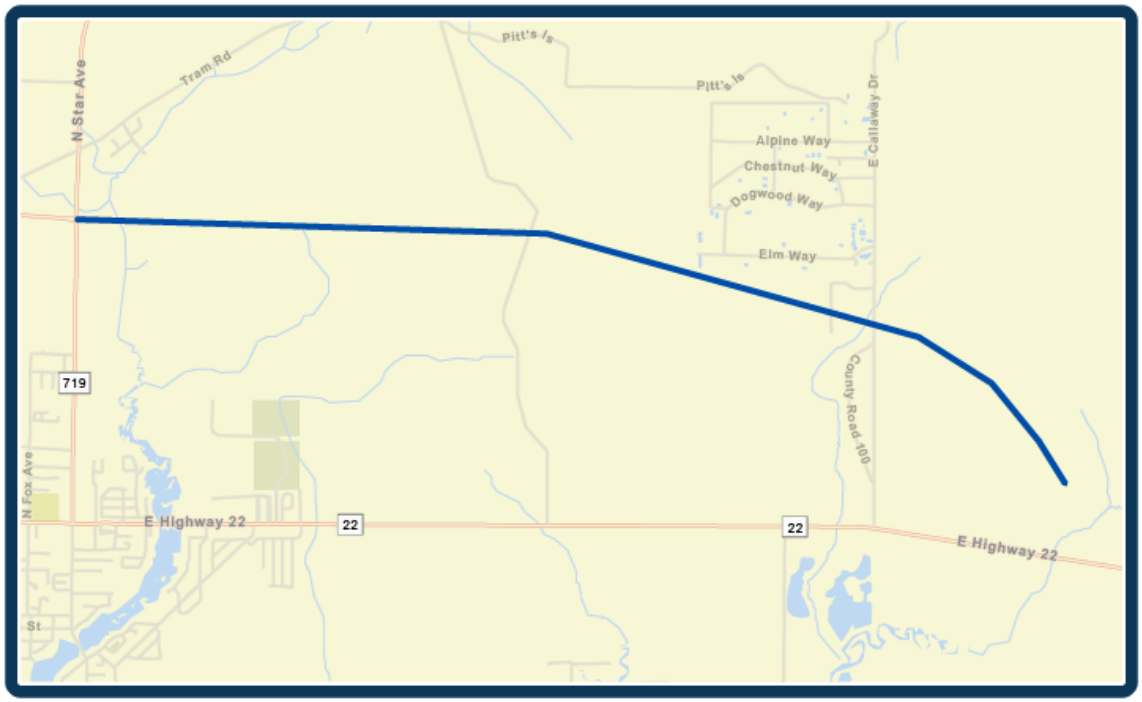
Improvement
Construct new 4 lane Facility

Transit
This route is not currently served by Bayway.

Parallel Facilities
There are no parallel facilities.

Regional Connectivity
The proposed Gulf Coast Parkway will provide a connection between U.S. 98 in Gulf County with U.S. 231 (north of Panama City) and U.S. 98 in Bay County.

Bicycles and Pedestrians
There is an existing gap in bicycle and pedestrian facilities



Bay 2050 Needs Plan Report

Project: A-21 26th Street Extension

Purpose
This project was identified in the previous Needs Plan and will extend 26th Street to allow greater connectivity.

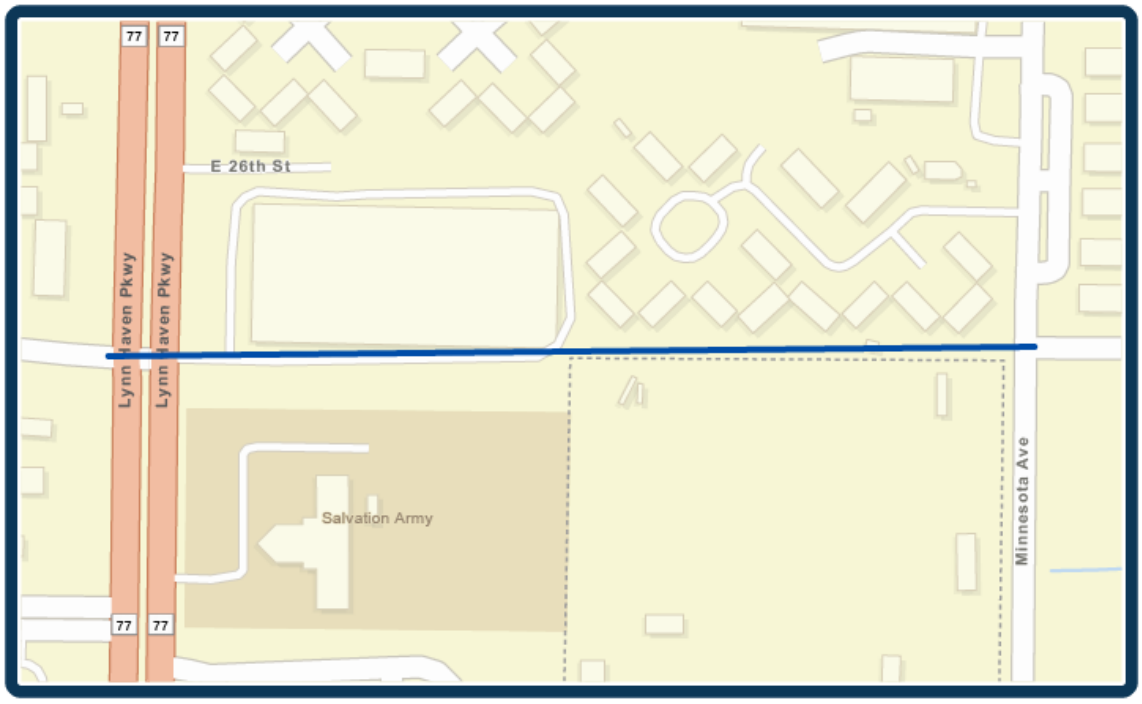
Improvement
Construct new 2 lane Facility

Transit
The western end of this route connects to a route served by Bayway.

Parallel Facilities
SR 390

Regional Connectivity
This project provides local connectivity along E. 26th Street in Lynn Haven.

Bicycles and Pedestrians
There is an existing gap in bicycle and pedestrian facilities



Bay 2050 Needs Plan Report

Project: A-22 CR 391 / Baldwin Road

Purpose
This project was identified in the previous Needs Plan and will provide increased capacity along CR 391.

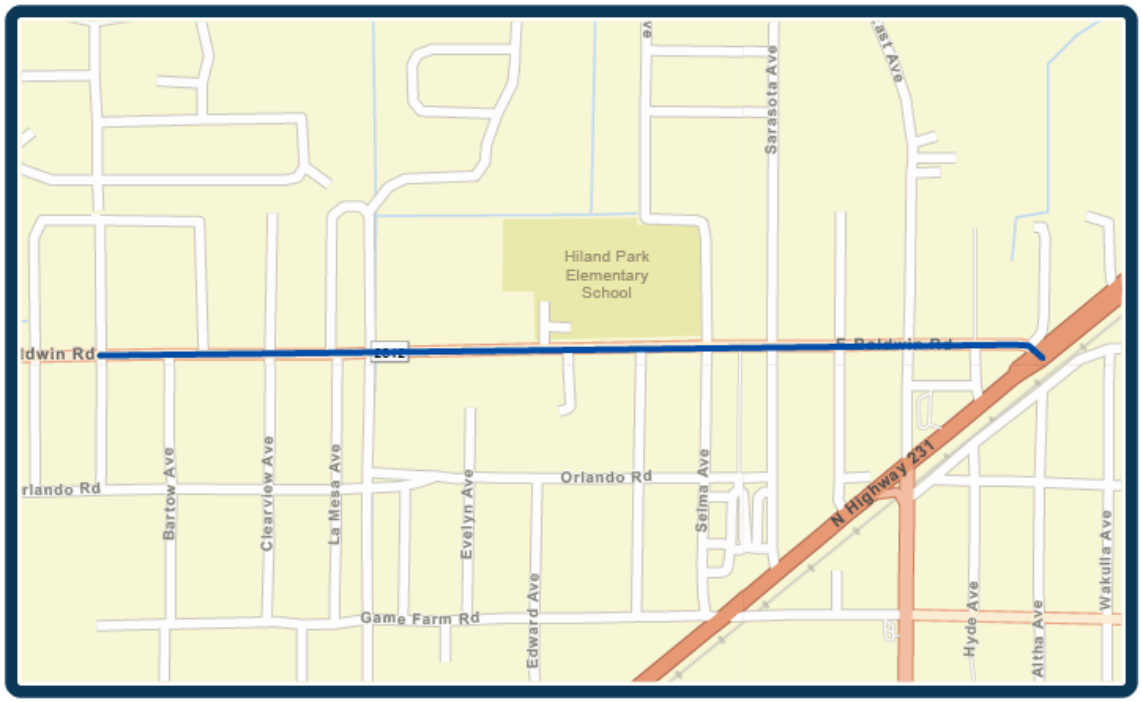
Improvement
Widen to 4 lanes

Transit
This route is not currently served by Bayway.

Parallel Facilities
E 26th Street

Regional Connectivity
The improvement would connect to US 231 providing regional connection into and away from the Panama City metro area.

Bicycles and Pedestrians
Bicycle and pedestrian facilities are needed for access to Hiland Park Elementary School.



Bay 2050 Needs Plan Report

Project: A-23 CR 30C / Clara Avenue

Purpose
This project was identified in the previous Needs Plan and will provide increased capacity along Clara Ave.

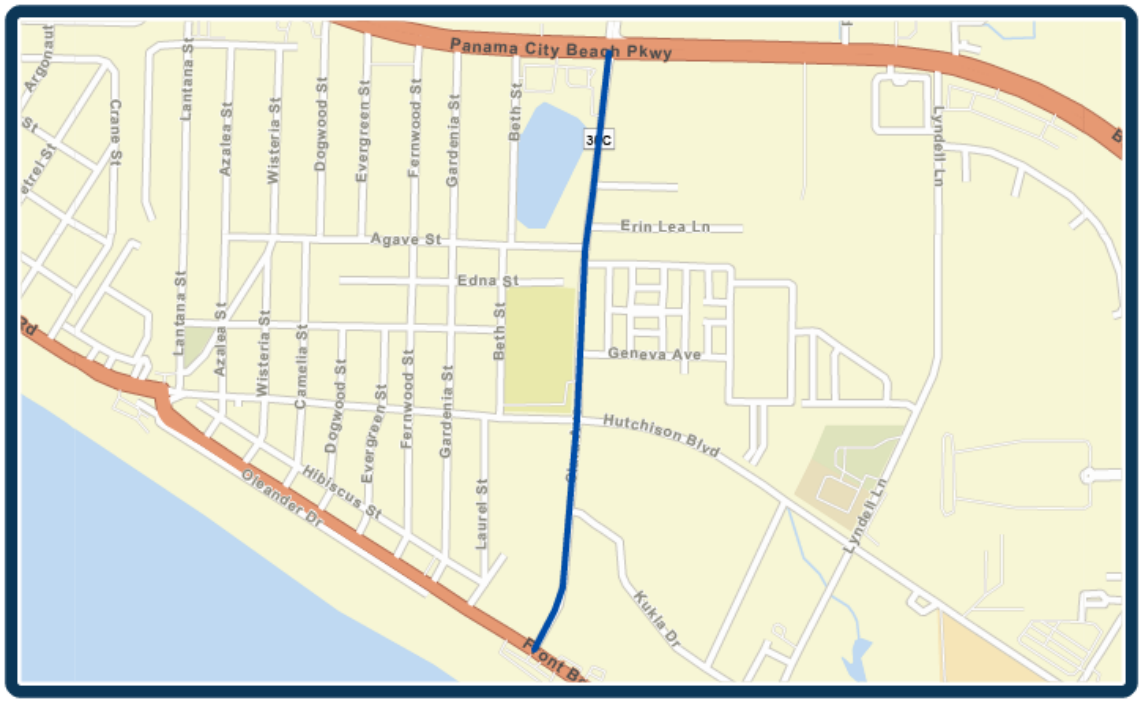
Improvement
Widen to 4 Lanes

Transit
The southern end of this route connects to a route served by Bayway.

Parallel Facilities
Lyndell Ln and Alf Coleman Rd

Regional Connectivity
This project provides local connectivity in Panama City Beach.

Bicycles and Pedestrians
There is an existing gap in bicycle and pedestrian facilities



Bay 2050 Needs Plan Report

Project: A-24 CR 2301

Purpose
This project was identified in the previous Needs Plan and will provide increased capacity along CR 2301.

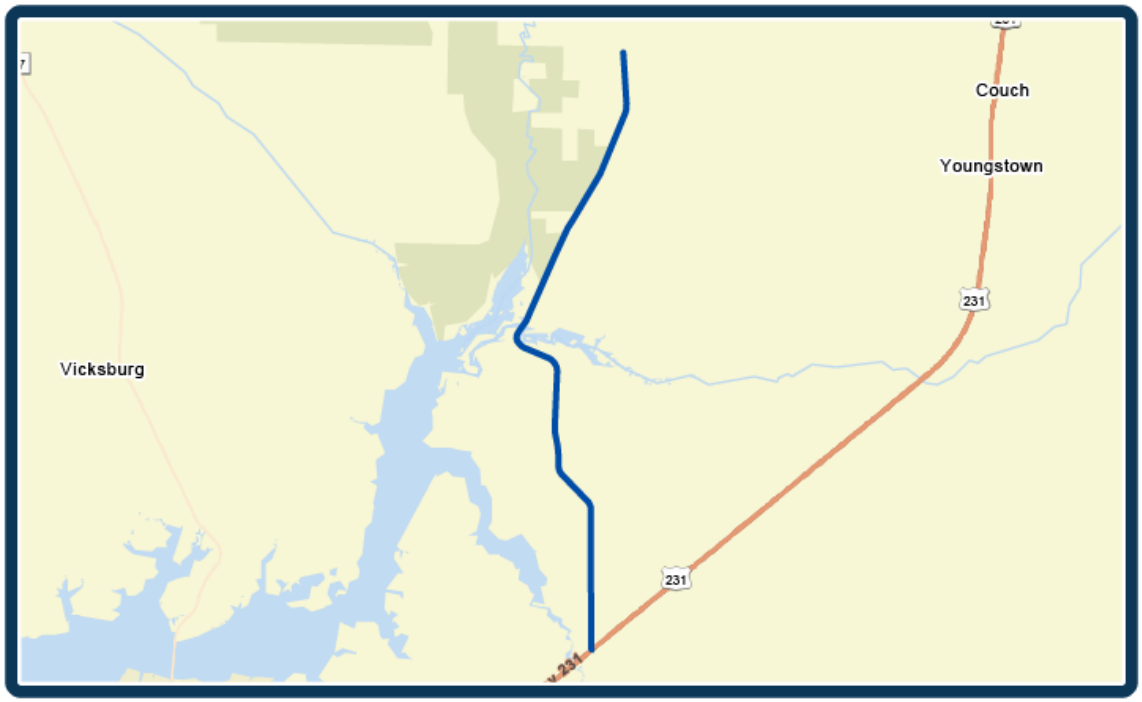
Improvement
Widen to 4 lanes

Transit
This route is not currently served by Bayway.

Parallel Facilities
There are no parallel facilities.

Regional Connectivity
This project links US 231 no rth to SR 388 West Bay Parkway

Bicycles and Pedestrians
There is an existing gap in bicycle and pedestrian facilities



Bay 2050 Needs Plan Report

Project: A-25 CR 2321

Purpose
This project was identified in the previous Needs Plan and will provide increased capacity along CR 2321.

Improvement
Widen to 4 Lanes

Transit
This route is not currently served by Bayway.

Parallel Facilities
There are no parallel facilities.

Regional Connectivity
CR 2321 provides an alternative path from north of Lynn Haven to the eastern side of the Panama City metro area, and access to a growing residential area.

Bicycles and Pedestrians
Bicycle and pedestrian facilities are needed to serve the growing residential area and link access to the park and fishing area on Deer Point Lake.



Bay 2050 Needs Plan Report

Project: A-26 CR 388 / West Bay Parkway

Purpose
This project was identified in the previous Needs Plan and will provide increased capacity along CR West Bay Parkway.

Improvement
Widen to 4 Lanes

Transit
This route is not currently served by Bayway.

Parallel Facilities
US 98

Regional Connectivity
West Bay Parkway provides regional connectivity from neighboring Walton County into Bay County on the western end of the TPO area, providing connectivity to the airport.

Bicycles and Pedestrians
Bicycle and pedestrian facilities will be important as this corridor segment provides key linkage to the Latitude Margaritaville major land development project.



Bay 2050 Needs Plan Report

Project: A-27 Joan Avenue

Purpose
This project was identified in the previous Needs Plan and will provide increased capacity along Joan Avenue.

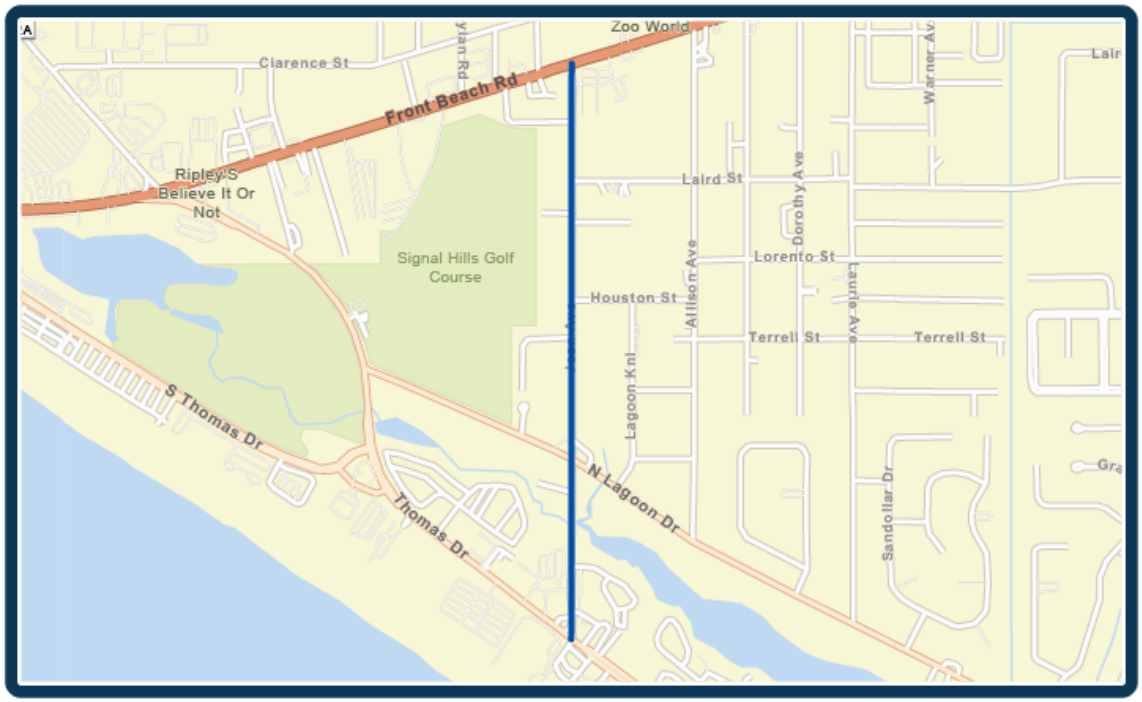
Improvement
Widen to 4 lanes

Transit
Each end of this route connects to routes served by Bayway.

Parallel Facilities
There are several north / south local connector roads.

Regional Connectivity
This project provides local access within Panama City Beach connecting high-density tourist areas to Front Beach Road.

Bicycles and Pedestrians
There is a gap in bicycle and pedestrian facilities in this location which has frequent tourism.



Bay 2050 Needs Plan Report

Project: A-28 *Lyndell Lane*

Purpose
This project was identified in the previous Needs Plan and will provide increased capacity along Lyndell Lane.

Improvement
Widen to 4 lanes

Transit
The southern end of this route connects to a route served by Bayway.

Parallel Facilities
There are several north / south local connector roads.

Regional Connectivity
This project provides local access within Panama City Beach connecting high-density tourist areas to Front Beach Road.

Bicycles and Pedestrians
There is a gap in bicycle and pedestrian facilities in this location which has frequent tourism.



Bay 2050 Needs Plan Report

Project: A-29 Pipeline Road Extension

Purpose
This project was identified in the previous Needs Plan and will extend Pipeline Road to connect to Nehi Rd.

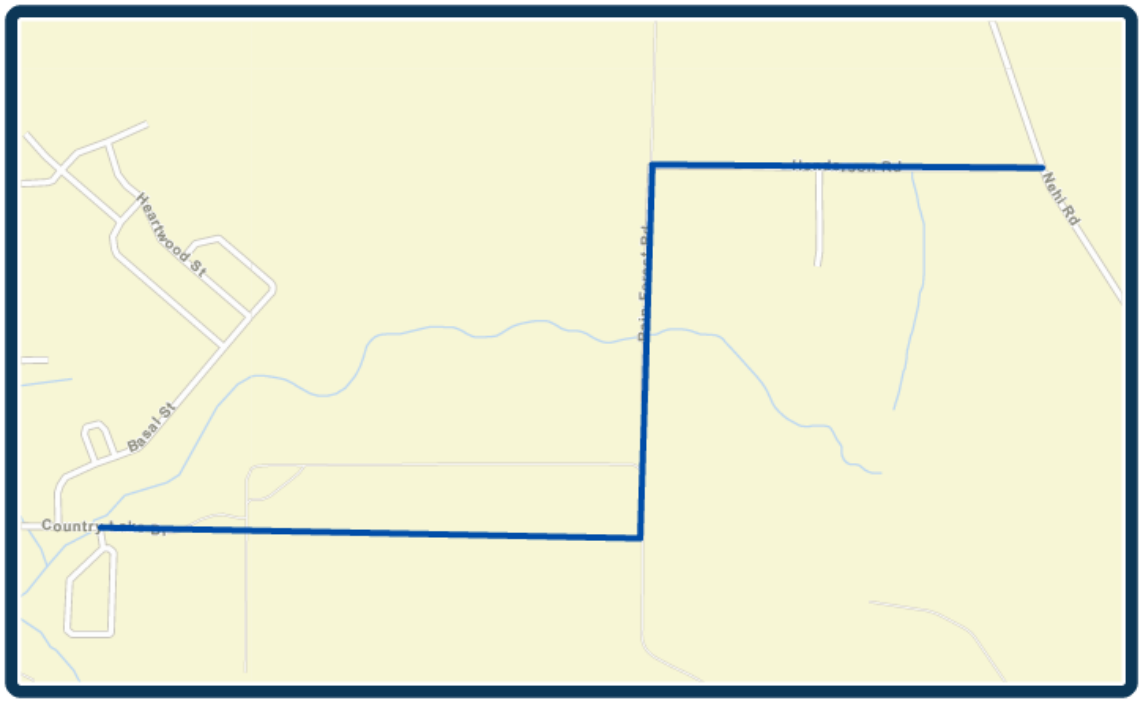
Improvement
Construct new 2 lane Facility

Transit
This route is not currently served by Bayway.

Parallel Facilities
US 231

Regional Connectivity
This project improves east west connectivity between Star Ave and US 231

Bicycles and Pedestrians
No bicycle and pedestrian infrastructure exists in this area



Bay 2050 Needs Plan Report

Project: A-30 Gulf Coast Parkway Extension

Purpose
This project was identified in the previous Needs Plan and will extend Gulf Coast Parkway to connect to US 231.

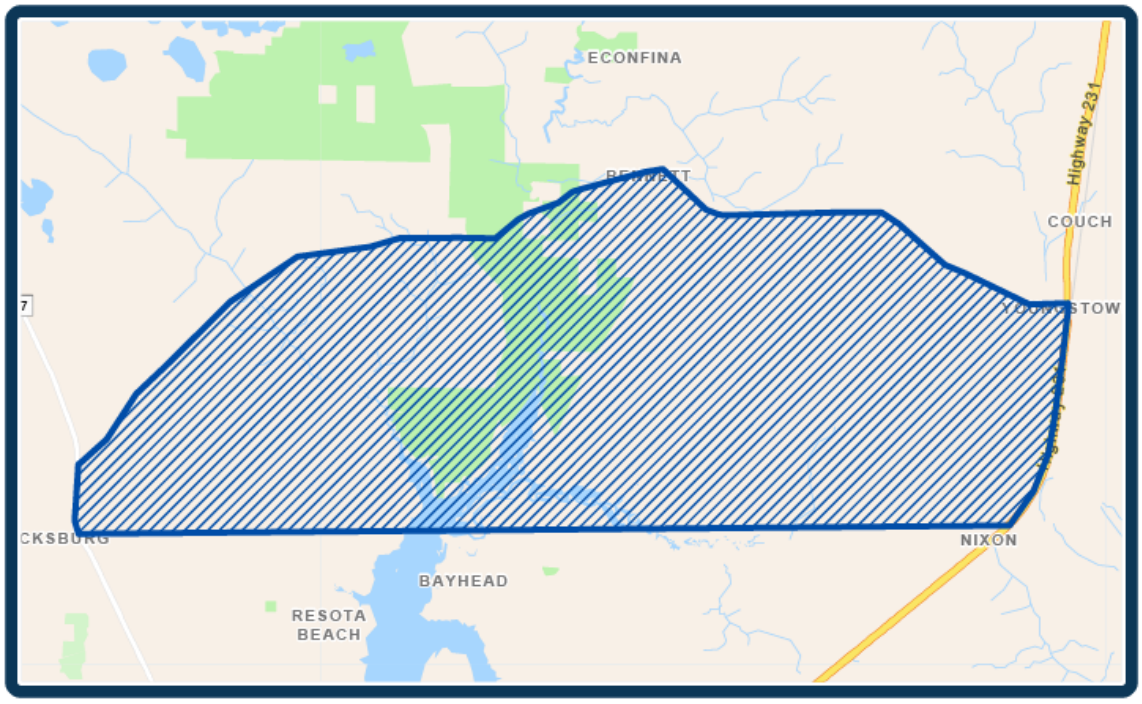
Improvement
Construct new 4 lane Facility

Transit
This route is not currently served by Bayway.

Parallel Facilities
US 98

Regional Connectivity
West Bay Parkway provides regional connectivity from neighboring Walton County into Bay County on the western end of the TPO area, providing connectivity to the airport.

Bicycles and Pedestrians
Bicycle and pedestrian facilities will be important as this corridor segment provides key linkage to the Latitude Margaritaville major land development project.



Bay 2050 Needs Plan Report

Project: A-31 CR 2327 / Transmitter Road

Purpose
This project was identified in the previous Needs Plan and will provide increased capacity for Transmitter Rd.

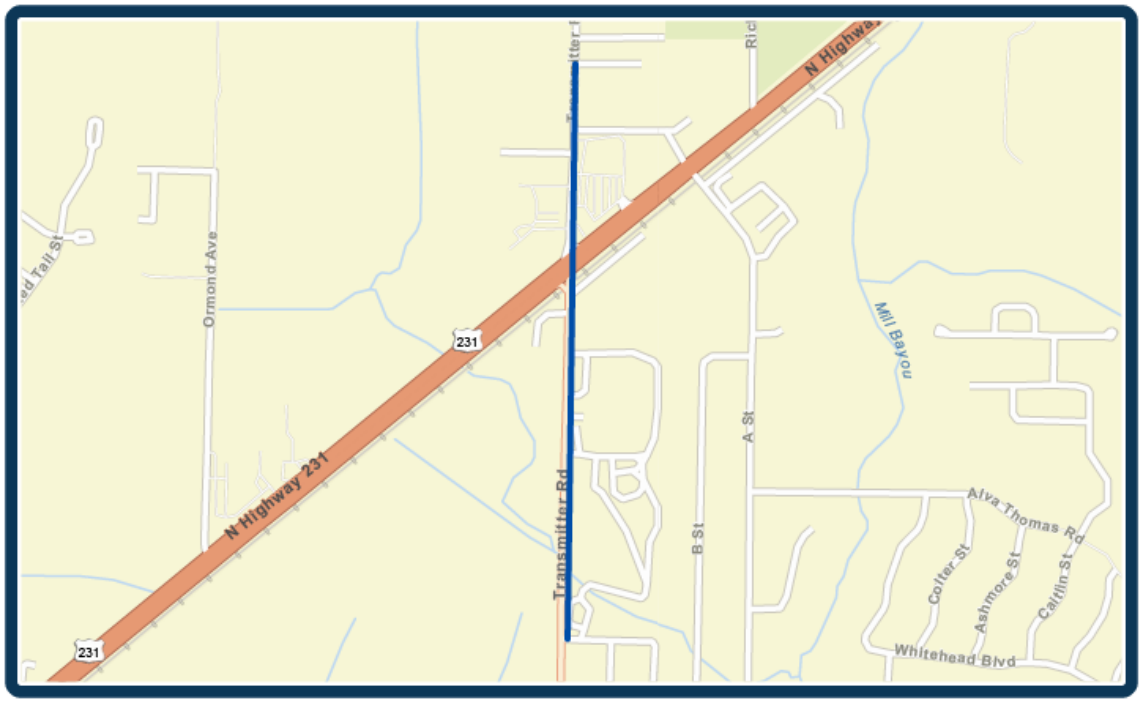
Improvement
Widen to 4 Lanes

Transit
This route is not currently served by Bayway.

Parallel Facilities
Star Avenue.

Regional Connectivity
Transmitter Road at US 231 is a key part of the regional transportation network.

Bicycles and Pedestrians
Bicycle and pedestrian access is needed to link into residential areas to the south in Springfield.



Bay 2050 Needs Plan Report

Project: A-32 SR 20

Purpose
This project was identified in the previous Needs Plan and will provide increased capacity for SR 20.

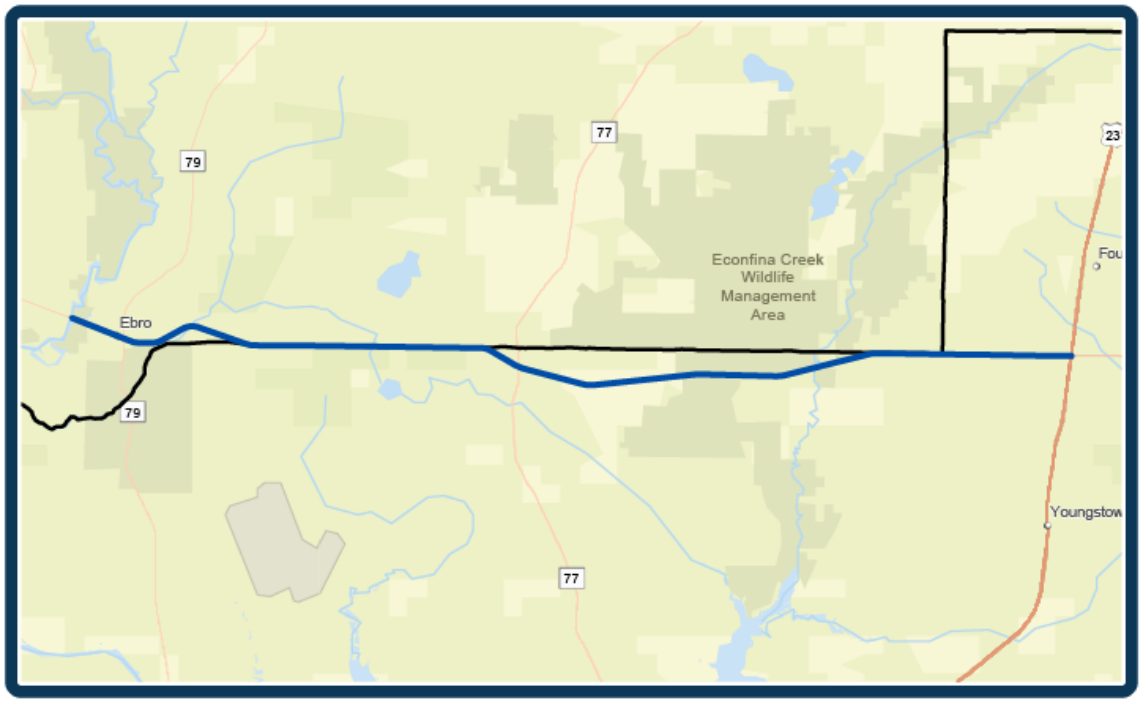
Improvement
Widen to 4 Lanes

Transit
This route is not currently served by Bayway.

Parallel Facilities
US 98 and I-10

Regional Connectivity
SR 20 provides broad east / west connectivity across th e central portion of the panhandle and along the northern part of the Bay TPO boundary.

Bicycles and Pedestrians
There is an existing gap in bicycle and pedestrian facilities



Bay 2050 Needs Plan Report

Project: A-33 SR 77

Purpose
This project was identified in the previous Needs Plan and will provide increased capacity for SR 77.

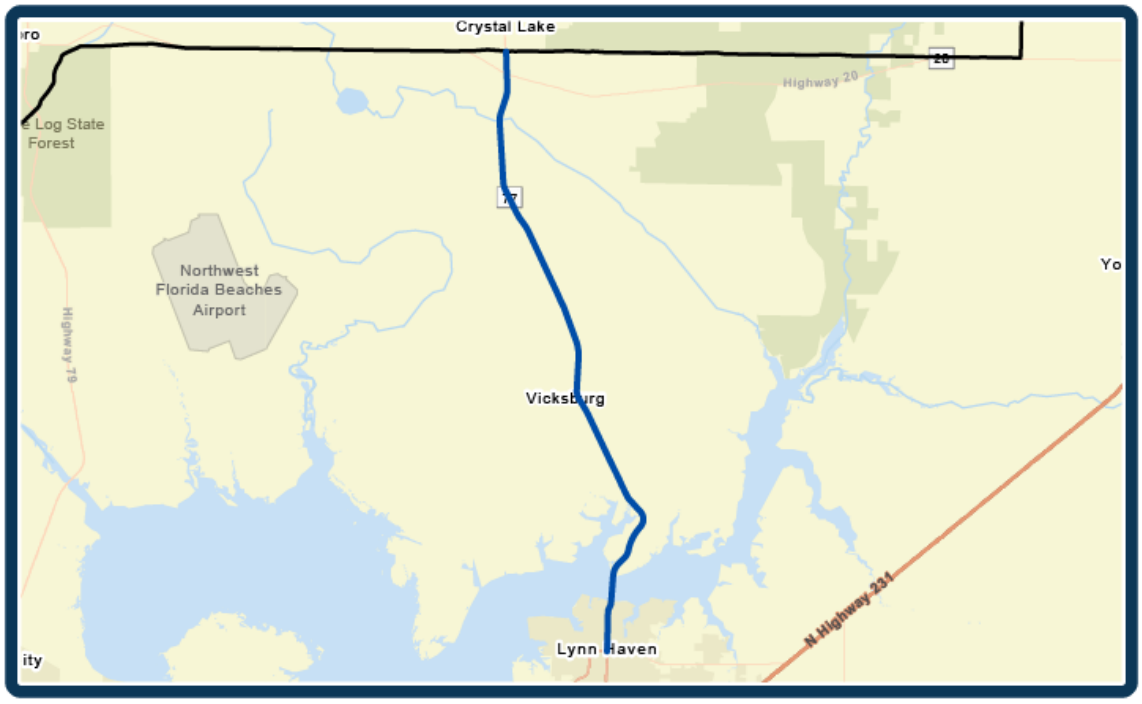
Improvement
Widen to 6 Lanes

Transit
The southern end of this route connects to a route served by Bayway.

Parallel Facilities
SR 79 and US 231

Regional Connectivity
SR 77 provides north / south connectivity into Bay County.

Bicycles and Pedestrians
There is existing bicycle and pedestrian facilities along portions of this corridor but existing gaps could be filled.



Bay 2050 Needs Plan Report

Project: A-34 Titus Road

Purpose
This project was identified in the previous Needs Plan and will provide increased capacity for Titus Rd.

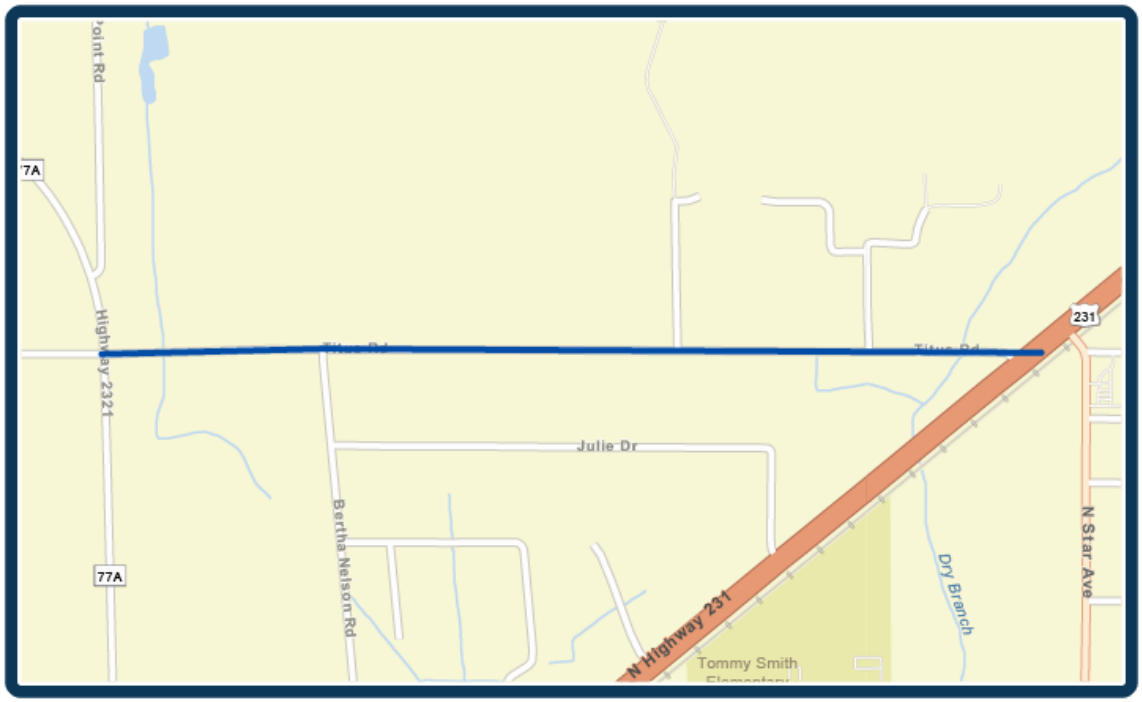
Improvement
Widen to 4 Lanes

Transit
This route is not currently served by Bayway.

Parallel Facilities
SR 390

Regional Connectivity
This project provides a new link from Titus Road to US 231 and SR 390.

Bicycles and Pedestrians
There is an existing gap in bicycle and pedestrian facilities



Bay 2050 Needs Plan Report

Project: A-35 US 98 / Panama City Beach Pkwy

Purpose
This project was identified in the previous Needs Plan and will provide increased capacity for SR 90.

Improvement
Widen to 6 Lanes

Transit
This route is not currently served by Bayway.

Parallel Facilities
SR 20

Regional Connectivity
US 98 provides east / west regional connectivity.

Bicycles and Pedestrians
There is existing bicycle and pedestrian facilities along portions of this corridor but existing gaps could be filled.



Bay 2050 Needs Plan Report

Project: A-36 SR 79

Purpose
This project was identified in the previous Needs Plan and will provide increased capacity for SR 79.

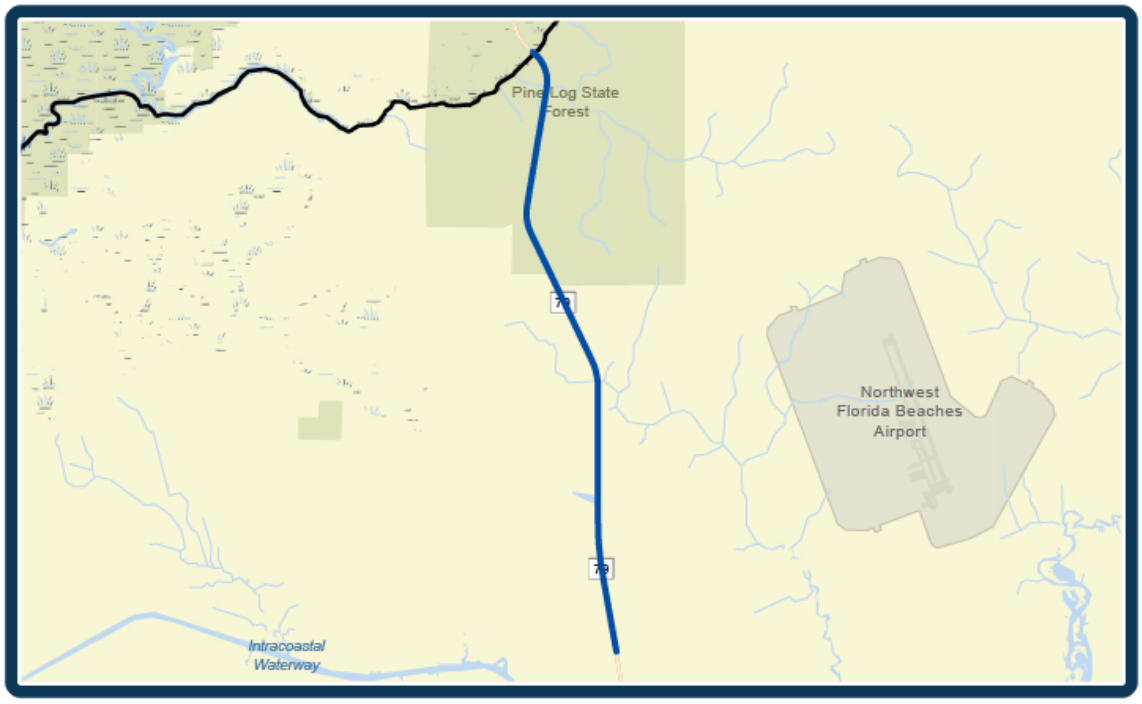
Improvement
Widen to 6 Lanes

Transit
This route is not currently served by Bayway.

Parallel Facilities
SR 77

Regional Connectivity
SR 79 provides north / south regional connectivity.

Bicycles and Pedestrians
There is existing bicycle and pedestrian infrastructure along the southern portion of this corridor that could be extended north to fill an existing gap.



Bay 2050 Needs Plan Report

Project: A-37 Philip Griffitts Sr Parkway [Phase 3]

Purpose
This project was identified in the previous Needs Plan and will continue the construction of Philip Griffits Sr Parkway to provide a parallel route to Front Beach Rd & Back Beach Rd.

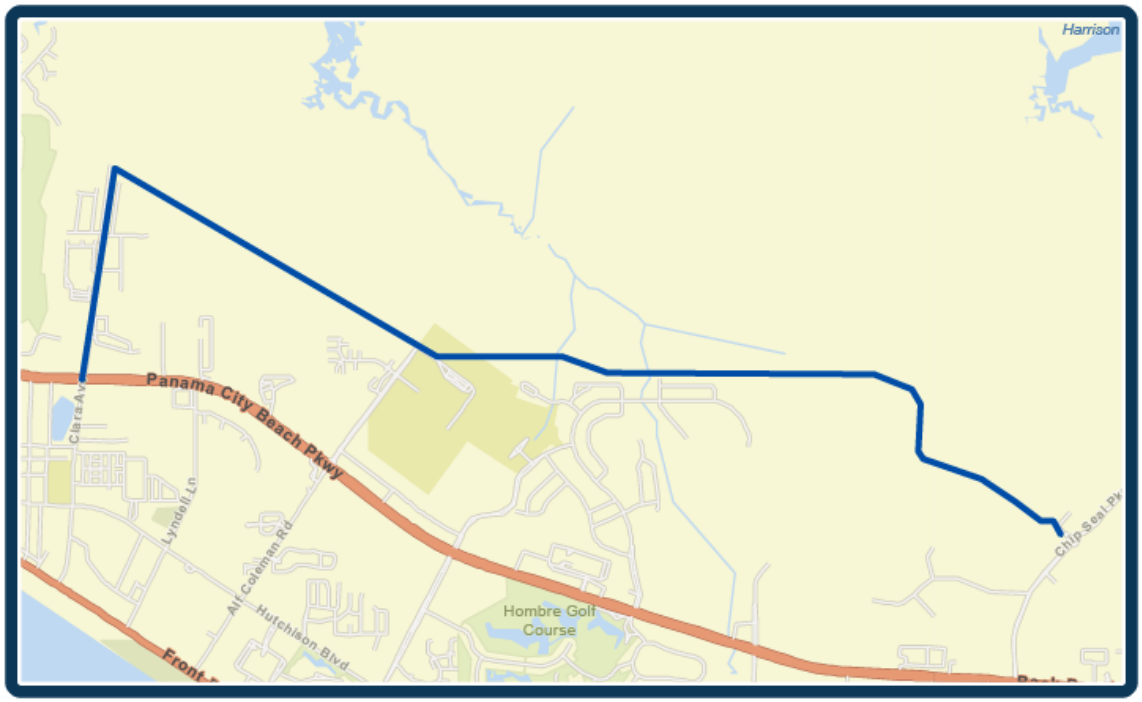
Improvement
Construct new 4 Lane Facility

Transit
This route is not currently served by Bayway.

Parallel Facilities
US 98

Regional Connectivity
This project will provide an alternate access to US 98.

Bicycles and Pedestrians
No bicycle and pedestrian infrastructure exists in this area



Bay 2050 Needs Plan Report

Project: A-38 Philip Griffitts Sr Parkway [Phase 4]

Purpose
This project was identified in the previous Needs Plan and will continue the construction of Philip Griffits Sr Parkway to provide a parallel route to Front Beach Rd & Back Beach Rd.

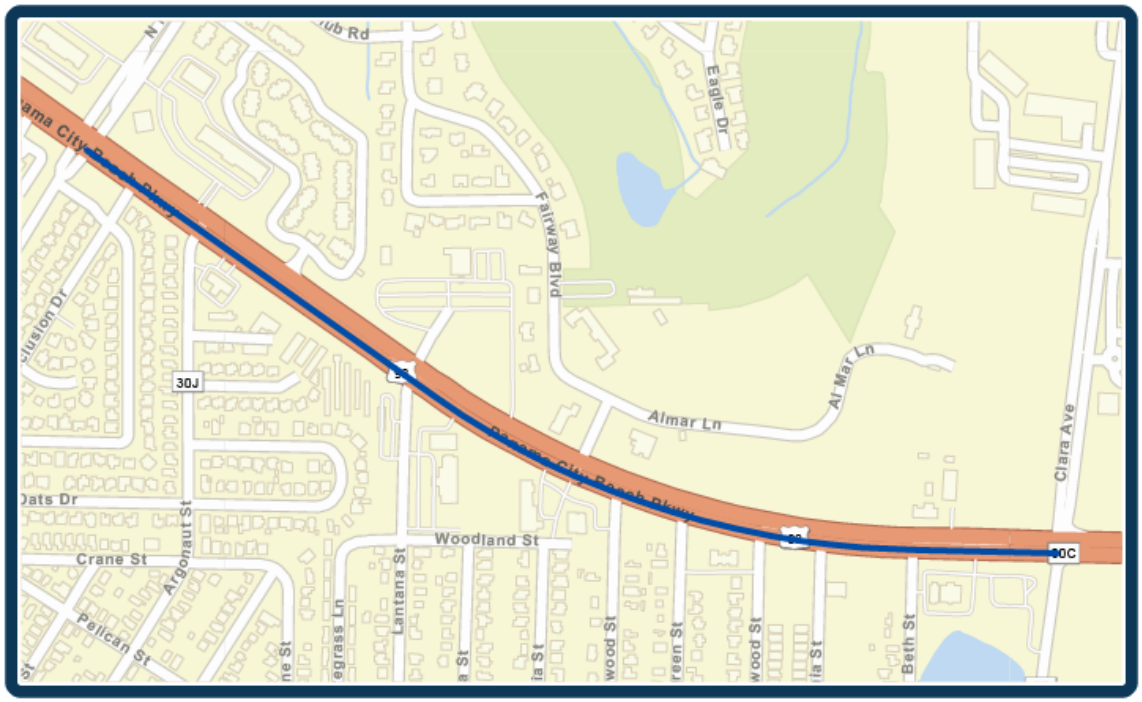
Improvement
Construct new 4-lane elevated segment of US 98

Transit
This route is not currently served by Bayway.

Parallel Facilities
US 98

Regional Connectivity
This project will provide an alternate access to US 98.

Bicycles and Pedestrians
There is existing bicycle and pedestrian infrastructure along this corridor that could be improved



Bay 2050 Needs Plan Report

Project: A-39 SR 388

Purpose
This project was identified in the previous Needs Plan and will provide additional capacity leading to the airport.

Improvement
Widen to 4 Lanes

Transit
This route is not currently served by Bayway.

Parallel Facilities
There are no parallel facilities.

Regional Connectivity
SR 388 provides east / west connectivity on the northern end of the TPO area around West Bay and around the metro areas, linking SR 79, SR 77, and US 231 to the airport.

Bicycles and Pedestrians
No bicycle and pedestrian infrastructure exists in this area



Bay 2050 Needs Plan Report

Project: A-40 Northern Airport Conenctor

Purpose
This project will provide a northern connection to those traveling to and from the regional airport.

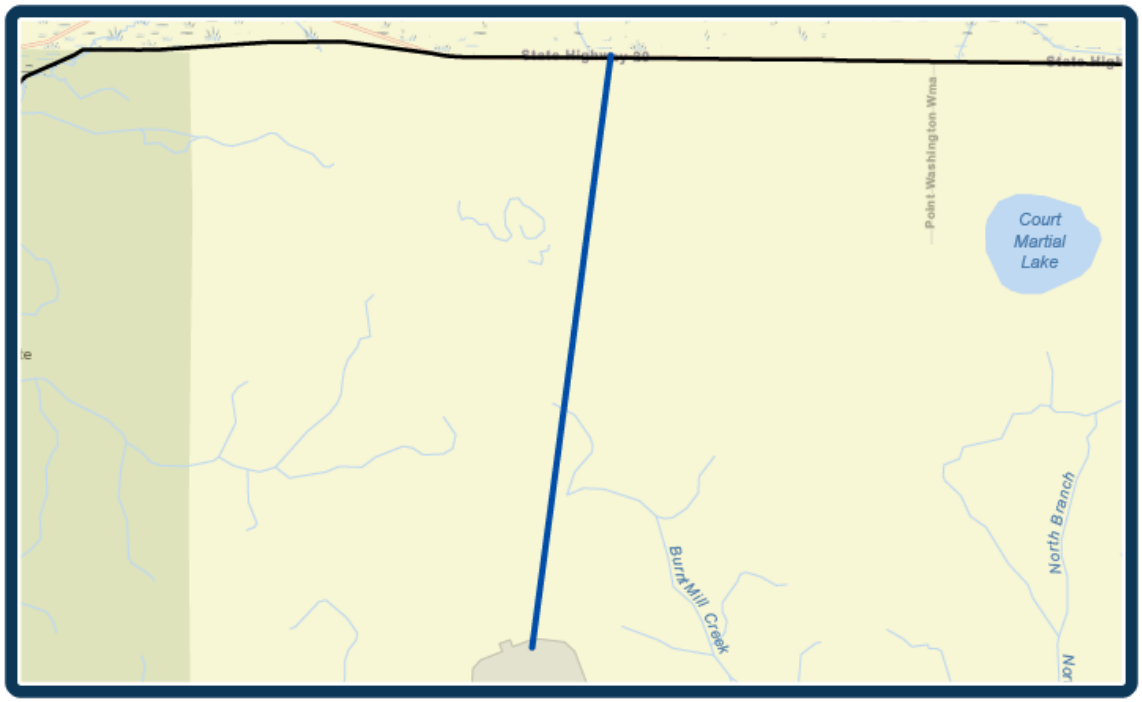
Improvement
Construct new 2 lane facility

Transit
This route is not currently served by Bayway.

Parallel Facilities
There are no parallel facilities.

Regional Connectivity
This project will provide a northern connection to the regional airport

Bicycles and Pedestrians
No bicycle and pedestrian infrastructure exists in this area



Bay 2050 Needs Plan Report

Project: A-41 CR 389 / East Avenue

Purpose
This project was identified in the previous Needs Plan and will increase traffic flow along N East Ave.

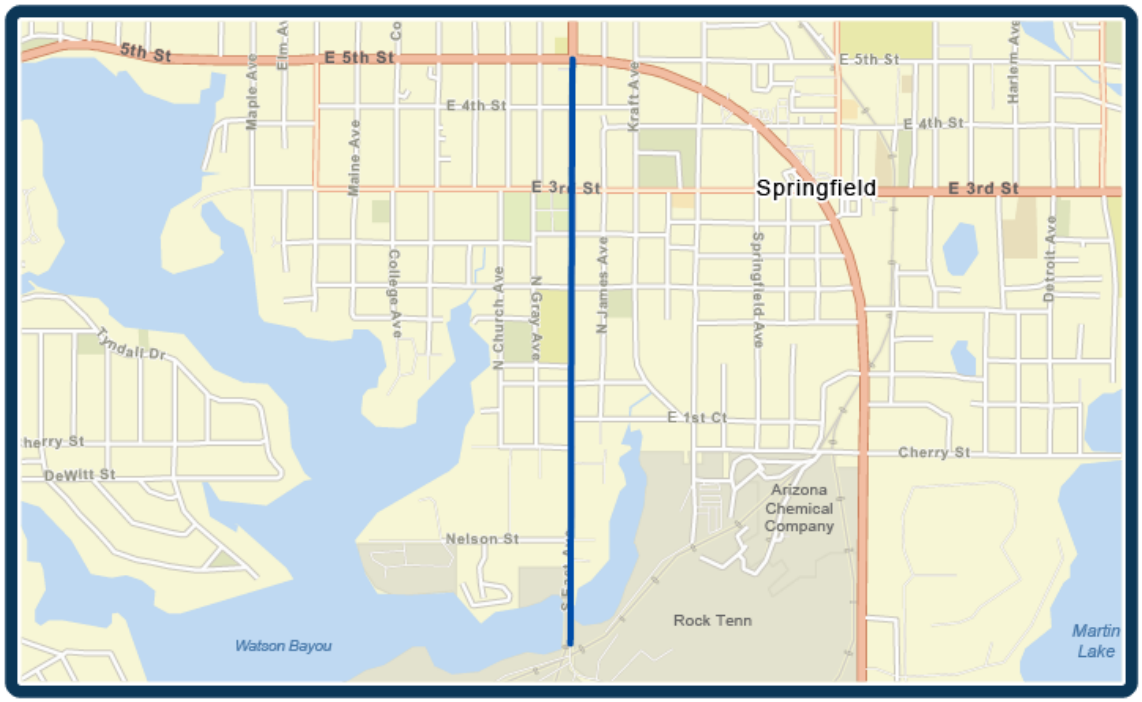
Improvement
2 Lane Enhanced Capacity Improvement

Transit
The northern half of this route is served by Bayway.

Parallel Facilities
There are no parallel facilities.

Regional Connectivity
East Avenue provides north / south co nnectivity from US 231 and US 98 to the Port, yet serves the Millville Neighborhood.

Bicycles and Pedestrians
There is existing bicycle and pedestrian infrastructure along the southern portion of this corridor that could be extended north to fill an existing gap in accordance with the Millville Neighborhood Plan.



Bay 2050 Needs Plan Report

Project: A-42 *US 98 to I-10 Corridor*

Purpose
This project will connect Panama City and US 98 to I-10 to the east.

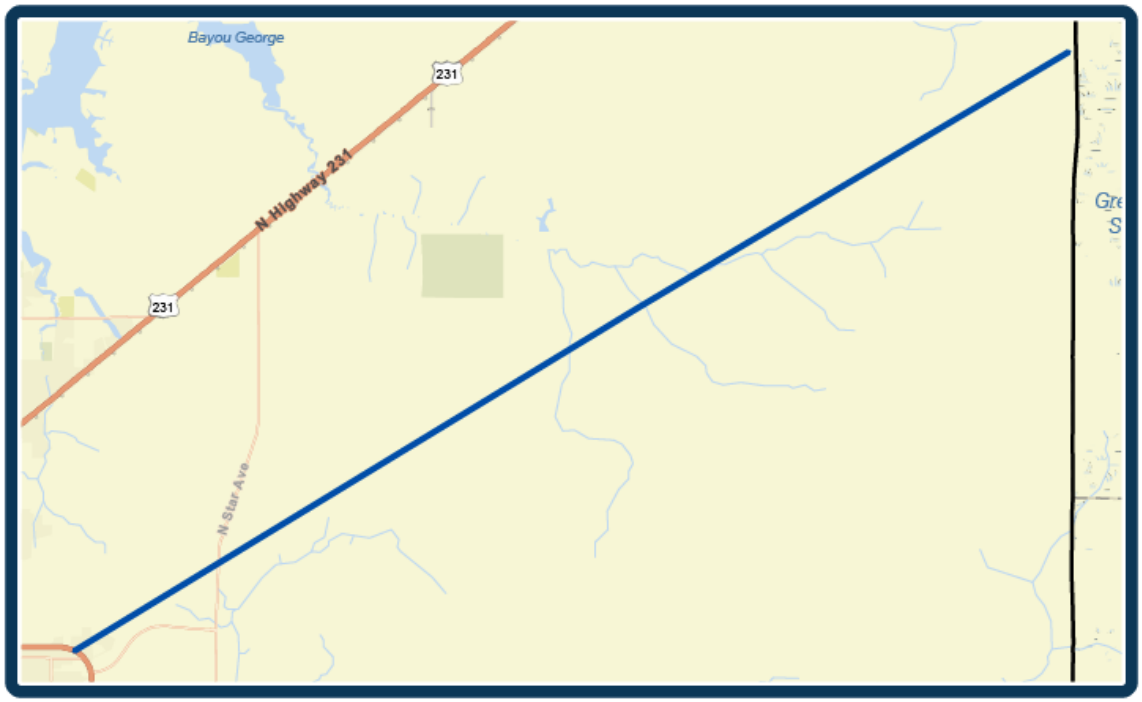
Improvement
New 2 lane toll facility with ROW for 4 lanes

Transit
The western end of this route connects to a route served by Bayway.

Parallel Facilities
US 231

Regional Connectivity
This roadway provides a connection between US 98 and Calhoun County to the East

Bicycles and Pedestrians
No bicycle and pedestrian infrastructure exists in this area



Bay 2050 Needs Plan Report

Project: A-43 CR 389 / East Avenue

Purpose
This project will provide additional capacity along SR 389/East Avenue.

Improvement
Widen to 4 Lanes

Transit
This route is not currently served by Bayway.

Parallel Facilities
SR 77 and Transmitter Road

Regional Connectivity
This project improves north-south connectivity between E Highway 390 and US 231

Bicycles and Pedestrians
There is an existing gap in bicycle and pedestrian facilities



Bay 2050 Needs Plan Report

Project: A-44 *Liberty Blvd Extension*

Purpose
This project will extend Liberty Blvd to connect to Nehi Rd.

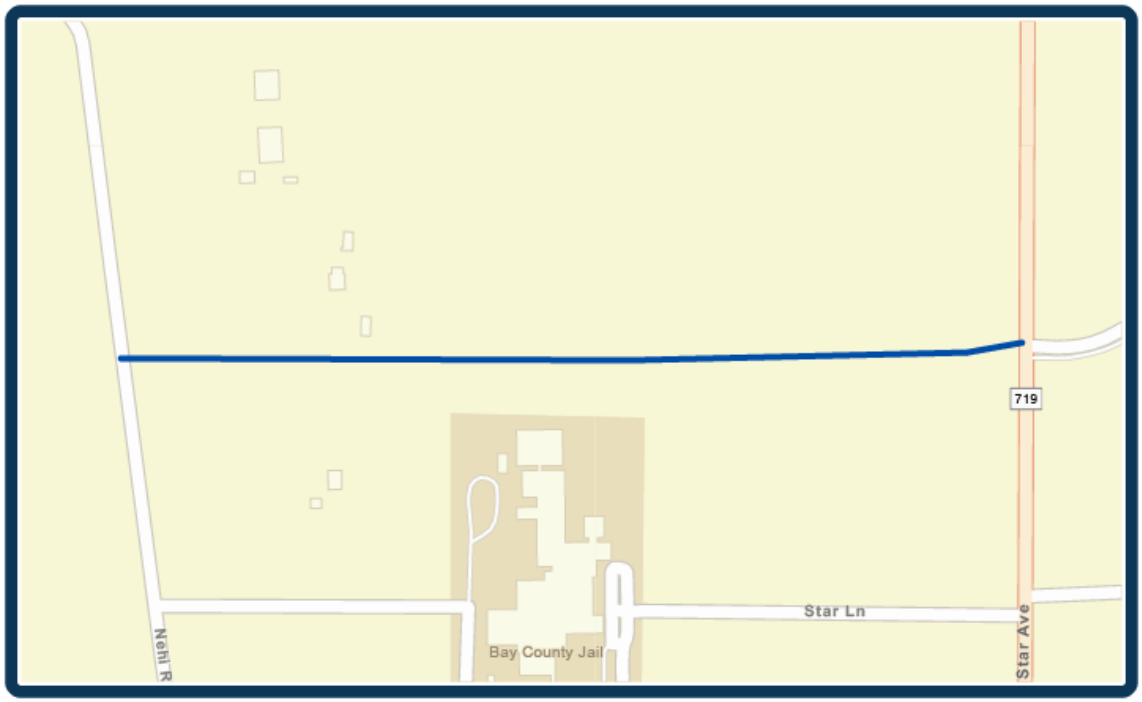
Improvement
Construct new 2 lane facility

Transit
This route is not currently served by Bayway.

Parallel Facilities
Frank Hough Rd

Regional Connectivity
This project connects Liberty Blvd to Nehi Rd to the west

Bicycles and Pedestrians
No bicycle and pedestrian infrastructure exists in this area



Bay 2050 Needs Plan Report

Project: A-45 SR 79

Purpose
This project will provide additional capacity along SR 79.

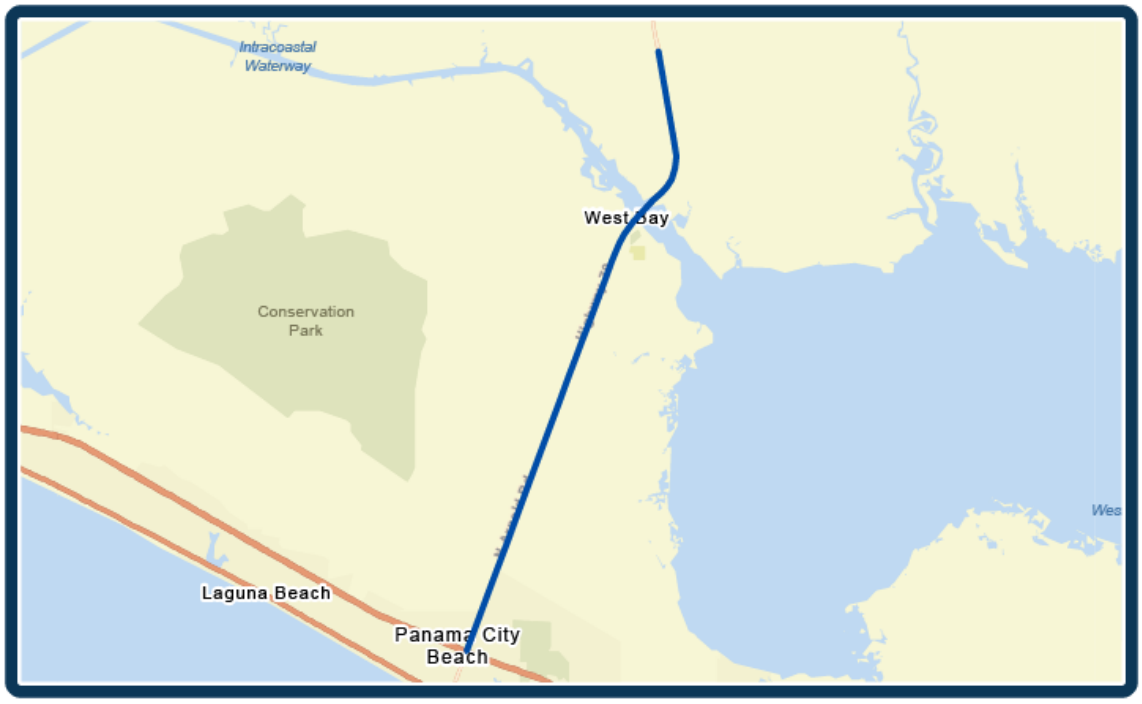
Improvement
Widen to 6 Lanes

Transit
This route is not currently served by Bayway.

Parallel Facilities
There are no parallel facilities.

Regional Connectivity
This improvement provides greater north-south connectivity along SR 79

Bicycles and Pedestrians
There is existing bicycle and pedestrian infrastructure along this corridor that could be improved



Bay 2050 Needs Plan Report

Project: A-46 US 98 / Panama City Bach Parkway

Purpose
The widening of US 98 / Panama City Beach Parkway will increase the flow of traffic between Panama City and Panama City Beach across the Hathaway Bridge.

Improvement
Widen to 6 Lanes

Transit
This route is currently served by Bayway Transit

Parallel Facilities
There are no parallel facilities

Regional Connectivity
This project connects Panama City to Panama City Beach with increased capacity.

Bicycles and Pedestrians
There are some bicycle and pedestrian facilities along this corridor that could be improved.



Bay 2050 Needs Plan Report

Project: A-47 SR 22

Purpose
This project was identified through CAC feedback and will continue the widening of SR 22 east to CR 2297.

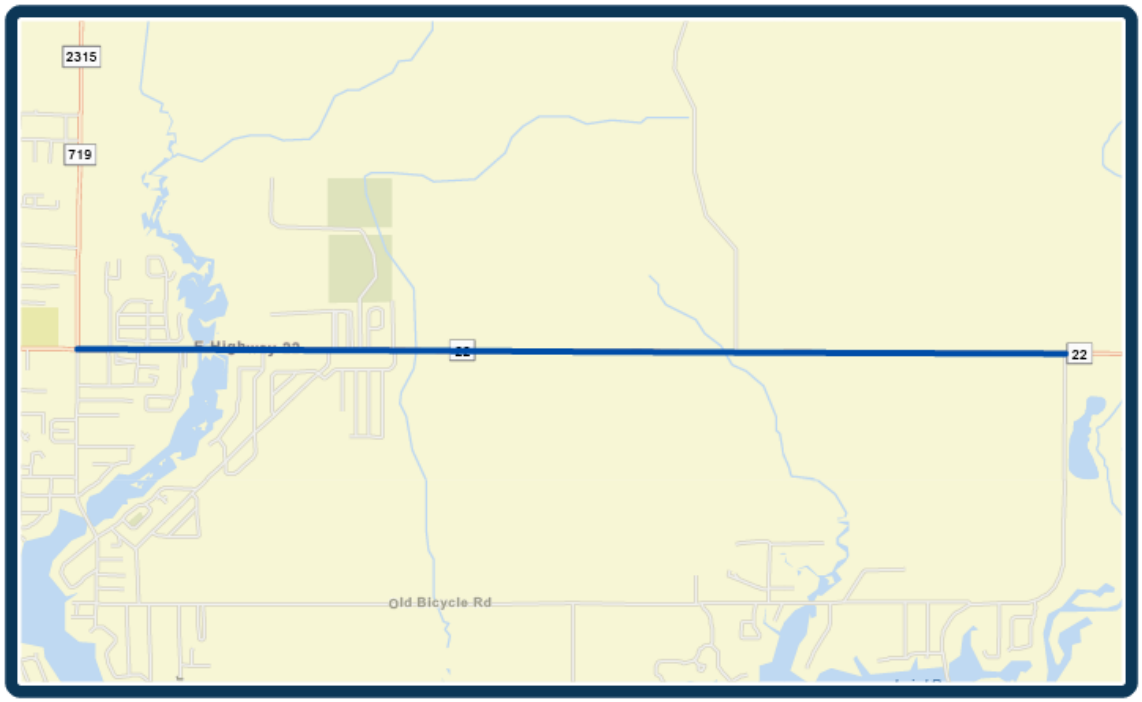
Improvement
Widen to 4 Lanes

Transit
This route is not currently served by Bayway.

Parallel Facilities
There are no parallel facilities.

Regional Connectivity
This project improves east-west connectivity along SR 22 to Panama City.

Bicycles and Pedestrians
There are some bicycle and pedestrian facilities along this corridor that could be improved.



Bay 2050 Needs Plan Report

APPENDIX H: ADOPTED 2050 BAY COUNTY TPO COST FEASIBLE PLAN

Non-SIS (PDC)

Non-SIS (YOE)

SIS (PDC)

SIS (YOE)

TIP and Local (PDC/YOE)

Non-SIS Projects (PDC)

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	$ 25,934,278	$ 23,990,106	$ 37,810,140
State	$ 4,530,378	$ 3,205,128	$ 9,617,393
Transit	$ -	$ -	$ -

Total Revenue	$ 33,233,178	$ 30,429,677	$ 47,871,350
Total Costs	$ 30,464,656	$ 27,195,234	$ 47,427,533
Remaining	$ 2,768,522	$ 3,234,443	$ 443,817

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	$ 9,800,851	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	2041-2050	$ 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			Complete			TBD	$ 4,560,000		TBD	$ 91,200,000	
N/A	A-17	Capacity	Westbay Parkway	US 98 (SR 30) in Walton County	SR 79	Construct new 4 Lane Facility	Complete			TBD	$ 11,700,000		TBD	$ 800,000		TBD	$ 206,000,000	
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	$ 42,000,000		TBD	$ 31,900,000		TBD	$ 362,600,000	
N/A	B-01	Intersection	State Avenue and W 23rd Street			Add right turn lane	2031-2035	$ 17,162	Federal	2031-2035	$ 25,743	Federal	2031-2035	$ 85,810	Federal	2031-2035	$ 197,364	State
N/A	B-02	Intersection	Lisenby Avenue and W 23rd Street			Add right turn lane	2031-2035	$ 17,782	Federal	2031-2035	$ 26,672	Federal	2031-2035	$ 88,908	State	2031-2035	$ 204,488	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	$ 414,879		TBD	$ 4,563,664	

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

Non-SIS Projects (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 (PDC)

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		TBD	
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		TBD	
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	
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		TBD	
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		TBD	
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		TBD	
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		TBD	
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		TBD	
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		TBD	
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		TBD	
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		TBD	
B-16	Intersection	US 98 at CR 3031 / Thomas Drive Phase 3			Modify Intersection	2036-2040	$ 1,000,000	2041-2050	$ 520,000	TBD		TBD	

PDC - present day cost 2025$
PDE - planning & environmental studies, PE - preliminary engineering
ROW - right of way, CST - Construction

Funding Year	2026-2030	2031-2035	2036-2040	2041-2050	Total
SIS Project Costs	$ 261,883,682	$ 411,225,000	$ 247,700,000	$ 4,620,000	$ 925,428,682
				SIS Revenues	$ 925,428,682

Source: FDOT SIS Plans (1st Five Year, 2nd Five Year, Long-Range CFP)

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

[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.

SIS Projects (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		TBD	
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		TBD	
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	
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		TBD	
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		TBD	
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		TBD	
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		TBD	
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		TBD	
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		TBD	
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		TBD	
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		TBD	
B-16	Intersection	US 98 at CR 3031 / Thomas Drive Phase 3			Modify Intersection	2036-2040	$ 1,000,000	2041-2050	$ 520,000	TBD		TBD	

YoE - year of expenditure cost
PDE - planning & environmental studies, PE - preliminary engineering
ROW - right of way, CST - Construction

Funding Year	2026-2030	2031-2035	2036-2040	2041-2050	Total
SIS Project Costs	$ 261,883,682	$ 411,225,000	$ 247,700,000	$ 4,620,000	$ 925,428,682
				SIS Revenues	$ 925,428,682

Source: FDOT SIS Plans (1st Five Year, 2nd Five Year, Long-Range CFP)

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

[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.

TIP & Local Projects (PDC / YOE)

2050 LRTP Project ID	Category	Project Name	From	To	Improvement	Current Phase	Total Cost	Funding Source	Project Source
Local Projects									
C-14	Bike/Ped	Magnolia Beach Rd Phase 2	Delwood Beach Rd	Annette Ave	Build sidewalks	ROW / CST	$ 231,000	Local	Bay Half Cent Tax
D-14	Corridor	US 98A / Front Beach Road [Segment 4.2]	Hill Road	SR 2923A / Hutchison Blvd	Corridor Improvement	PE / ROW / CST	$ 74,700,000	Local	PCB CRA
D-15	Corridor	US 98A / Front Beach Road [Segment 4.1]	Lullwater Dr	Hill Rd	Corridor Improvement	PE / CST	$ 68,700,000	Local	PCB CRA
D-16	Corridor	US 98A / Front Beach Road [Segment 4.3]	SR 2923A / Hutchison Blvd	Richard Jackson Blvd	Corridor Improvement	PE / ROW / CST	$ 82,700,000	Local	PCB CRA
TIP Projects									
A-12	Capacity	SR 75 (US 231)	US 98 / 15th St	SR 368 / 23rd St	Widen from 4 to 6 lanes	ROW	$ 93,725,152	Multi	TIP
A-13	Capacity	SR 75 (US 231)	SR 368 / 23rd St	N of Pipeline Rd	Widen from 4 to 6 lanes	ROW	$ 63,166,233	Multi	TIP
A-14	Capacity	SR 75 (US 231)	N of Pipeline Rd	N of Penny Rd	Widen from 4 to 6 lanes	PE / ROW	$ 670,000	Multi	TIP
A-17	Capacity	Westbay Parkway	US 98 (SR 30) in Walton County	SR 79	Construct new 4 Lane Facility	PE	$ 2,300,000	Multi	TIP
A-29	Capacity	Pipeline Road Extension	W of Country Lake Rd	Nehi Rd	Construct new 2 Lane Facility	CST	$ 4,953,701	Multi	TIP
A-41	Capacity	East Ave	Port Entrance	S of SR 30 (US 98B) / 5th St	Enhanced 2 lanes	PE	$ 2,075,000	Federal	TIP
A-46	Capacity	SR 30A (US 98) / PCB Parkway	Richard Jackson Blvd	Hathaway Bridge	Widen from 4 to 6 lanes	CST	$ 102,225,297	Multi	TIP
C-01	Bike/Ped	SR 30 (US 98)	Crooked Sound Drive	CR 386	Multi-Use path	PE	$ 3,501,000	State	TIP
C-10	Bike/Ped	Pedestrian Structure on US 98 / Back Beach Road at Frank Brown Park			Pedestrian Overpass or Underpass	PE	$ 1,000,000	Local	TIP

PDC - present day 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

Funding Source	2026-2030
Federal	$ 38,044,696
State	$ 209,219,899
Local	$ 252,682,788

TIP Revenues	$ 499,947,383
TIP Costs	$ 499,947,383

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