Bay County TPO

FY 2027 – 2031
Transportation Improvement Program (TIP)

Adopted: May 27, 2026

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"…Planning for the transportation needs of the Panama City-Panama City Beach Urban Area…"

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Executive Summary

The purpose of the Transportation Improvement Program is to provide a project listing that reflects the needs and desires of the Transportation Planning Organization (TPO) Study Area. The TIP is also developed to reflect the financial restraints within the various funding sources and programs. The TIP is a five-year plan for transportation improvements within the TPO Study Area; it contains information about the type of work to be completed, project phasing, estimated costs, and funding sources. The Code of Federal Regulations defines the Transportation Improvement Program (TIP) as a "prioritized listing/program of transportation projects covering a period of four years that is developed and formally adopted by a TPO (transportation planning organization) as part of the metropolitan planning process, consistent with the metropolitan transportation plan, and required for projects to be eligible for funding under title 23 U.S.C. and title 49 U.S.C. Chapter 53" [23 C.F.R 450.104]. Florida Statute requires the addition of a fifth year to the TIP [339.175(8)(c)(1)]. The TIP is also required to include all regionally significant projects, regardless of funding [23 C.F.R 450.326(f)]. All projects listed in Section 2 are considered Regional Significant Projects as the facilities that serve regionally significant needs are included in the transportation model network.

The TIP is developed by the Bay County TPO in cooperation with the Florida Department of Transportation (FDOT) and the local governments in the TPO region. These cooperating agencies provide the Bay County TPO with estimates of available federal and state funds for use in development of the financial plan. In the development of the Department's 5 Year Work Program, an inflation factor is applied to all appropriate phases of years one through five of the program. The inflation factors and application to appropriate phases are discussed in the Department's Work Program Instructions. Therefore, the projects in the TIP are presented in Year of Expenditure (YOE), which takes into account the inflation rate over the five years in the TIP.

Organizational Structure and 3-C Planning Process:

The Bay County TPO was established by the designation of the governor of Florida and an interlocal agreement in 1981, following the 1980 Census. The TPO Planning Area includes all of Bay County. The current interlocal agreement was approved on February 15, 2015 (Resolution Bay 15-02). Apportionment of membership was approved by the TPO on August 2, 2023.

The Emerald Coast Regional Council (ECRC) provides the designated professional staff to the Bay County TPO and performs the work required to maintain the continuing, cooperative and comprehensive (3-C) planning process. The ECRC serves seven (7) counties and is unique in its role in staffing three (3) separate TPOs (MPOs) in Northwest Florida. A staff services agreement between the Bay County TPO and the ECRC, originally established in August 1981 establishes this staffing arrangement. The TPO maintains bylaws, which describe

the operating procedures for the TPO and its advisory committees. The bylaws were updated and adopted in 2013.

The Bay County Transportation Planning Organization (TPO) is the designated Metropolitan Planning Organization (MPO) for the Panama City-Panama Beach, FL Urban Area. The TPO is mandated by the Federal Highway Act of 1962 (and subsequent re-authorizations) to perform the transportation planning activities within the urban area. This legislation ensures 3-C "continuing, cooperative and comprehensive" planning process. This process involves collaboration among various governmental agencies and units of government and results in a consensus regarding the transportation products for the urban area.

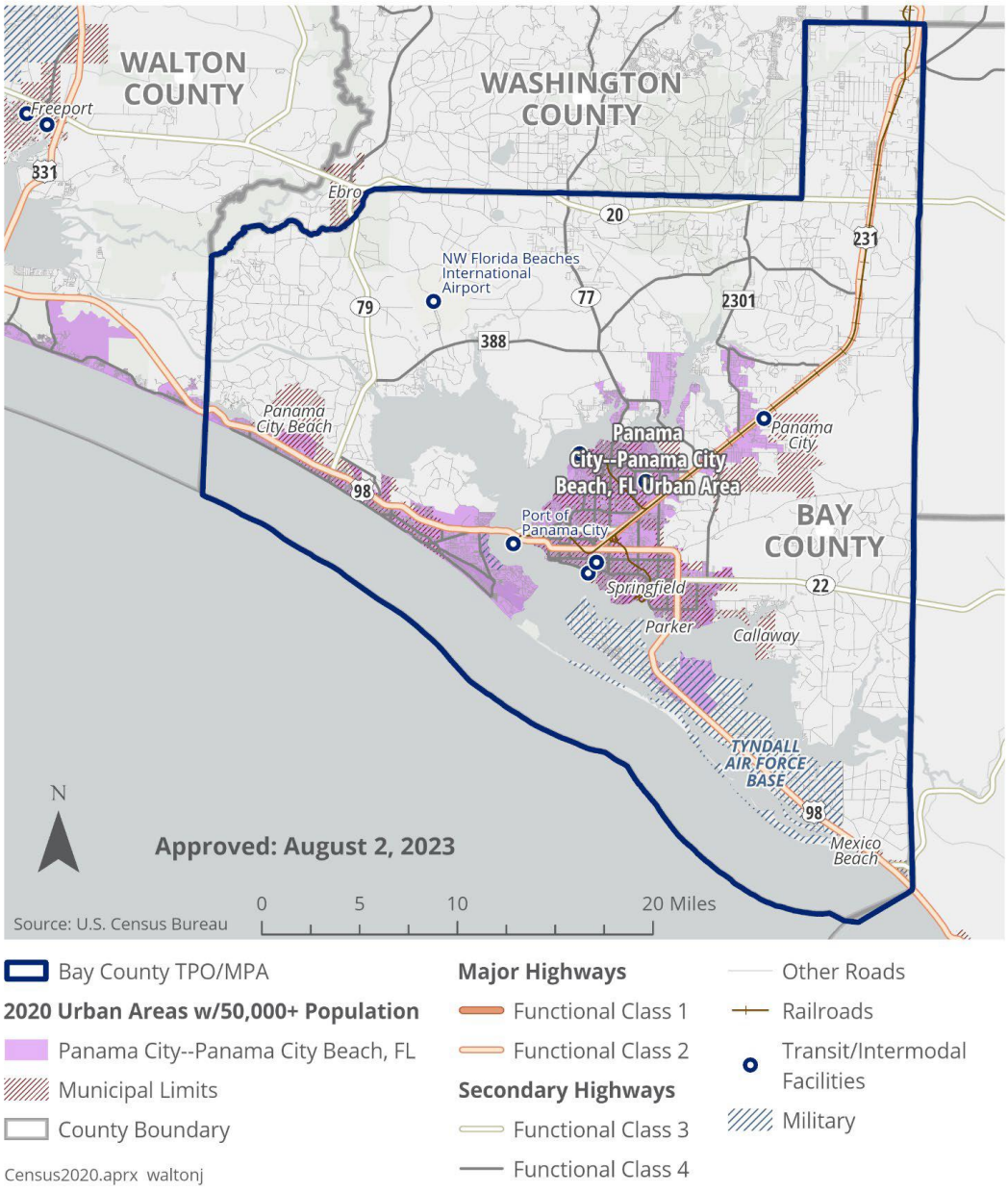
The Bay County TPO was formed after the 1980 Census. The current composition of the Bay County TPO after the 2020 Census consists of 19 members.

5 Bay County Commissioners
5 City of Panama City Council Members
2 City of Panama City Beach Council Members
2 City of Callaway Council Member
2 City of Lynn Haven Council Member
1 City of Mexico Beach Council Member
1 City of Parker Council Member
1 City of Springfield Council Member

Two advisory committees provide input to the TPO regarding transportation plans in the urban area. The Technical Coordinating Committee consists of planners, engineers, and various transportation related agencies in the TPO area and the Citizens' Advisory Committee represents the citizens in the TPO area. The current study area of the TPO is listed below and is based on the 2020 Census. The TPO is the policy board whereas the Technical Coordinating Committee and the Citizens' Advisory Committee provide recommendations to the TPO for possible action.

Several transportation related products are presented to the TPO and Advisory Committees such as the Long Range Transportation Plan, Transportation Improvement Program, Project Priorities, and the Unified Planning Work Program that are required based on Federal and State regulations. The Long Range Transportation Plan must accompany a twenty year planning horizon and is updated every five years. The Transportation Improvement Program is updated annually and provides a list of projects (Federal, State, and Local) with their anticipated funding phases and dollars amounts for five years. The Project Priorities are primarily based on the Long Range Transportation Plan Cost Feasible Plan and are provided annually to the Department of Transportation to use as a guide to build their five year Work Program. The Unified Planning Work Program is updated every two years and provides a detailed list of the TPO's work activities and dollars amounts. After presentations to the TPO, opportunity for public comment, and discussion by the TPO members, these planning related products are approved.

Bay County TPO Metropolitan Planning Area Boundary



Title VI:

Pursuant to Section 9 of the US DOT Order 1050.2A, the Bay County TPO assures FDOT that no person on the basis of race, color, national origin, sex, age, disability, family, or religious status as provided by the Title VI of the Civil Rights Act of 1964, the Civil Rights Restoration Act of 1987, State of Florida Civil Rights Act of 1992, and other nondiscrimination authorities be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination or retaliation under any program or activity. For additional information click on the following link https://www.ecrc.org/resource_center/public_involvement/title_vi_ada.php.

Financial Plan:

The TIP is financially constrained for each year. Federally funded projects identified in the TIP can be implemented using current and proposed revenue sources based on the FDOT's Tentative Work Program and locally designated transportation revenues. As required by federal and state law, a summary of available funds by funding category and project type for the state and federally funded projects contained within the TIP has been included in Appendix F [23 C.F.R. 450.326(k); C.F.R. 450.326(j); and Subsection 339.175(8), F. S.] The detailed project listing and financial summary "contain system-level estimates of costs and revenue sources that are reasonably expected to be available to adequately operate and maintain Federal-aid highways (as defined by 23 U.S. C. 101(a)(5)) and public transportation (as defined by title 49 U.S.C. Chapter 53) [23 CFR 450.324 (h)].

To further ensure the financial soundness of the TIP, all projects funded by the Florida Department of Transportation with federal or non-federal dollars are considered committed projects if included in the first three years of the FDOT Five-Year Work Program. Section 339.135(4)(b)(5) Florida Statutes mandates that the FDOT Work Program include a balanced 36-month forecast of cash and expenditures and a five-year finance plan supporting the Work Program. All local government projects (non-federally funded) that are included in the TIP are a part of a member local government's capital improvement program. Non-federally funded projects with funding in the first year of local government capital improvement element or capital improvement programs are considered to be committed projects.

Project Categories:

Capacity – Projects (such as widening existing roads or building roads on new alignments) in the TIP are from the Cost Feasible Plan of the TPO Long Range Transportation Plan Update and the Project Priorities.

Transportation Systems Management (TSM) - Drawn from the FDOT Candidate list and the TPO Priorities for TSM Improvements, these projects may also be identified in the TPO's Congestion Management Process Plan, Corridor Management Plans, and Safety Plans. Some are part of studies by FDOT or local governments and are needed to improve mobility and /or safety at intersections and along existing roadways. TSM projects are typically low-cost and can be constructed in less than two years with allocated District 3 funds.

Transportation Alternatives – Transportation Alternatives Program (TA) provides funding for programs and projects defined as transportation alternatives. The INFRASTRUCTURE INVESTMENT AND JOBS ACT (IIJA) continues the Transportation Alternatives (TA) set-aside from the Surface Transportation Block Grant (STBG) program. Eligible uses of the set-aside funds include a variety of smaller-scale transportation projects such as 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. https://www.fhwa.dot.gov/bipartisan-infrastructure-law/ta.cfm.

Eligible Entities

Under 23 U.S.C. 133(h)(4)(A), as amended by the IIJA, the entities eligible to receive TA Set-Aside funds are:

1. A local government. Local government entities include any unit of local government below a State government agency, except for an TPO representing an urbanized area with a population over 200,000. Examples include city, town, township, village, borough, parish, or county agencies.
2. A regional transportation authority. Regional transportation authorities are considered the same as the Regional Transportation Planning Organizations defined in the statewide planning section (23 U.S.C. 135(m)).
3. A transit agency. Transit agencies include any agency responsible for public transportation that is eligible for funds as determined by the Federal Transit Administration.
4. A natural resource or public land agency. Natural resource or public land agencies include any Federal, Tribal, State, or local agency responsible for natural resources or public land administration. Examples include:
   - State or local park or forest agencies.
   - State or local fish and game or wildlife agencies.
   - Department of the Interior land management agencies.
   - U.S. Forest Service.
5. A school district, local education agency, or school. School districts, local education agencies, or schools may include any public or nonprofit private school. Projects should benefit the general public and not only a private entity.
6. A Tribal government.
7. A metropolitan planning organization that serves an urbanized area with a population of 200,000 or fewer. TPOs representing urbanized areas over 200,000 population are not eligible entities.
8. A nonprofit entity. The BIL removed the requirement that the nonprofit entity be responsible for the administration of local transportation safety programs.
9. Any other local or regional governmental entity with responsibility for or oversight of transportation or recreational trails (other than a metropolitan planning organization that serves an urbanized area with a population of over 200,000 or a State agency) that the State determines to be eligible, consistent with the goals of 23 U.S.C. 133(h).
10. A State, at the request of an eligible entity listed above. State DOTs are not eligible entities as defined under 23 U.S.C. 133(h)(4)(A) unless requested by another eligible entity. (23 U.S.C. 133(h)(4)(A)(x)). TPOs representing urbanized areas over 200,000 population are not eligible entities. (23 U.S.C. 133(h)(4)(A)(ix)). State DOTs and TPOs Transportation Alternatives (TA) Set-Aside Implementation Guidance may partner with any eligible entity project sponsor to carry out a project. After projects have been selected, the State DOT may manage projects. The RTP set-aside funds retain the RTP eligible project sponsor provisions under 23 U.S.C. 206 (23 U.S.C. 133(h)(5)(C)).

Eligible Projects

The IIJA retained previous TA Set-Aside eligibility, amended the reference for SRTS projects, and added activities in furtherance of a vulnerable road user safety assessment, as defined in 23 U.S.C. 148(a). See 23 U.S.C. 133(h)(3). The BIL also added eligibility for State DOTs to use funds for administrative and technical assistance, limited to 5 percent of the TA Set-Aside fund (after the RTP set-aside). 23 U.S.C. 133(h)(6)(C). TA Set-Aside eligible projects consist of: Section 133(h)(3)(A): Projects or Activities described in 23 U.S.C. 101(a)(29) or 23 U.S.C. 213 as in effect prior to the enactment of the FAST Act. Those sections contained the following eligible projects:

(1) Transportation Alternatives as defined in 23 U.S.C. 101(a)(29) means any of the following activities when carried out as part of any program or project authorized or funded under title 23 U.S.C., or as an independent program or project related to surface transportation:

(A) Construction, planning, and design of on-road and off-road trail facilities for pedestrians, bicyclists, and other nonmotorized forms of transportation, including sidewalks, bicycle infrastructure, pedestrian and bicycle signals, traffic calming techniques, lighting and other safety-related infrastructure, and transportation projects to achieve compliance with the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.).

(B) Construction, planning, and design of infrastructure-related projects and systems that will provide safe routes for non-drivers, including children, older adults, and individuals with disabilities to access daily needs.

(C) Conversion and use of abandoned railroad corridors for trails for pedestrians, bicyclists, or other nonmotorized transportation users.

(D) Construction of turnouts, overlooks, and viewing areas.

(E) Community improvement activities, including:

(i) inventory, control, or removal of outdoor advertising;

(ii) historic preservation and rehabilitation of historic transportation facilities;

(iii) vegetation management practices in transportation rights-of-way to improve roadway safety, prevent against invasive species, and provide erosion control (see State DOTs Leveraging Alternative Uses of the Highway Right-of-Way Guidance); and

(iv) archaeological activities relating to impacts from implementation of a transportation project eligible under title 23, U.S.C.

(F) Any environmental mitigation activity, including pollution prevention and pollution abatement activities and mitigation to: (i) address stormwater management, control, and water pollution prevention or abatement related to highway construction or due to highway runoff; or (ii) reduce vehicle-caused wildlife mortality or to restore and maintain connectivity among terrestrial or aquatic habitats.

(2) The recreational trails program under 23 U.S.C. 206 of title 23. (See the Recreational Trails Program section. Any project eligible under the RTP also is eligible under the TA Set-Aside.)

(3) The safe routes to school program (23 U.S.C. 208):

- Infrastructure-related projects eligible under 23 U.S.C. 208(g)(1).
- Noninfrastructure-related activities eligible under 23 U.S.C. 208(g)(2).

• SRTS coordinators eligible under section under 23 U.S.C. 208(g)(3).
(4) Planning, designing, or constructing boulevards and other roadways largely in the right-of-way of former Interstate System routes or other divided highways.
• See Boulevards from Divided Highways for examples.
Section 133(h)(3)(B): projects and activities under the safe routes to school program under 23 U.S.C. 208.
Section 133(h)(3)(C): activities in furtherance of a vulnerable road user safety assessment (as defined in 23 U.S.C. 148(a)).
Section 133(h)(6)(C): Improving Accessibility and Efficiency. See State Technical Assistance description under the Allocations and Suballocations.

Other Related Eligibility

The BIL amended other sections of title 23 that relate to projects eligible under the TA Set-Aside, including:
• STBG: 23 U.S.C. 133(b)(7) clarified eligibility for recreational trail projects including the maintenance and restoration of existing recreational trails, and amended the citation for the safe routes to school program under section 208.
• HSIP: 23 U.S.C. 148(a)(11)(B)(v) added SRTS noninfrastructure projects as eligible under HSIP as a specified safety project. Many activities eligible under the TA Set-Aside already were eligible under HSIP, subject to HSIP criteria.

Bicycle/Pedestrian - The projects identified in the TPO Bicycle Pedestrian Plan are added to the Long Range Transportation Plan. Transportation Alternatives and SUN Trail Funded projects are included in the TIP.

Public Transportation – Transit projects are drawn from the TPO Five Year Transit Development Plan and the local transit operator provides priorities to the TPO. Projects support the Bayway and the Community Transportation Coordinator (CTC). The CTC receives funding directly for the Commission for the Transportation Disadvantaged. Other funding sources include the Federal Transit Administration (FTA) and FDOT.

Aviation – Aviation projects are drawn from the airport master Plan and Airport Layout Plan, developed by local authorities and reviewed by the DOT and the Federal Aviation Administration (FAA). Project Priorities are given to the TPO for inclusion in the report and may be funded by the FAA, FDOT, or Airport Authority. The airfield included in this report is the Northwest Florida Beaches International Airport.

Seaport - Port projects are drawn from the adopted Port Master Plan, for area deep water seaports. They are primarily the domain of city government, and though the TIP is consistent with city plans, their inclusion is primarily due to the formation of the Seaport and Economic Development Trust Fund. This fund provides state money through the Florida Ports Council for port projects. The Port Panama City is the only deep water port in this report.

Resurfacing – Also known as system preservation, these projects are determined by the FDOT. While the TPO may ask that particular roadways be examined for resurfacing needs, the priority for resurfacing is based on an engineering

evaluation of pavement condition. Resurfacing projects on the State Highway System are funded through a statewide program.

Bridge – These projects are selected by the FDOT on criteria established through bridge inspections. Bridge Sufficiency Ratings are established by the FHWA and are on a 0 (worst) to 100 (best). Funds are generally available for rehabilitation work if the bridge rating falls below 80, or are available for replacement if the rating falls below 50. For bridges off the state highway system, the engineering costs will be the owner's responsibility. All other phases (excluding in-house phases) are to be split 75% Federal (from the set-aside) and 25% owner up to a total cost of $5 million (limiting federal participation on each bridge to $3.75 million). This limitation excludes in-house phases.

Freight – The TPO staff is a member of the State of Florida Metropolitan Planning Organization Advisory Council's Freight Committee and has submitted Freight Projects to this committee for consideration for funding advancement in the TIP.

Safety – The TPO gives the highest point total for Safety in its Evaluation Criteria for ranking projects in its Long Range Transportation Plan Needs Plan. FDOT develops a Highway Safety Improvement Program annually. Each transportation project in the TIP when it is designed and/or constructed is intended to improve safety. In addition, safety is addressed in the Performance Measures section later in this report.

Miscellaneous - Supplemental projects not fitting into any of the other category. An example is planning funds for the TPO Process.

Project Selection:

Project selection is dependent on the priorities for the various projects and on financial constraints. The selection of priorities for the TPO Study Area involves various forms of input including input from the citizens and through the Citizens' Advisory Committee and Technical Coordinating Committee making recommendations to the TPO.

The TIP is consistent with the federal requirements in 23 CFR 450.322(c). Important components of Federal and State Legislation for Transportation Improvement Programs include:

1. TIP/STIP must be updated at least every four (4) years and contain four years' worth of projects.

2. Proposed TIP projects must be derived from locally developed public "human transit" transportation services including: Special Needs of Elderly Individuals and Individuals with Disabilities (See U.S.C. 49 sections 5310).

3. Visual aids should be included in TIP development such as

photographs, charts, graphs, and any other visual aid that would enhance public knowledge of the project.

The Infrastructure Investment and Jobs Act (IIJA) retains the ten (10) Planning Factors as the *Scope of the Planning Process*. The ten (10) Planning Factors are:

(A) support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;

(B) increase the safety of the transportation system for motorized and nonmotorized users;

(C) increase the security of the transportation system for motorized and nonmotorized users;

(D) increase the accessibility and mobility of people and for freight;

(E) protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth, housing, and economic development patterns;

(F) enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;

(G) promote efficient system management and operation;

(H) emphasize the preservation of the existing transportation system;

(I) improve the resiliency and reliability of the transportation system and reduce or mitigate storm water impacts of surface transportation; and

(J) enhance travel and tourism.

Project Priority Statement:

The Bay County TPO Adopted Project Priorities for Fiscal Years 2027-2031 is in Appendix E.

Consistency with Other Plans:

In accordance with these federal and state laws, this TIP covers five fiscal years and is consistent with the Florida Transportation Plan, the Bay County TPO Long Range Transportation Plan (LRTP), the Congestion Management Process Plan (CMPP) and the local government comprehensive plans. The TIP contains project information for the construction and maintenance of the transportation facilities of the TPO Study Area. Facility types vary from roads, highways and bridges to

seaports, airports, and bicycle and pedestrian accommodations. The TIP also includes project information for the various public transportation systems such as local bus and trolley systems and the Transportation Disadvantaged Program. The TIP is consistent with the federal requirements in 23 CFR 450.322(c).

Implemented Projects:

Annually, FDOT and Bayway produce lists of projects that have had federal funds obligated to them in the preceding year. This listing of projects for Fiscal Year 2025 is in Appendix D.

Public Involvement:

The public participation process for the FY2027-2031 TIP began during February, March, April, and 2025 with the development of the TPO's Project Priorities. In May 2025, the draft Project Priorities were presented to the TPO and its advisory committees, the Citizens' Advisory Committee and the Technical Coordinating Committee. This review of the Project Priorities was advertised within TPO's agenda and it was sent by news release to local media. Public outreach took place on-line through a survey from March 24, 2025 to May 9, 2025. News releases were distributed to media outlets and meeting information was promoted through social media sites. Flyers were created and emailed to members of the TPO and advisory committees. Workshops with the TPO, TCC, and CAC also occurred in person on March 5 and April 23, 2025 to obtain comments on the Project Priorities. Both of these workshops were advertised and contain an agenda item for public comment.

In May 2025, the proposed final Project Priorities were presented to the advisory committees for final review and to the TPO for adoption. The adoption of the Priorities in May 2025 was part of TPO agenda, so it was advertised and issued as a news release. A public forum was part of that meeting to allow an additional opportunity for public involvement. The adopted Project Priorities are in Appendix E.

This review of the Project Priorities was advertised within TPO's agenda and it was sent by news release to local media. A hybrid public workshop to review and comment on the Project Priorities was held on April 23 2025. Notifications were sent to various community groups, inviting them to attend the workshop.

On October 16, 2025, FDOT held a hybrid public workshop to gather public comments on its Tentative Five-Year Work Program, which includes selected TPO Project Priorities. The Tentative Five-Year Work Program was also placed on-line for a week to obtain additional public comment. In November 2025, FDOT presented the Tentative Five-Year Work Program to the TPO for endorsement; that TPO meeting was also advertised with the local media. Public comments gathered throughout the creation of the Project Priorities and in the review of the Tentative Work Program have been considered through each step of the planning process.

As such, this TIP reflects a combination of the public's interests as well as the interests of the various government agencies that are participants in the TPO planning process.

In cases where public comment is significant, 23 Code of Federal Regulations (CFR) Part 450 requires the following: "When significant written and oral comments are received on the draft transportation plan or TIP (including the financial plan) as a result of the public participation process or the interagency consultation process required by EPA's conformity regulations [for air quality], a summary, analysis, and report on the disposition of comments shall be made part of the final plan and TIP." The public comments received in the review of the Project Priorities are listed in Appendix E. In addition, the public comments received during the development of the TIP are listed in Appendix I. Public notice of public involvement activities and time established for public review and comment on the TIP will satisfy the Program of Projects public review requirements of the Section 5307 Program. Due dates for comments are included in the May TPO agenda enclosure and in the emails to review agencies.

Certification:

The last Joint FDOT/TPO Certification was held on March 2, 2026. The Joint FDOT/TPO Certification is an annual process conducted by FDOT District 3 and the Bay County TPO.

Air Quality:

The Clean Air Act (CAA) requires the Environmental Protection Agency (EPA) to develop and enforce air quality standards. Under the CAA, the EPA is mandated to review standards for criteria pollutants every five years. Criteria pollutants are listed as carbon monoxide (CO), nitrogen dioxide (NO_2), ozone (O_3), sulfur dioxide (SO_2), and particular matter 2.5 or 10. The National Ambient Air Quality Standard (NAAQS) for ozone was last reviewed in 2008 at which time the EPA lowered the standard from 85 ppb to the current standard of 75 ppb. On January 19, 2010, the EPA published a Notice of Proposed Rulemaking in the Federal Register, with the intention of strengthening the NAAQS for ground level ozone. On October 1, 2015, the EPA finalized revisions to the National Ambient Air Quality Standards (NAAQS) for ground-level ozone. The rule sets more stringent standards, lowering both the primary (health-based) and secondary (welfare-based) standards from 75 parts per billion (ppb) to 70 ppb.

The TPO staff for the Bay County Transportation Planning Organization (TPO) monitors air quality and ozone readings for the TPO on a quarterly basis. The Bay County TPO is currently in attainment for ground level ozone. In anticipation of the lowered standard, the TPO staff is interacting with government agencies and the public to ensure that air quality affected by ground-level ozone can be readily addressed and mitigated to maintain air quality compliance. TPO staff will establish regional air quality reporting guidelines and increase interaction with the public and local governments, repositioning as an information resource for air

quality in Northwest Florida. There are five air quality monitoring sites located within Northwest Florida. One of which is in Bay County. Data collected from this monitor and updates on the NAAQS will be reported to the Bay County TPO and Advisory Committees quarterly.

Congestion Management Process:

The TPO is responsible for implementing the Congestion Management Process, and projects identified in the Plan are included in the TIP. The TPO updates its Congestion Management Process in conjunction with the Long Range Transportation Plan. Projects identified through the Congestion Management Process can be a priority for Transportation Systems Management as they are submitted as a "candidate" project by FDOT. Corridor Management Plans identified in the Congestion Management Process will be listed as Corridor Management for studies and/or implementation if they are included in the TIP. The Congestion Management Process major update can be found at this link 2025.09.05_Final_CMP.pdf. A minor update to the Congestion Management Process occurs annually, except for the year of the major update, through updates to the Performance Measures and Level of Service tables. The Congestion Management Process minor update can be found at this link Bay_CMP_2024 Minor Update Final.pdf.

Transportation Disadvantaged (TD):

The Florida Commission for the Transportation Disadvantaged requires each county to submit Annual Performance Reports to review the services provided and costs for those services. The Annual Performance Reports for Bay County are in Appendix F.

Amendment Process:

For Administrative Modifications to the TIP, TPO action is not required. The Transportation Planning Director approves this type of amendment by signature, then copies are placed in the next TPO agenda as an information item and the TIP is updated with the amended information and the amended date in the cover is updated.

TIP Amendments and Modifications are governed by the FDOT MPO Handbook:

An administrative modification is a minor revision that includes minor changes to the project/project phase costs, minor changes to funding sources of previously included projects, and minor changes to project/project phase initiation dates. An administrative modification is a revision that does not require public review and comment, and a redemonstrations of fiscal constraint.

An amendment means a revision that involves a major change to a project including the deletion of a project or a major change in project cost, project/project phase initiation dates, or a major change in design concept or design scope. An

amendment is a revision the requires public review and comment and a redemonstrations of fiscal constraint.

1. The complete Transportation Improvement Program shall be adopted only upon a vote of TPO, assembled in a properly noticed public meeting;

2. In order to expedite amendments to the TIP, the TPO authorizes the Transportation Planning Director to administratively approve airport, public transportation, and seaport project amendments which do not materially affect surface transportation traffic volumes or traffic distribution in the vicinity of the subject airport, public transportation facility, or seaport;

3. The TPO authorizes the Transportation Planning Director to administratively approve roll-forward amendments, to ensure that approved projects that did not get authorized by June 30 remain eligible for authorization after July 1;

4. If the TPO is requested to amend its TIP on an emergency basis, such as during a period when the TPO is not scheduled to meet, the TPO authorizes its Chairman or the Transportation Planning Director to approve projects less than $2.0 million;

5. The TPO also authorizes the Transportation Planning Director to administratively approve amendments to the TIP which do not meet any one of the five criteria which require a formal TIP amendment: (a) addition of new individual projects; (b) change adversely impacts financial constraint of the TIP; (c) change results in major scope changes; (d) deletion of a project from the TIP; or (e) change in project cost greater than 20% AND $2.0 million;

6. The TPO requires the Transportation Planning Director to inform the TPO of all TIP amendments approved under these authorizations at least once per quarter; and

Project Priorities amendments must be approved by the TPO by formal action. They must be placed on the TPO agenda and listed in the legal ad placed for the meeting. Approval of an amendment to the Project Priorities must be by roll-call vote. Once approved, the Project Priorities are updated with the amended information and copies of the amendment are provided to FDOT.

Federal Planning Emphasis Areas

On December 30, 2021, FHWA distributed a memorandum to state DOTs to encourage TPOs to identify tasks associated with Planning Emphasis Areas (PEAs). The following lists the eight PEAs as defined by FHWA:

Public Involvement – Early, effective, and continuous public involvement brings diverse viewpoints into the decision-making process. FHWA Division and FTA regional offices should encourage TPOs, State DOTs, and providers of public transportation to increase meaningful public involvement in transportation planning

by integrating Virtual Public Involvement (VPI) tools into the overall public involvement approach while ensuring continued public participation by individuals without access to computers and mobile devices. The use of VPI broadens the reach of information to the public and makes participation more convenient and affordable to greater numbers of people. Virtual tools provide increased transparency and access to transportation planning activities and decision-making processes. Many virtual tools also provide information in visual and interactive formats that enhance public and stakeholder understanding of proposed plans, programs, and projects. Increasing participation earlier in the process can reduce project delays and lower staff time and costs.

Strategic Highway Network (STRAHNET)/U.S. Department of Defense (DOD) Coordination – FHWA Division and FTA regional offices should encourage TPOs and State DOTs to coordinate 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. According to the Declaration of Policy in 23 U.S.C. 101(b)(1), it is in the national interest to accelerate construction of the Federal-aid highway system, including the Dwight D. Eisenhower National System of Interstate and Defense Highways, because many of the highways (or portions of the highways) are inadequate to meet the needs of national and civil defense. The DOD's facilities include military bases, ports, and depots. The road networks that provide access and connections to these facilities are essential to national security. The 64,200-mile STRAHNET system consists of public highways that provide access, continuity, and emergency transportation of personnel and equipment in times of peace and war. It includes the entire 48,482 miles of the Dwight D. Eisenhower National System of Interstate and Defense Highways and 14,000 miles of other non-Interstate public highways on the National Highway System. The STRAHNET also contains approximately 1,800 miles of connector routes linking more than 200 military installations and ports to the primary highway system. The DOD's facilities are also often major employers in a region, generating substantial volumes of commuter and freight traffic on the transportation network and around entry points to the military facilities. Stakeholders are encouraged to review the STRAHNET maps and recent Power Project Platform (PPP) studies. These can be a useful resource in the State and TPO areas covered by these route analyses.

Federal Land Management Agency (FLMA) Coordination – FHWA Division and FTA regional offices should encourage TPOs and State DOTs to coordinate 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. Through joint coordination, the State DOTs, TPOs, Tribal Governments, FLMAs, and local agencies should focus on integration of their transportation planning activities and develop cross-cutting State and TPO long range transportation plans, programs,

and corridor studies, as well as the Office of Federal Lands Highway's developed transportation plans and programs. Agencies should explore opportunities to leverage transportation funding to support access and transportation needs of FLMAs before transportation projects are programmed in the Transportation Improvement Program (TIP) and Statewide Transportation Improvement Program (STIP). Each State must consider the concerns of FLMAs that have jurisdiction over land within the boundaries of the State (23 CFR 450.208(a)(3)). TPOs must appropriately involve FLMAs in the development of the metropolitan transportation plan and the TIP (23 CFR 450.316(d)). Additionally, the Tribal Transportation Program, Federal Lands Transportation Program, and the Federal Lands Access Program TIPs must be included in the STIP, directly or by reference, after FHWA approval in accordance with 23 U.S.C. 201(c) (23 CFR 450.218(e)).

Planning and Environment Linkages (PEL) – FHWA Division and FTA regional offices should encourage State DOTs, TPOs and Public Transportation Agencies to implement PEL as part of the transportation planning and environmental review processes. The use of PEL is a collaborative and integrated approach to transportation decision-making that considers environmental, community, and economic goals early in the transportation planning process, and uses the information, analysis, and products developed during planning to inform the environmental review process. PEL leads to interagency relationship building among planning, resource, and regulatory agencies in the early stages of planning to inform and improve project delivery timeframes, including minimizing duplication and creating one cohesive flow of information. This results in transportation programs and projects that serve the community's transportation needs more effectively while avoiding and minimizing the impacts on human and natural resources.

Data in Transportation Planning – To address the emerging topic areas of data sharing, needs, and analytics, FHWA Division and FTA regional offices should encourage State DOTs, TPOs, and providers of public transportation to incorporate data sharing and consideration into the transportation planning process, because data assets have value across multiple programs. Data sharing principles and data management can be used for a variety of issues, such as freight, bike and pedestrian planning, equity analyses, managing curb space, performance management, travel time reliability, connected and autonomous vehicles, mobility services, and safety. Developing and advancing data sharing principles allows for efficient use of resources and improved policy and decision-making at the State, TPO, regional, and local levels for all parties.

State Planning Emphasis Areas – 2021

Safety – The Florida Transportation Plan and the State's Strategic Highway Safety Plan place top priority on safety, with a state target of zero traffic fatalities and serious injuries. In addition to adopting safety targets, the TPOs must show how

their Long Range Transportation Plan (LRTP) and priority projects in their Transportation Improvement Program (TIP) support progress toward those targets. The UPWP should consider enhancements to data analyses and community involvement to better inform the identification and prioritization of safety projects.

Resilience – Resilience, as it relates to transportation emphasis area, is: "Improve the resilience and reliability of the transportation system and mitigate stormwater impacts of surface transportation." Resilience is defined as the ability to adapt to changing conditions and prepare for, withstand, and recover from disruption. These conditions can encompass a wide variety of environmental, technological, economic, or social impacts. TPOs can address resilience within their planning processes by leveraging tools such as the *FHWA Resilience and Transportation Planning Guide* and *the FDOT Quick Guide: Incorporating Resilience* in the TPO LRTP. It should be noted that while these documents focus primarily on the development of TPO LRTPs and TIPs, addressing resilience should be a consideration within every planning document prepared by an TPO. TPOs should place a particular emphasis on coordination with agency partners responsible for natural disaster risk reduction, or who may be developing local resilience planning initiatives. Additionally, TPOs should consider the additional costs associated with reducing vulnerability of the existing transportation infrastructure. Proactive resiliency planning will help the TPO develop planning documents that are ultimately more realistic and cost-effective.

Emerging Mobility – Advances in communication and automation technology result in new mobility options, ranging from automated and connected transport, electric vehicles, ridesharing, and micro-mobility, to flying cars and space travel. These changes may be disruptive and transformational, with impacts to safety, vehicle ownership, travel capacity, vehicle miles traveled, land-use, transportation design, future investment demands, supply chain logistics, economy, and the workforce. Implementation of all seven goals of the Florida Transportation Plan can be furthered through both the transformation of major corridors and hubs and the expansion of transportation infrastructure to embrace and support the adoption of emerging mobility. The TIP should recognize the important influence of emerging mobility on the multi-modal transportation system and include related planning studies, collaboration efforts, research, orother activities.

Performance Measures – Performance Management is a strategic approach to connect investment and policy decisions to help achieve performance goals. Performance measures are quantitative criteria used to evaluate progress. Performance measure targets are the benchmarks against which collected data is gauged. The INFRASTRUCTURE INVESTMENT AND JOBS ACT (IIJA) requires State DOTs and TPOs to conduct performance-based planning by tracking performance measures and setting data-driven targets to improve those measures.

Performance-based planning ensures the most efficient investment of federal transportation funds by increasing accountability, transparency, and providing for better investment decisions that focus on key outcomes related to seven national goals:

- Improving Safety;
- Maintaining Infrastructure Condition;
- Reducing Traffic Congestion;
- Improving the Efficiency of the System;
- Improving Freight Movement;
- Protecting the Environment; and,
- Reducing Delays in Project Delivery.

23 CFR 490.107 establishes timelines for State DOTs and TPOs to comply with the requirements of IIJA. State DOTs are required to establish statewide targets and TPOs have the option to support the statewide targets or adopt their own.

Safety. Safety (PM 1) is the first national goal identified in 23 CFR 49.207. In March of 2016, the Highway Safety Improvement Program (HSIP) and Safety Performance Management Measures Rule (Safety PM Rule) was finalized and published in the *Federal Register.* The rule requires TPOs to set targets for the following safety-related performance measures and report progress to the State DOT:

- Number of Fatalities;
- Number of Serious Injuries;
- Number of Nonmotorized Fatalities and Serious Injuries;
- Rate of Fatalities per 100 Million Vehicle Miles Traveled (VMT); and
- Rate of Serious Injuries per 100 Million VMT.

The FDOT Highway Safety Improvement Plans (HSIP) focuses on how to accomplish the vision of eliminating fatalities and reducing serious injuries on all public roads. The HSIP development process included review of safety-related goals, objectives, and strategies in TPO plans. The HSIP guides FDOT, TPOs, and other safety partners in addressing safety and defines a framework for implementation activities to be carried out throughout the State.

The Florida Department of Transportation Highway Safety Improvement Plan (HSIP) focused on how to accomplish the vision of eliminating fatalities and reducing serious injuries on all public roads. The HSIP development process included review of safety-related goals, objectives, and strategies in TPO plans. The HSIP guides FDOT, TPOs, and other safety partners in addressing safety and

defines a framework for implementation activities to be carried out throughout each State.

The HSIP highlights the commitment to a vision and initiative of zero deaths. The HSIP annual report documents the statewide performance measures toward that zero deaths vision and initiative. As such, the TPO supported the adoption of the HSIP safety performance measures, FDOT's 2018, 2019, 2020, 2021, 2022, 2023, 2024, 2025, and 2026 safety targets, which set the target at "0" for each performance measure to reflect FDOT's goal of zero deaths, The TPO supported the FDOT targets by approving Resolution 18-01 on February 21, 2018, Resolution 19-01 on February 6, 2019, Resolution 20-01 on February 5, 2020, Resolution 21-03 on February 24, 2021, Resolution 22-01 on February 2, 2022, Resolution 23-01 on January 4, 2023, Resolution 23-34 on November 1, 2023, Resolution 24-19 on December 9, 2024; and Resolution 25-23 on November 5, 2025. (see Bay County TPO Safety Performance Table).

Bay County TPO Safety Performance Targets

Entity	Number of Fatalities	Rate of Fatalities per Hundred Million Vehicle Miles Traveled	Number of Serious Injuries	Rate of Serious Injuries per Hundred Vehicle Miles Traveled	Number of Non-Motorized Fatalities and Non-Motorized Serious Injuries
FDOT (2018)	0	0	0	0	0
FDOT (2019)	0	0	0	0	0
FDOT (2020)	0	0	0	0	0
FDOT (2021)	0	0	0	0	0
FDOT (2022)	0	0	0	0	0
FDOT (2023)	0	0	0	0	0
FDOT (2024)	0	0	0	0	0
FDOT (2024)	0	0	0	0	0
FDOT (2025)	0	0	0	0	0
FDOT	0	0	0	0	0

(2026)					

Bridge and Pavement. Bridge and Pavement (PM 2) is the second national goal identified in 23 CFR 490.307 and 23 CFR 490.407 and was finalized in May 2017 and published in the *Federal Register*. The rule requires TPOs to set targets for the following bridge and pavement related performance measures and report progress to the State DOT. These performance measures were adopted again in 2023 and do not need to be adopted again until 2027.

- Percent of Interstate Pavements in Good Condition;
- Percent of Interstate Pavements in Poor Condition;
- Percent of Non-Interstate National Highway System Pavements in Good Condition;
- Percent of Non-Interstate National Highway System Pavements in Poor Condition;
- Percent of National Highway System Bridges classified as in Good Condition by Deck Area; and
- Percent of National Highway System Bridges classified as in Poor Condition by Deck Area.

System Performance. System Performance (PM3) was the third national goal identified in 23 CFR 490.507 and 23 CFR 490.607 and was also finalized in May 2017 and published in the *Federal Register*. The rule requires TPOs to set targets for the following system performance related performance measures and report progress to the State DOT.

- Percent of Person Miles Traveled on Interstate System that is reliable;
- Percent of Person Miles Traveled on Non-Interstate National Highway System that is reliable; and
- Truck Travel Time Reliability Index.

Whereas, Safety Targets are established annually by the TPO by February 27th, Targets for Pavement, Bridge, and System Performance were adopted on September 26, 2018 by Resolution 18-12 for targets in 2021 which supported the FDOT targets and were adopted again in 2023 by Resolution 23-08 on April 19, 2023 and do not need to be adopted again until 2027. FDOT targets for 2021 for Pavement are: $\geq$60 for Percent of Interstate Pavements in Good Condition, $\leq$5 for Percent of Interstate Pavements in Poor Condition; $\geq$40 for Percent of Non-Interstate National Highway System Pavements in Good Condition; and $\leq$5 for Percent on Non-Interstate National Highway System Pavements in Poor Condition. FDOT targets for 2021 for Bridges are: $\geq$50 for Percent of National Highway System Bridges Classified as in Good Condition by Deck Area and $\leq$10 for Percent of National Highway System Bridges Classified as in Poor Condition by Deck Area.

FDOT's 2021 targets for System Performance are: ≥70 for Percent of Person Miles Traveled on Interstate System that is Reliable; ≥50 for Percent of Person Miles Traveled on Non-Interstate National Highway System that is Reliable; and ≤2 for Truck Travel Time Reliability Index

FDOT targets for 2025 for Pavement are: ≥60 for Percent of Interstate Pavements in Good Condition, ≤5 for Percent of Interstate Pavements in Poor Condition; ≥40 for Percent of Non-Interstate National Highway System Pavements in Good Condition; and ≤5 for Percent on Non-Interstate National Highway System Pavements in Poor Condition. FDOT targets for 2025 for Bridges are: ≥50 for Percent of National Highway System Bridges Classified as in Good Condition by Deck Area and ≤10 for Percent of National Highway System Bridges Classified as in Poor Condition by Deck Area. FDOT's 2025 targets for System Performance are: ≥70 for Percent of Person Miles Traveled on Interstate System that is Reliable; ≥50 for Percent of Person Miles Traveled on Non-Interstate National Highway System that is Reliable; and ≤2 for Truck Travel Time Reliability Index (see Bay County TPO Bridge, Pavement, and System Performance Tables).

Bay County TPO Bridge Targets

Entity	Percent of NHS Bridges classified as in Good Condition by Deck Area		Percent of NHS Bridges classified as in Poor Condition by Deck Area	
	2 Year (2019)	4 Year (2021)	2 Year (2019)	4 Year (2021)
FDOT	≥50	**≥50***	≤10	**≤10***

*TPO only required to adopt 4-year targets. Adopted by Resolution 18-12 on September 26, 2018.

Entity	Percent of NHS Bridges classified as in Good Condition by Deck Area		Percent of NHS Bridges classified as in Poor Condition by Deck Area	
	2 Year (2023)	4 Year (2025)	2 Year (2023)	4 Year (2025)
FDOT	≥50	**≥50***	≤10	**≤5***

*TPO only required to adopt 4-year targets. Adopted by Resolution 23-08 on April 19, 2023. However, FDOT adjusted its 4 year targets in 2025 which adopted by Resolution 24-20 on December 9 2024.

Bay County TPO Pavement Targets

Entity	Percent of Interstate Pavements in Good Condition	Percent of Interstate Pavements in Poor Condition	Percent of Non-Interstate NHS Pavements in Good Condition	Percent of Non-Interstate NHS Pavements in Poor Condition

	2 Year (2019)	4 Year (2021)	2 Year (2019)	4 Year (2021)	2 Year (2019)	4 Year (2021)	2 Year (2019)	4 Year (2021)
FDOT	Not Required	**≥60***	Not Required	**≤5***	≥40	**≥40***	≤5	**≤5***

*TPO only required to adopt 4-year targets. Adopted by Resolution 18-12 on September 26, 2018. Please note there are no interstates in Bay County.

Entity	Percent of Interstate Pavements in Good Condition		Percent of Interstate Pavements in Poor Condition		Percent of Non-Interstate NHS Pavements in Good Condition		Percent of Non-Interstate NHS Pavements in Poor Condition	
	2 Year (2023)	4 Year (2025)	2 Year (2023)	4 Year (2025)	2 Year (2023)	4 Year (2025)	2 Year (2023)	4 Year (2025)
FDOT	≥60	**≥60***	≤5	**≤5***	≥40	**≥40***	≤5	**≤5***

*TPO only required to adopt 4-year targets. Adopted by Resolution 23-08 on April 19, 2023. Please note there are no interstates in Bay County.

Bay County TPO System Performance Targets

Entity	Percent of Person Miles Traveled on Interstate System that is Reliable		Percent of Percent of Person Miles Traveled on Non-Interstate System that is Reliable		Truck Travel Time Reliability Index	
	2 Year (2019)	4 Year (2021)	2 Year (2019)	4 Year (2021)	2 Year (2019)	4 Year (2021)
FDOT	75	**≥70***	Not Required	**≥50***	1.75	**≤2.0***

*TPO only required to adopt 4-year targets. Adopted by Resolution 18-12 on September 26, 2018. Please not there are no interstates in Bay County.

Entity	Percent of Person Miles Traveled on Interstate System that is Reliable		Percent of Percent of Person Miles Traveled on Non-Interstate System that is Reliable		Truck Travel Time Reliability Index	
	2 Year (2023)	4 Year (2025)	2 Year (2023)	4 Year (2025)	2 Year (2023)	4 Year (2025)
FDOT	≥75	**≥75***	≥50	**≥60***	≤1.75	**≤2.0***

*TPO only required to adopt 4-year targets. Adopted by Resolution 23-08 on April 19, 2023. Please not there are no interstates in Bay County. However, FDOT adjusted its 4 year targets in 2025 which adopted by Resolution 24-20 on December 9 2024.

Transit Asset Management (TAM). The TPO is also required to adopt State of Good Repair Performance Measures for Transit Asset Management (TAM). The TAM rule from the Federal Transit Administration became effective on October 1,

2016. The rule requires TPOs to set targets for the following transit related performance measures and report progress to the State DOT.

- Rolling Stock (Percentage of revenue vehicles that have met or exceeded their Useful Life Benchmark);
- Equipment (Percentage of non-revenue, support-service vehicles and maintenance vehicles that have met or exceeded their Use Life Benchmark);
- Facilities (Percentage of facilities within an asset class rated below condition 3 on the Transit Economics Requirements Model Scale); and
- Infrastructure. (Percentage of track segments with performance restrictions).

Similarly, TAM targets were adopted by the TPO on September 26, 2018 by Resolution 18-13 which supported the FDOT targets and are adopted annually by the transit provider. The TPO must reference the TAM targets annually in the TIP**.** The Infrastructure category does not apply to the TPO since there is no rail fixed guideway track in the TPO area. The Rolling Stock category consists of Buses and Cutaway Buses. The targets for these categories are Buses (20 Percent or less) and Cutaway Buses (20 Percent or less). The Equipment category consists of Vans and Trucks. The targets for these categories are Vans (20 Percent of less) and Trucks (20 Percent or less). Facilities category consists of Administration and Maintenance. The targets for these categories are Administration (25 Percent or less) and Maintenance (25 Percent or less) (See Bay County TPO Transit Asset Management (TAM) Table).

Bay County TPO Transit Asset Management (TAM) Targets

Entity	Percent of Revenue Vehicles that have met or exceed their Useful Life Benchmark		Percent of Service Vehicles that have met or exceed their Useful Life Benchmark		Percent of FTA-funded facilities with a condition rating below 3.0 (Good) on the FTA Transit Economic Modal Scale	
	Buses	Cutaway Buses	Vans	Trucks	Administration	Maintenance
Bay County (2018)*	20%" or less	20%" or less	20%" or less	20%" or less	25%" or less	25%" or less
Bay County (2019)	20%" or less	20%" or less	20%" or less	20%" or less	25%" or less	25%" or less
Bay County (2020)	20%" or less	20%" or less	20%" or less	20%" or less	25%" or less	25%" or less
Bay County (2021)	20%" or less	20%" or less	20%" or less	20%" or less	25%" or less	25%" or less
Bay	20%" or	20%" or	20%" or	20%" or	25%" or less	25%" or less

County (2022)	less	less	less	less		
Bay County (2023)	38%" or less	20%" or less	20%" or less	22%" or less	25%" or less	25%" or less
Bay County (2024)	20%" or less	20%" or less	20%" or less	20%" or less	25%" or less	25%" or less
Bay County (2025)	34%″ or less	43%″ or less	20%″ or less	20%″ or less	25%″ or less	25%″ or less
Bay County (2026)	7.7%	60%	0%	0%	0%	0%

*Adopted by Resolution 18-13 on September 26, 2018.

Public transportation agencies are required to establish and report transit asset management targets annually for the following fiscal year. Each public transit provider or its sponsors must share its targets, TAM, and asset condition information with each TPO in which the transit provider's projects and services are programmed in the TPO's TIP.

To the maximum extent practicable, transit providers, states, and TPOs must coordinate with each other in the selection of performance targets.

The TAM rule defines two tiers of public transportation providers based on size parameters. Tier I providers are those that operate rail service or more than 100 vehicles in all fixed route modes, or more than 100 vehicles in one non-fixed route mode. Tier II providers are those that are a subrecipient of FTA 5311 funds, or an American Indian Tribe, or have 100 or less vehicles across all fixed route modes, or have 100 vehicles or less in one non-fixed route mode. A Tier I provider must establish its own transit asset management targets, as well as report performance and other data to FTA. A Tier II provider has the option to establish its own targets or to participate in a group plan with other Tier II providers whereby targets are established by a plan sponsor, typically a state DOT, for the entire group.

A total of 20 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) (See Table below). The participants in the FDOT Group TAM Plan are comprised of the Section 5311 Rural Program and open-door Section 5310 Enhanced Mobility of Seniors & Individuals with Disabilities FDOT subrecipients. The Group TAM Plan was adopted in October 2018 and covers fiscal years 2018-2019 through 2021-2022. Updated targets were submitted to NTD in 2019.

Florida Group TAM Plan Participants

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

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

- Tier I: none
- Tier II: Bayway and Bayway On Demand

The Bay County TPO is served by two Tier II transit service providers: Bayway and Bayway On Demand. These providers are not part of the FDOT Group TAM Plan and, therefore are responsible for reporting targets to NTD.

The statewide group TAM targets are based on the condition of existing transit assets and planned investments in equipment, rolling stock, infrastructure, and facilities over the next year. 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 during the next fiscal year.

As required by FTA, FDOT will update their respective TAM Plan at least once every four years. FDOT will update the statewide performance targets for the participating agencies on an annual basis and will notify the participating transit agencies and the TPOs in which they operate when the targets are updated.

Public Transit Safety Performance. The Federal Transit Administration (FTA) Public Transportation Agency Safety Plan (PTASP) rule established transit safety performance management requirements for certain providers of public transportation that receive federal financial assistance. The PTASP rule requires

operators of public transportation systems that receive federal financial assistance under 49 U.S.C. Chapter 53 to develop and implement a PTASP based on a safety management systems approach. Development and implementation of PTSAPs is anticipated to help ensure that public transportation systems are safe nationwide.

The rule 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 rule does not apply to certain modes of transit service that are subject to the safety jurisdiction of another Federal agency, including passenger ferry operations that are regulated by the United States Coast Guard, and commuter rail operations that are regulated by the Federal Railroad Administration.

The transit agency sets targets in the PTASP based on the safety performance measures established in the National Public Transportation Safety Plan (NPTSP). The required transit safety performance measures are:

1. Total number of reportable fatalities.
2. Rate of reportable fatalities per total vehicle revenue miles by mode.
3. Total number of reportable injuries.
4. Rate of reportable injuries per total vehicle revenue miles by mode.
5. Total number of reportable safety events.
6. Rate of reportable events per total vehicle revenue miles by mode.
7. System reliability - Mean distance between major mechanical failures by mode.

Each provider of public transportation that is subject to the rule must certify it has a PTASP, including transit safety targets for the above measures, in place no later than July 20, 2020. However, on April 22, 2020, FTA issued a Notice of Enforcement Discretion that extends the PTASP deadline to December 31, 2020 due to the extraordinary operational challenges presented by the COVID-19 public health emergency.

Once the public transportation provider establishes targets, it must make the targets available to TPOs to aid in the planning process. TPOs have 180 days after receipt of the PTASP targets to establish transit safety targets for the TPO planning area. In addition, the Bay County TPO must reflect those targets in any LRTP and TIP updated on or after July 20, 2021. The transit safety targets need to be adopted annually by the transit provider. The TPO must reference the transit safety targets annually in the TIP.

In Florida, each Section 5307 and 5311 transit 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 new FTA PTASP requirement.

The Targets for Transit Safety Measures were approved by the TPO on January 13, 2021 by Resolution 21-06: Demand Response (DR) and Fixed Route (FR): Fatalities = (FR) 0; (DR) 0; Fatalities per Revenue Mile = (FR) 0/0; (DR) 0/0; Injuries = (FR) 7; (DR) 1; Injuries per Revenue Mile = (FR) 1/177,228; (DR) 1/229,935; Safety Events = (FR) 5;(DR) 0; Safety Events per Revenue Mile = (FR) 1/106,337; and (DR) 0/0; System Reliability = (FR) 27,179 Miles; and (DR) 86,768 Miles.

Transit Safety Performance Targets

Mode of Service	Fatalities (Total)	Fatalities per Revenue Mile (Rate)	Injuries (Total)	Injuries per Revenue Mile (Rate)	Reportable Events (Total)	Reportable Events per Revenue Mile (Rate)	Mean Distance between Mechanical Failures (System Reliability)
Fixed Route (FR) (2021)*	0	0/ 0	7	1/ 177,228	5	1/ 106,337	27,179 Miles
Demand Response (DR) (2021)*	0	0/ 0	1	1/ 229,935	0	0/ 0	86,768 Miles
Fixed Route (FR) (2022)	0	0/ 0	15	1/ 100,000	4	1/ 150,000	75,000 Miles
Demand Response (DR) (2022)	0	0/ 0	0	1/ 234,112	0	1/ 234,112	100,000 Miles
Fixed Route (FR) (2023)	0	0/0	1	1/ 494,953	2	2/ 494,953	164,984 Miles
Demand Response (DR) (2023)	0	0/0	1	1/ 257,265	1	1/ 257,256	85,755 Miles
Fixed Route (FR) (2024)	0	0/0	1	1/ 482,464	4	4/ 482,464	80,411
Demand Response (DR) (2024)	0	0/0	1	1/ 301,575	0	0/ 301,575	75,394
Fixed Route (FR) (2025)	0	0/0	12	3/ 100,000	4	1/ 150,000	75,000

Demand Response (DR) (2025)	0	0/0	0	1/ 234,112	0	1/ 234,112	100,000
Fixed Route (FR) (2026)	0	0/0	2	0.41/ 100,000	3	0.61/ 100,000	122,990
Demand Response (DR) (2026)	0	0/0	0	0/ 100,000	0	0/ 100,000	134,974

*Adopted by Resolution 21-06 on January 13, 2021.

Safety. For the Bay County TPO, this includes the Safe Routes to School and the Bay County Community Traffic Safety Team Programs; and Bridge, Capacity, Bicycle/Pedestrian, Transportation Alternative, Transportation System Management, Public Transportation, Resurfacing, Aviation, Port, and other Miscellaneous categories in the TIP. The expectation of the TIP projects in each of these categories is to improve safety and to reduce fatalities once these projects are constructed for highway, sidewalk, bicycle lane, and multi-use path, and transit improvements. The Florida SHSP and the Florida Transportation Plan (FTP) both highlight the commitment to a vision of zero deaths. The FDOT Florida Highway Safety Improvement Program (HSIP) annual report documents the statewide interim performance measures toward that zero deaths vision. As such, the TPO is supporting the adoption of the FDOT statewide HSIP interim safety performance measures and FDOT's safety targets, which set the target at "0" for each performance measure to reflect the Department's goal of zero deaths. The TIP considers potential projects that fall into specific investment priorities established by the TPO in the Long-Range Transportation Plan (LRTP). For the Bay County TPO, this includes safety programs such the Bay County Community Traffic Safety Team (CTST) and Safe Routes to Schools (SRTS) Team and address infrastructure or behavior safety. Infrastructure examples: Installation of school flashing signals, roadway lighting, traffic calming, traffic signals. Behavioral safety examples: SRTS education/enforcement activities, pedestrian/bicycle safety education. The TIP includes specific investment priorities that support all of the TPO's goals including safety, using a prioritization and project selection process established in the LRTP. This process evaluates projects that have an anticipated effect of reducing both fatal and injury crashes. The TPO's goal of reducing fatal and serious injury crashes is linked to this investment plan and the process used in prioritizing the projects is consistent with federal requirements. The TPO will continue to coordinate with FDOT and transit providers to take action on the additional targets and other requirements of the federal performance management process.

Bridge and Pavement. The focus of Bay County TIP's investments for bridge and pavement condition includes Bridge, Roadway Capacity, and Resurfacing projects.

These improvements include pavement replacement or reconstruction (on the NHS); new lanes or widenings of NHS facilities, including resurfacing existing NHS lanes associated with new capacity; bridge replacement or reconstruction; new bridge capacity on the NHS; and system resiliency projects that improve NHS bridge components (e.g., upgrading culverts). The Bay County TIP has been evaluated and the anticipated effect of the overall program is that, once implemented, progress will be made towards achieving the statewide pavement and bridge performance targets**.** The Bridge Projects identified in the TIP will maintain the bridges classified in Good Condition and assist in improving the bridges classified in Poor Condition. Resurfacing Projects in the TIP will assist in improving the Interstate and Non-Interstate National Highway System pavements that are classified in Poor Condition as well as improving reliability of freight movement for interstate and Non-Interstate National Highway System roadways. System preservation is one of the Federal Planning Factors and the Objectives in the 2045 Long Range Transportation support this Planning Factor are: Objectives 3.1, 3.4, 3.5, 3.6, 4.1, 4.2, 4.3, 4.4, 4.5, 4.6, 5.1, 5.3, 5.4, 5.5, 5.6, 5.7, 5.9, and 8.3. Some of the bridges mentioned in the 2045 LRTP that need to be annually monitored are the DuPont Bridge and Mill Bayou Bridge on SR 390. This corresponds to the 2045 Long Range Transportation Plan Objective 3.4. The focus of Bay County TPO's investments in bridge and pavement condition include:

- Pavement replacement or reconstruction (on the NHS)
- New lanes or widenings of NHS facilities, including resurfacing existing NHS lanes associated with new capacity
- Bridge replacement or reconstruction
- New bridge capacity on the NHS.

The focus of Bay County TPO's investments that address system performance and freight include programs and strategies or major projects funded in the TIP and the LRTP that address system performance and freight on the Interstate and non-Interstate NHS in the TPO area, such as those in the following categories:

- Corridor Management/ Complete Street improvements
- Intersection improvements (on NHS roads)
- Investments in transit, bicycle, or pedestrian systems that promote mode shift
- Freight improvements (Interstate) that increase reliability (could include improved weigh stations, addressing identified truck bottlenecks on the Interstate, etc.).
- TSMO/ITS projects or programs

Transit Asset Management (TAM). The Transit Projects identified in the Bay County TIP will assist in keeping the transit vehicles and facilities in State of Good Repair. The LRTP also contained a multimodal Cost Feasible Plan scenario that contained several transit projects and box funds for transit capital funds. However, only the boxed funds made it to the Cost Feasible Plan, These dollars and the Federal Transit Administration dollars identified in the Long Range Transportation help maintain the vehicles and facilities in the State of Good Repair.

The TIP includes specific investment priorities that support the TPO's goals including safety, efficiency, connectivity, economic vitality, security, quality of life, and the planning process which guide the Evaluation Criteria. The Evaluation Criteria in the LRTP filters down to Project Priorities, and the TIP.

As identified in CFR 450.326(d), a description of the anticipated effect of the TIP toward achieving the performance targets in the metropolitan transportation plan was included in the 2045 Long Range Transportation Plan which was adopted on June 16, 2021. The 2045 Long Range Transportation Plan also included a Systems Performance Report for Performance Measures.

Project Costs:

Appendix C is a status report for on-going projects. In addition, detailed projects costs for SIS and Non-SIS facilities are described below.

Projects on the Strategic Intermodal System (SIS)

The normal project production sequence is to have a Project Development and Environment (PD&E) phase, a Design (PE) phase, a Right of Way (ROW) phase and a Construction (CST) phase. Some projects may not have a ROW phase, if land is not needed to complete the project. Costs on the TIP pages for projects on the SIS will have historical costs, five years of the current TIP and five years beyond the current TIP, which may or may not be the total project cost. If there is no CST phase on the TIP page, then the entry will probably not be reflective of the total project cost. For some projects, such as resurfacing, safety or operational project, there may not be a total cost provided but rather additional details on that program.

The SIS is a network of high priority transportation facilities which includes the state's largest and most significant commercial service airports, spaceport, deepwater seaports, freight rail terminals, passenger rail and intercity bus terminals, rail corridors, waterways and highways. All projects on the SIS will have a SIS identifier on the TIP page.

For costs beyond the ten year window, access to the Long Range Transportation Plan (LRTP) is provided. The link to the LRTP is https://www.ecrc.org/programs/transportation_planning/bay_county_tpo/plans_and_documents/long_range_transportation_plan/index.php#. The LRTP reference on the TIP page provides the information necessary to locate the full project costs and/or additional details regarding the project in the LRTP. When the LRTP reference in the TIP states modification and \ or amendment report, the most recent report is used.

Non SIS projects

The normal project production sequence is to have a Project Development and Environment (PD&E) phase, a Design (PE) phase, a Right of Way (ROW) phase and a Construction (CST) phase. Some projects may not have a ROW phase, if land is not needed to complete the project. Costs on the TIP pages for projects not on the SIS will have historical costs and five years of the current TIP, which may or may not be the total project cost. If there is no CST phase on the TIP page, then the entry will probably not be reflective of the total project cost. For some projects, such as resurfacing, safety or operational projects, there may not be a total cost provided but rather additional details on that program.

Total project costs and other project details will be accessible in the TIP for all non SIS projects in the TIP. All projects not on the SIS will have a Non-SIS identifier on the TIP page.

For costs beyond the five year window, access to the Long Range Transportation Plan (LRTP) is provided. The link to the LRTP is https://www.ecrc.org/programs/transportation_planning/bay_county_tpo/plans_and_documents/long_range_transportation_plan/index.php#. The LRTP reference on the TIP page provides the information necessary to locate the full project costs and/or additional details regarding the project in the LRTP. If there is no LRTP reference in the TIP, full project costs are provided in the TIP. When the LRTP reference in the TIP states modification and \ or amendment report, the most recent report is used.

Indirect Costs - The indirect costs are calculated at a set rate that FHWA approves. These are FDOT expenses, like salaries, that support each transportation project and are included in total project costs. The state funded indirect costs are utilized to satisfy the federal matching requirements necessary to obtain the federal funds for the projects.

DISCLAIMER: The "Total Project Cost" amount displayed for each of the federal and state funded projects in the TIP represents 10 years of programming in the Florida Department of Transportation's (FDOT's) Work Program database for projects on the Strategic Intermodal System (SIS) (FYs 2027 through 2036), and 5 years of programming in the FDOT Work Program for non-SIS projects (FYs 2027 through 2031), plus historical cost information for all projects having expenditures paid by FDOT prior to FY2027.

For a more comprehensive view of a particular project's anticipated total project cost for all phases of the project, please refer to the Long Range Transportation Plan (LRTP). It should be noted, however, that some projects in the FDOT Work Program such as resurfacing, safety, or operational products may not be specifically referenced within the LRTP due to their short term nature. LRTP references to such projects in the TIP are referenced by LRTP Final Report Page Number. These LRTP references are intended to increase transparency and demonstrate consistency between the LRTP and TIP. The link to the LRTP is https://www.ecrc.org/programs/transportation_planning/bay_county_tpo/plans_and_documents/long_range_transportation_plan/index.php#.

In summary, the adopted FY 2027-2031 TIP Resolution is included on the next page. The list of projects by categories listed in the Table of Contents are included in the preceding pages as well. Lastly, the Appendices referenced in this narrative and Table of Contents follows the list projects with the final Appendix being the process on how the FY 2027-2031 TIP was developed and the comments that were received and well as the TPO Staff's responses to the comments.

RESOLUTION BAY 26-09

A RESOLUTION OF THE BAY COUNTY TRANSPORTATION PLANNING ORGANIZATION ADOPTING THE FISCAL YEAR 2027-2031 TRANSPORTATION IMPROVEMENT PROGRAM

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 Transportation Improvement Program (TIP) is adopted annually by the TPO and submitted to the governor of the State of Florida, to the Federal Transit Administration, and through the State of Florida to the Federal Highway Administration; and

WHEREAS, the Transportation Improvement Program (TIP) is developed in accordance with 23 Code of Federal Regulations 450 Section 134(j) and Section 339.175(8) Florida Statutes; and

WHEREAS, the TIP is periodically amended to maintain consistency with the Florida Department of Transportation Work Program; and

WHEREAS, authorization for federal funding of projects within an urbanized area cannot be obtained unless the projects are included in the TPO's TIP; and

WHEREAS, the Bay County Transportation Planning Organization (TPO) believes the TIP will support the performance targets established by the State and supported by the TPO;

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

The TPO adopts the FY 2027-2031 Transportation Improvement Program.

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

BAY COUNTY TRANSPORTATION PLANNING ORGANIZATION

BY: Pamn Henderson

Pamn Henderson, Chair

ATTEST: _____

5-Year Summary of Projects by Funding Category

Source	2026/27	2027/28	2028/29	2029/30	2030/31	Total
Federal	29,485,436	32,293,518	18,677,904	5,676,333	3,514,431	89,647,622
Local	21,487,869	16,828,889	6,783,337	2,701,132	2,469,835	50,271,062
State	52,958,080	56,852,235	9,398,411	9,101,860	4,127,391	132,437,977
State 100%	5,363,091	57,140	10,000,000	5,206,168	0	20,626,399
Total	**109,294,476**	**106,031,782**	**44,859,652**	**22,685,493**	**10,111,657**	**292,983,060**

5-Year Summary of Projects by Funding Category

Project #	Project Name	2026/27	2027/28	2028/29	2029/30	2030/31	Total
ACBZ - ADVANCE CONSTRUCTION (BRTZ)							
4262381	SCOTT ROAD	3,368,894	0	0	0	0	3,368,894
4429171	CR 2302 BRIDGE STREET	0	9,392,840	0	0	0	9,392,840
Total		**3,368,894**	**9,392,840**	**0**	**0**	**0**	**12,761,734**
ACNP - ADVANCE CONSTRUCTION NHPP							
2179107	SR 75 (US 231)	200,000	200,000	0	0	0	400,000
2179108	SR 75 (US 231)	500,000	0	0	0	0	500,000
Total		**700,000**	**200,000**	**0**	**0**	**0**	**900,000**
ACNR - AC NAT HWY PERFORM RESURFACING							
4529371	SR 75 (US 231)	14,811,791	0	0	0	0	14,811,791
4546401	SR 30 (US 98B)	0	7,562,163	0	0	0	7,562,163
4565901	SR 77 MLK BOULEVARD	0	0	5,371,687	0	0	5,371,687
4570471	SR 77	0	0	8,812,199	0	0	8,812,199
4570481	SR 368 23RD STREET	0	3,675,644	0	0	0	3,675,644
Total		**14,811,791**	**11,237,807**	**14,183,886**	**0**	**0**	**40,233,484**
ACPL - ADVANCE CONSTRUCTION (PL)							
4393206	BAY COUNTY TPO	621,533	621,533	0	0	0	1,243,066
4393207	BAY COUNTY TPO	0	0	621,533	621,533	0	1,243,066
4393208	BAY COUNTY TPO	0	0	0	0	621,533	621,533
Total		**621,533**	**621,533**	**621,533**	**621,533**	**621,533**	**3,107,665**
ACSL - ADVANCE CONSTRUCTION (SL)							
4546401	SR 30 (US 98B)	0	3,782,097	0	0	0	3,782,097
4565901	SR 77 MLK BOULEVARD	1,136,300	0	0	0	0	1,136,300
4570471	SR 77	614,614	0	0	0	0	614,614
Total		**1,750,914**	**3,782,097**	**0**	**0**	**0**	**5,533,011**

5-Year Summary of Projects by Funding Category

Project #	Project Name	2026/27	2027/28	2028/29	2029/30	2030/31	Total
ACSS - ADVANCE CONSTRUCTION (SS)							
4569601	SR 22	0	1,372,631	0	0	0	1,372,631
4570481	SR 368 23RD STREET	0	23,411	0	0	0	23,411
4589021	SR 77	181,000	0	0	0	0	181,000
Total		**181,000**	**1,396,042**	**0**	**0**	**0**	**1,577,042**
ART - ARTERIAL HIGHWAYS PROGRAMS							
2179107	SR 75 (US 231)	0	0	10,000,000	5,206,168	0	15,206,168
Total		**0**	**0**	**10,000,000**	**5,206,168**	**0**	**15,206,168**
BNIR - INTRASTATE R/W & BRIDGE BONDS							
2179107	SR 75 (US 231)	15,000,000	28,412,280	0	0	0	43,412,280
Total		**15,000,000**	**28,412,280**	**0**	**0**	**0**	**43,412,280**
BRRP - STATE BRIDGE REPAIR & REHAB							
4529371	SR 75 (US 231)	52,478	0	0	0	0	52,478
4547571	SR 30 (US 98)	616,147	0	0	0	0	616,147
4562911	SR 79	0	8,400,476	0	0	0	8,400,476
4570181	SR 30 (US 98)	100,000	997,979	0	0	0	1,097,979
Total		**768,625**	**9,398,455**	**0**	**0**	**0**	**10,167,080**
D - UNRESTRICTED STATE PRIMARY							
4367371	BAY COUNTY	0	1,031,012	1,157,005	1,250,000	1,300,000	4,738,017
4483322	PANAMA CITY OPERATIONS CENTER	3,800	3,800	4,200	4,200	4,200	20,200
4499661	PANAMA CITY OPERATIONS CENTER	0	2,500	0	3,000	0	5,500
4499671	PANAMA CITY OPERATIONS CENTER	0	2,500	0	0	0	2,500
4575961	PANAMA CITY OPERATIONS CENTER	13,000	0	0	0	0	13,000
Total		**16,800**	**1,039,812**	**1,161,205**	**1,257,200**	**1,304,200**	**4,779,217**
DDR - DISTRICT DEDICATED REVENUE							

5-Year Summary of Projects by Funding Category

Project #	Project Name	2026/27	2027/28	2028/29	2029/30	2030/31	Total
DDR - DISTRICT DEDICATED REVENUE							
2178757	SR 390 ST ANDREWS BLVD	884,783	0	0	0	0	884,783
4084123	BAY COUNTY	600,000	600,000	600,000	600,000	600,000	3,000,000
4222461	BAY COUNTY TPO	582,785	600,268	618,277	636,826	655,930	3,094,086
4222491	BAY COUNTY TPO	270,000	270,000	270,000	274,000	279,000	1,363,000
4367371	BAY COUNTY	844,649	98,988	0	0	0	943,637
4387631	PORT OF PANAMA CITY	2,736,223	0	0	0	0	2,736,223
4498961	NORTHWEST FL BEACHES	75,000	0	0	0	0	75,000
4498971	NORTHWEST FL BEACHES	150,000	0	0	0	0	150,000
4542492	NORTHWEST FL BEACHES	0	800,000	0	0	0	800,000
4569571	SR 370 GULF COAST PKWY	956,397	0	0	0	0	956,397
4569781	SR 30A (US 98) PC BEACH PARKWAY	0	1,060,000	0	0	0	1,060,000
4577581	BAY COUNTY PARK & RIDE	351,918	0	0	0	0	351,918
Total		**7,451,755**	**3,429,256**	**1,488,277**	**1,510,826**	**1,534,930**	**15,415,044**
DI - ST. - S/W INTER/INTRASTATE HWY							
2179107	SR 75 (US 231)	0	0	0	4,793,832	0	4,793,832
Total		**0**	**0**	**0**	**4,793,832**	**0**	**4,793,832**
DIH - STATE IN-HOUSE PRODUCT SUPPORT							
2178757	SR 390 ST ANDREWS BLVD	8,847	0	0	0	0	8,847
4529371	SR 75 (US 231)	201,058	0	0	0	0	201,058
4546401	SR 30 (US 98B)	0	121,546	0	0	0	121,546
4547571	SR 30 (US 98)	5,601	0	0	0	0	5,601
4562911	SR 79	0	76,368	0	0	0	76,368
4563971	SR 390	20,000	18,248	0	0	0	38,248
4565901	SR 77 MLK BOULEVARD	0	0	57,554	0	0	57,554
4569781	SR 30A (US 98) PC BEACH PARKWAY	0	10,600	0	0	0	10,600
4570181	SR 30 (US 98)	10,000	9,073	0	0	0	19,073

5-Year Summary of Projects by Funding Category

Project #	Project Name	2026/27	2027/28	2028/29	2029/30	2030/31	Total
DIH - STATE IN-HOUSE PRODUCT SUPPORT							
4570471	SR 77	0	0	94,417	0	0	94,417
4570481	SR 368 23RD STREET	0	39,382	0	0	0	39,382
4577581	BAY COUNTY PARK & RIDE	4,322	0	0	0	0	4,322
Total		**249,828**	**275,217**	**151,971**	**0**	**0**	**677,016**
DIOH - STATE 100% - OVERHEAD							
2178757	SR 390 ST ANDREWS BLVD	32,532	0	0	0	0	32,532
2179107	SR 75 (US 231)	1,562,720	1,772,575	615,000	615,000	0	4,565,295
2179108	SR 75 (US 231)	30,750	0	0	0	0	30,750
4084123	BAY COUNTY	44,700	44,700	44,700	44,700	44,700	223,500
4213675	BAY COUNTY TPO	2,468	2,740	3,019	3,307	3,603	15,137
4222461	BAY COUNTY TPO	14,278	14,707	15,148	15,602	16,070	75,805
4222491	BAY COUNTY TPO	6,615	6,615	6,615	6,713	6,836	33,394
4262381	SCOTT ROAD	116,705	0	0	0	0	116,705
4367371	BAY COUNTY	86,664	66,218	67,800	73,250	76,180	370,112
4387631	PORT OF PANAMA CITY	330,750	24,500	0	0	0	355,250
4387632	PORT OF PANAMA CITY	24,500	122,500	0	0	0	147,000
4393206	BAY COUNTY TPO	88,631	88,631	0	0	0	177,262
4393207	BAY COUNTY TPO	0	0	88,631	88,631	0	177,262
4393208	BAY COUNTY TPO	0	0	0	0	88,631	88,631
4429171	CR 2302 BRIDGE STREET	0	401,438	0	0	0	401,438
4456171	NEW YORK AVENUE AND GEORGIA AVENUE	0	0	6,213	0	13,559	19,772
4483322	PANAMA CITY OPERATIONS CENTER	470	470	520	520	520	2,500
4498961	NORTHWEST FL BEACHES	1,838	0	0	0	0	1,838
4498971	NORTHWEST FL BEACHES	3,675	0	0	0	0	3,675
4498981	NORTHWEST FL BEACHES	9,188	0	0	0	0	9,188
4498991	NORTHWEST FL BEACHES	5,819	0	0	0	0	5,819

5-Year Summary of Projects by Funding Category

Project #	Project Name	2026/27	2027/28	2028/29	2029/30	2030/31	Total
DIOH - STATE 100% - OVERHEAD							
4499001	NORTHWEST FL BEACHES	3,675	0	0	0	0	3,675
4499181	BERTHE AVE	16,461	0	0	0	0	16,461
4499661	PANAMA CITY OPERATIONS CENTER	0	310	0	371	0	681
4499671	PANAMA CITY OPERATIONS CENTER	0	310	0	0	0	310
4529371	SR 75 (US 231)	506,044	0	0	0	0	506,044
4536041	LAKE DRIVE	0	44,830	0	0	0	44,830
4538042	CR 2321 - PH II	78,530	0	0	0	0	78,530
4539412	WESTBAY PKWY	85,675	0	0	0	0	85,675
4542492	NORTHWEST FL BEACHES	0	19,600	0	0	0	19,600
4542493	NORTHWEST FL BEACHES	0	0	53,900	0	0	53,900
4542494	NORTHWEST FL BEACHES	0	0	53,288	0	0	53,288
4546401	SR 30 (US 98B)	0	390,635	0	0	0	390,635
4547571	SR 30 (US 98)	20,594	0	0	0	0	20,594
4552611	CR 385 FRANKFORD AVE	31,663	0	0	70,375	0	102,038
4553411	BAYLINE RAILROAD	40,969	0	0	0	0	40,969
4562911	SR 79	0	280,790	0	0	0	280,790
4563971	SR 390	19,933	50,463	0	0	0	70,396
4565901	SR 77 MLK BOULEVARD	91,018	0	182,609	0	0	273,627
4569571	SR 370 GULF COAST PKWY	33,981	0	0	0	0	33,981
4569601	SR 22	0	46,188	0	0	0	46,188
4569781	SR 30A (US 98) PC BEACH PARKWAY	0	38,974	0	0	0	38,974
4570181	SR 30 (US 98)	8,811	33,357	0	0	0	42,168
4570471	SR 77	94,543	0	296,952	0	0	391,495
4570481	SR 368 23RD STREET	0	124,608	0	0	0	124,608
4573511	GAY AVE	16,646	0	33,455	0	0	50,101
4573601	PIPELINE RD EXTENSION	0	77,771	0	0	0	77,771
4575321	PORT OF PANAMA CITY	36,750	0	0	0	0	36,750

5-Year Summary of Projects by Funding Category

Project #	Project Name	2026/27	2027/28	2028/29	2029/30	2030/31	Total
DIOH - STATE 100% - OVERHEAD							
4575961	PANAMA CITY OPERATIONS CENTER	1,609	0	0	0	0	1,609
4577581	BAY COUNTY PARK & RIDE	11,952	0	0	0	0	11,952
4589021	SR 77	11,693	0	0	0	0	11,693
Total		**3,472,850**	**3,652,930**	**1,467,850**	**918,469**	**250,099**	**9,762,198**
DITS - STATEWIDE ITS - STATE 100%.							
4367371	BAY COUNTY	318,631	0	0	0	0	318,631
Total		**318,631**	**0**	**0**	**0**	**0**	**318,631**
DPTO - STATE - PTO							
4387632	PORT OF PANAMA CITY	0	5,000,000	0	0	0	5,000,000
4498981	NORTHWEST FL BEACHES	375,000	0	0	0	0	375,000
4498991	NORTHWEST FL BEACHES	237,500	0	0	0	0	237,500
4499001	NORTHWEST FL BEACHES	150,000	0	0	0	0	150,000
4542493	NORTHWEST FL BEACHES	0	0	2,200,000	0	0	2,200,000
4542494	NORTHWEST FL BEACHES	0	0	2,175,000	0	0	2,175,000
Total		**762,500**	**5,000,000**	**4,375,000**	**0**	**0**	**10,137,500**
DS - STATE PRIMARY HIGHWAYS & PTO							
2178757	SR 390 ST ANDREWS BLVD	88,479	0	0	0	0	88,479
4546401	SR 30 (US 98B)	0	50,000	0	0	0	50,000
4563971	SR 390	283,100	1,485,927	0	0	0	1,769,027
4565901	SR 77 MLK BOULEVARD	0	0	50,000	0	0	50,000
4569571	SR 370 GULF COAST PKWY	95,639	0	0	0	0	95,639
4569781	SR 30A (US 98) PC BEACH PARKWAY	0	106,000	0	0	0	106,000
4570471	SR 77	565,686	0	0	0	0	565,686
Total		**1,032,904**	**1,641,927**	**50,000**	**0**	**0**	**2,724,831**
DU - STATE PRIMARY/FEDERAL REIMB							

5-Year Summary of Projects by Funding Category

Project #	Project Name	2026/27	2027/28	2028/29	2029/30	2030/31	Total
DU - STATE PRIMARY/FEDERAL REIMB							
4213675	BAY COUNTY TPO	100,749	111,821	123,225	134,971	147,070	617,836
Total		**100,749**	**111,821**	**123,225**	**134,971**	**147,070**	**617,836**
FAA - FEDERAL AVIATION ADMIN							
4498961	NORTHWEST FL BEACHES	1,350,000	0	0	0	0	1,350,000
4498971	NORTHWEST FL BEACHES	2,700,000	0	0	0	0	2,700,000
Total		**4,050,000**	**0**	**0**	**0**	**0**	**4,050,000**
FCO - PRIMARY/FIXED CAPITAL OUTLAY							
4575821	PANAMA CITY OPERATIONS CENTER	78,000	0	0	0	0	78,000
Total		**78,000**	**0**	**0**	**0**	**0**	**78,000**
FTA - FEDERAL TRANSIT ADMINISTRATION							
4142812	BAY COUNTY TPO	425,546	425,546	425,546	425,546	425,546	2,127,730
4222473	BAY COUNTY TPO	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	5,000,000
4222483	BAY COUNTY TPO	1,325,000	1,325,000	1,325,000	1,325,000	1,325,000	6,625,000
4335091	BAY COUNTY TPO	166,815	166,815	166,815	166,815	166,815	834,075
4335092	BAY COUNTY TPO	100,000	100,000	100,000	100,000	100,000	500,000
Total		**3,017,361**	**3,017,361**	**3,017,361**	**3,017,361**	**3,017,361**	**15,086,805**
FTAT - FHWA TRANSFER TO FTA (NON-BUD)							
4282091	BAY COUNTY TPO	350,000	350,000	350,000	350,000	350,000	1,750,000
Total		**350,000**	**350,000**	**350,000**	**350,000**	**350,000**	**1,750,000**
GFBR - GEN FUND BRIDGE REPAIR/REPLACE							
4429171	CR 2302 BRIDGE STREET	0	1,423,502	0	0	0	1,423,502
Total		**0**	**1,423,502**	**0**	**0**	**0**	**1,423,502**
GMR - GROWTH MANAGEMENT FOR SIS							
4387631	PORT OF PANAMA CITY	7,500,000	1,000,000	0	0	0	8,500,000

5-Year Summary of Projects by Funding Category

Project #	Project Name	2026/27	2027/28	2028/29	2029/30	2030/31	Total
GMR - GROWTH MANAGEMENT FOR SIS							
4387632	PORT OF PANAMA CITY	1,000,000	0	0	0	0	1,000,000
Total		**8,500,000**	**1,000,000**	**0**	**0**	**0**	**9,500,000**
GRSC - GROWTH MANAGEMENT FOR SCOP							
4538042	CR 2321 - PH II	2,461,768	0	0	0	0	2,461,768
Total		**2,461,768**	**0**	**0**	**0**	**0**	**2,461,768**
LF - LOCAL FUNDS							
4142812	BAY COUNTY TPO	106,381	106,381	106,381	106,381	106,381	531,905
4213675	BAY COUNTY TPO	100,749	111,821	123,225	134,971	147,070	617,836
4222461	BAY COUNTY TPO	582,785	600,268	618,277	636,826	655,930	3,094,086
4222473	BAY COUNTY TPO	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	5,000,000
4222483	BAY COUNTY TPO	331,250	331,250	331,250	331,250	331,250	1,656,250
4335091	BAY COUNTY TPO	41,704	41,704	41,704	41,704	41,704	208,520
4335092	BAY COUNTY TPO	100,000	100,000	100,000	100,000	100,000	500,000
4387631	PORT OF PANAMA CITY	13,500,000	1,000,000	0	0	0	14,500,000
4387632	PORT OF PANAMA CITY	1,000,000	5,000,000	0	0	0	6,000,000
4429171	CR 2302 BRIDGE STREET	0	1,000,000	0	0	0	1,000,000
4498961	NORTHWEST FL BEACHES	75,000	0	0	0	0	75,000
4498971	NORTHWEST FL BEACHES	150,000	0	0	0	0	150,000
4498981	NORTHWEST FL BEACHES	375,000	0	0	0	0	375,000
4498991	NORTHWEST FL BEACHES	237,500	0	0	0	0	237,500
4499001	NORTHWEST FL BEACHES	150,000	0	0	0	0	150,000
4539412	WESTBAY PKWY	1,150,000	0	0	0	0	1,150,000
4542492	NORTHWEST FL BEACHES	0	800,000	0	0	0	800,000
4542493	NORTHWEST FL BEACHES	0	0	2,200,000	0	0	2,200,000
4542494	NORTHWEST FL BEACHES	0	0	2,175,000	0	0	2,175,000
4546401	SR 30 (US 98B)	0	212,000	0	0	0	212,000

5-Year Summary of Projects by Funding Category

Project #	Project Name	2026/27	2027/28	2028/29	2029/30	2030/31	Total
LF - LOCAL FUNDS							
4573601	PIPELINE RD EXTENSION	0	2,437,965	0	0	0	2,437,965
4575321	PORT OF PANAMA CITY	1,500,000	0	0	0	0	1,500,000
Local5	US 98	1,000,000	4,000,000	0	0	0	5,000,000
Total		**21,400,369**	**16,741,389**	**6,695,837**	**2,351,132**	**2,382,335**	**49,571,062**
LFF - LOCAL FUND - FOR MATCHING F/A							
4282091	BAY COUNTY TPO	87,500	87,500	87,500	350,000	87,500	700,000
Total		**87,500**	**87,500**	**87,500**	**350,000**	**87,500**	**700,000**
PORT - SEAPORTS							
4575321	PORT OF PANAMA CITY	1,500,000	0	0	0	0	1,500,000
Total		**1,500,000**	**0**	**0**	**0**	**0**	**1,500,000**
SIWR - 2015 SB2514A-STRATEGIC INT SYS							
4387631	PORT OF PANAMA CITY	3,263,777	0	0	0	0	3,263,777
4553411	BAYLINE RAILROAD	1,672,200	0	0	0	0	1,672,200
Total		**4,935,977**	**0**	**0**	**0**	**0**	**4,935,977**
SR2T - SAFE ROUTES - TRANSFER							
4456171	NEW YORK AVENUE AND GEORGIA AVENUE	0	0	82,575	0	416,629	499,204
Total		**0**	**0**	**82,575**	**0**	**416,629**	**499,204**
STED - 2012 SB1998-STRATEGIC ECON COR							
2179107	SR 75 (US 231)	10,000,000	0	0	0	0	10,000,000
Total		**10,000,000**	**0**	**0**	**0**	**0**	**10,000,000**
TALL - TRANSPORTATION ALTS- <200K							
4499181	BERTHE AVE	385,148	0	0	0	0	385,148
4536041	LAKE DRIVE	0	385,148	0	0	0	385,148
4552611	CR 385 FRANKFORD AVE	0	0	0	385,148	0	385,148

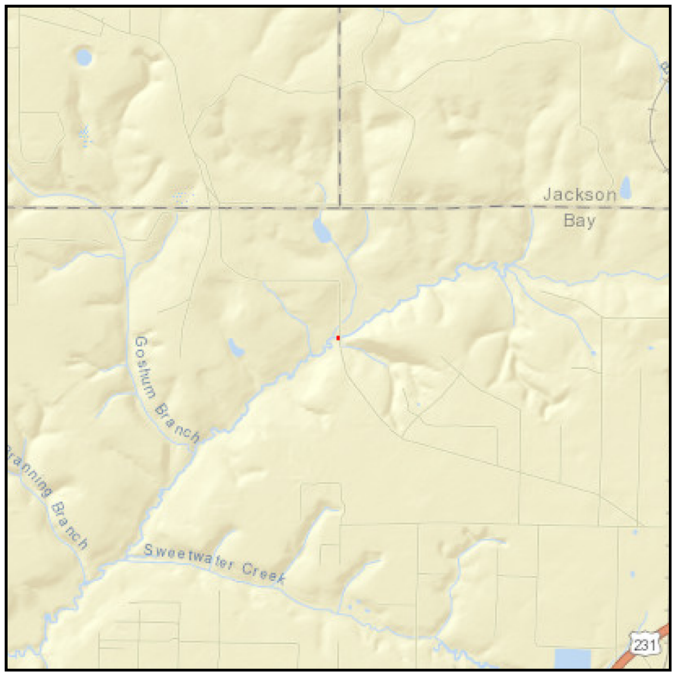
5-Year Summary of Projects by Funding Category

Project #	Project Name	2026/27	2027/28	2028/29	2029/30	2030/31	Total
TALL -							
Total		**385,148**	**385,148**	**0**	**385,148**	**0**	**1,155,444**
TALM - TAP AREA POP. 5K TO 50,000							
4573511	GAY AVE	222,606	0	185,416	0	0	408,022
Total		**222,606**	**0**	**185,416**	**0**	**0**	**408,022**
TALT - TRANSPORTATION ALTS- ANY AREA							
4499181	BERTHE AVE	121,973	0	0	0	0	121,973
4536041	LAKE DRIVE	0	996,900	0	0	0	996,900
4552611	CR 385 FRANKFORD AVE	425,000	0	0	1,788,853	0	2,213,853
4573511	GAY AVE	0	0	818,016	0	0	818,016
Total		**546,973**	**996,900**	**818,016**	**1,788,853**	**0**	**4,150,742**
TRIP - TRANS REGIONAL INCENTIVE PROGM							
4539412	WESTBAY PKWY	722,886	0	0	0	0	722,886
4573601	PIPELINE RD EXTENSION	0	2,380,825	0	0	0	2,380,825
Total		**722,886**	**2,380,825**	**0**	**0**	**0**	**3,103,711**
TRWR - 2015 SB2514A-TRAN REG INCT PRG							
4539412	WESTBAY PKWY	427,114	0	0	0	0	427,114
4573601	PIPELINE RD EXTENSION	0	57,140	0	0	0	57,140
Total		**427,114**	**57,140**	**0**	**0**	**0**	**484,254**

Section 1 - Bridge

4262381 - SCOTT ROAD

Non-SIS



From: OVER ECONFINA RIVER

To: BRIDGE NO. 464423

Section: 1 - Bridge

Work Summary: BRIDGE REPLACEMENT **Length:** 0.116 MI

Lead Agency: FDOT **LRTP #:** Final Report p. F-22

Phase	Fund Source	2026/27	2027/28	2028/29	2029/30	2030/31	Total
CST	ACBZ	3,248,894	0	0	0	0	3,248,894
ENV	ACBZ	120,000	0	0	0	0	120,000
COX	DIOH	88,961	0	0	0	0	88,961
CSX	DIOH	20,364	0	0	0	0	20,364
ENX	DIOH	7,380	0	0	0	0	7,380
Total		**3,485,599**	**0**	**0**	**0**	**0**	**3,485,599**

Prior Cost <2027: 915,542

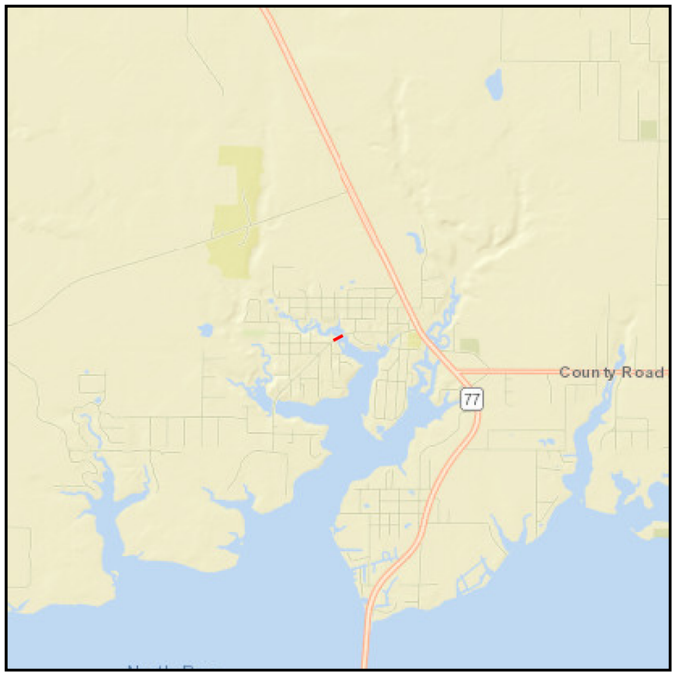
Future Cost >2032: 0

Total Project Cost: 4,401,141

Project Description: Scott Road Bridge Replacement over Econfina River.

4429171 - CR 2302 BRIDGE STREET

Non-SIS



From: OVER FANNING BAYOU

To: BRIDGE NO. 460024

Section: 1 - Bridge

Work Summary: BRIDGE REPLACEMENT **Length:** 0.272 MI

Lead Agency: FDOT **LRTP #:** Final Report p. F-22

Phase	Fund Source	2026/27	2027/28	2028/29	2029/30	2030/31	Total
CST	ACBZ	0	9,192,840	0	0	0	9,192,840
CST	GFBR	0	1,423,502	0	0	0	1,423,502
ENV	ACBZ	0	200,000	0	0	0	200,000
RRU	LF	0	1,000,000	0	0	0	1,000,000
COX	DIOH	0	322,597	0	0	0	322,597
CSX	DIOH	0	66,541	0	0	0	66,541
ENX	DIOH	0	12,300	0	0	0	12,300
Total		**0**	**12,217,780**	**0**	**0**	**0**	**12,217,780**

Prior Cost <2027: 3,467,146

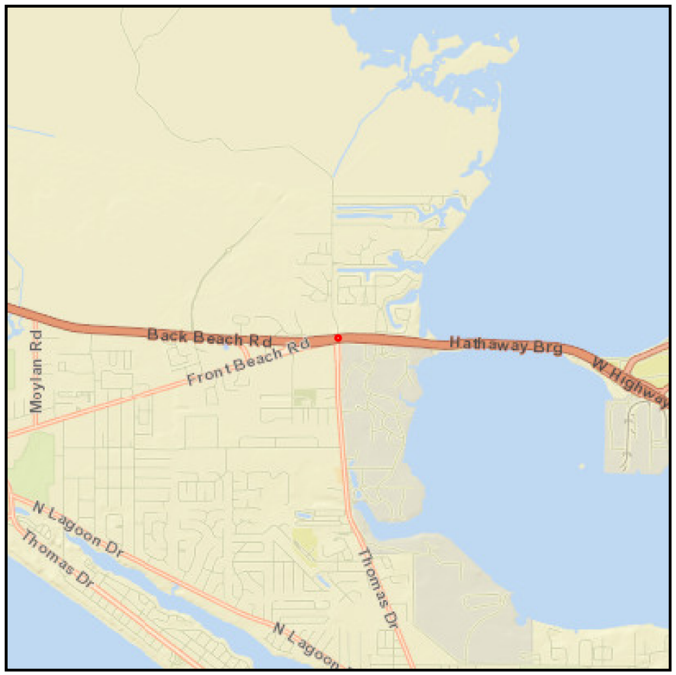
Future Cost >2032: 0

Total Project Cost: 15,684,926

Project Description: CR 2302 Bridge Replacement over Fanning Bayou.

4547571 - SR 30 (US 98)

SIS



From: OVER THOMAS DRIVE FLYOVER

To: BRIDGE NO. 460111

Section: 1 - Bridge

Work Summary: BRIDGE REPAIR/ REHABILITATION **Length:** 0.478 MI

Lead Agency: FDOT **LRTP #:** Final Report p. F-22

Phase	Fund Source	2026/27	2027/28	2028/29	2029/30	2030/31	Total
CST	BRRP	616,147	0	0	0	0	616,147
CST	DIH	5,601	0	0	0	0	5,601
COX	DIOH	17,868	0	0	0	0	17,868
CSX	DIOH	2,726	0	0	0	0	2,726
Total		**642,342**	**0**	**0**	**0**	**0**	**642,342**

Prior Cost <2027: 172,166

Future Cost >2032: 0

Total Project Cost: 814,508

Project Description: SR 30 (US 98) Bridge Repair/Rehabilitation over Thomas Drive Flyover.

4562911 - SR 79

SIS



From: OVER ICWW

To: @WEST BAY BRIDGE NOS 460077 & 460128

Section: 1 - Bridge

Work Summary: FENDER WORK **Length:** 0.511 MI

Lead Agency: FDOT **LRTP #:** Final Report p. F-22

Phase	Fund Source	2026/27	2027/28	2028/29	2029/30	2030/31	Total
CST	BRRP	0	8,400,476	0	0	0	8,400,476
CST	DIH	0	76,368	0	0	0	76,368
COX	DIOH	0	243,614	0	0	0	243,614
CSX	DIOH	0	37,176	0	0	0	37,176
Total		**0**	**8,757,634**	**0**	**0**	**0**	**8,757,634**

Prior Cost <2027: 330,056

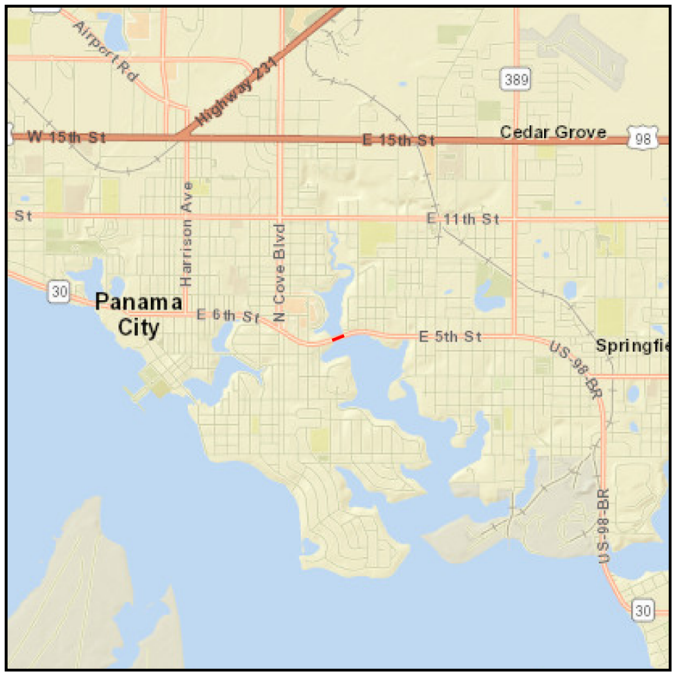
Future Cost >2032: 0

Total Project Cost: 9,087,690

Project Description: SR 79 Fender Bridge Work over Intracoastal Waterway (ICWW).

4570181 - SR 30 (US 98)

SIS



From: OVER PHILLIPS INLET & WATSON BAYOU

To: BRIDGE #460072, 073, 078

Section: 1 - Bridge

Work Summary: BRIDGE REPAIR/ REHABILITATION **Length:** 0.474 MI

Lead Agency: FDOT **LRTP #:** Final Report p. F-22

Phase	Fund Source	2026/27	2027/28	2028/29	2029/30	2030/31	Total
CST	BRRP	0	997,979	0	0	0	997,979
CST	DIH	0	9,073	0	0	0	9,073
PE	BRRP	100,000	0	0	0	0	100,000
PE	DIH	10,000	0	0	0	0	10,000
COX	DIOH	0	28,941	0	0	0	28,941
CSX	DIOH	0	4,416	0	0	0	4,416
PEX	DIOH	8,811	0	0	0	0	8,811
Total		**118,811**	**1,040,409**	**0**	**0**	**0**	**1,159,220**

Prior Cost <2027: 0

Future Cost >2032: 0

Total Project Cost: 1,159,220

Project Description: SR 30 (US 98) Bridge Repair/Rehabilitation over Phillips Inlet and Watson Bayou.

Section 2 - Capacity

2179107 - SR 75 (US 231)

SIS



From: SR 30A (US 98) 15TH ST

To: SR 368 (23RD ST)

Section: 2 - Capacity

Work Summary: ADD LANES & RECONSTRUCT **Length:** 4.270 MI

Lead Agency: FDOT **LRTP #:** #A-12 in Final Report p. H-4

Phase	Fund Source	2026/27	2027/28	2028/29	2029/30	2030/31	Total
ROW	BNIR	15,000,000	28,412,280	0	0	0	43,412,280
ROW	DI	0	0	0	4,793,832	0	4,793,832
ROW	ACNP	200,000	200,000	0	0	0	400,000
ROW	STED	10,000,000	0	0	0	0	10,000,000
ROW	ART	0	0	10,000,000	5,206,168	0	15,206,168
RWX	DIOH	1,562,720	1,772,575	615,000	615,000	0	4,565,295
Total		**26,762,720**	**30,384,855**	**10,615,000**	**10,615,000**	**0**	**78,377,575**

Prior Cost <2027: 197,016,870

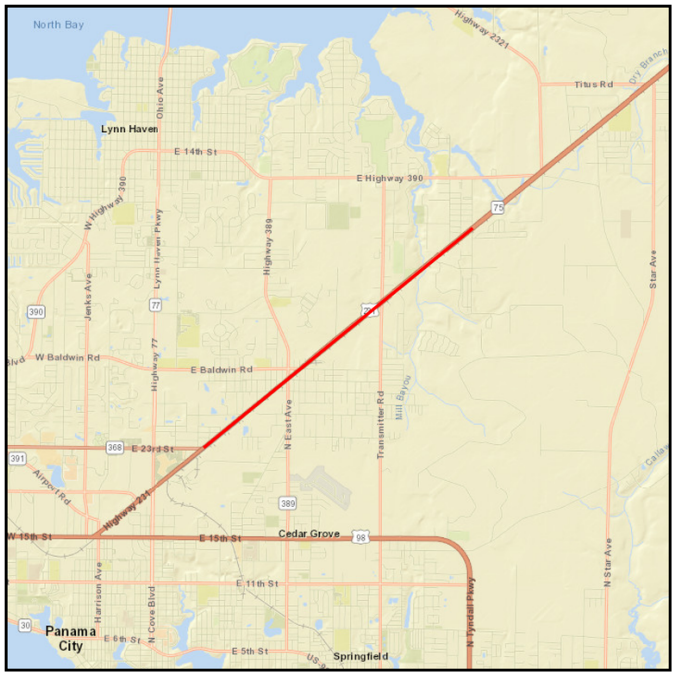
Future Cost >2032: 411,950,194

Total Project Cost: 687,344,639

Project Description: TPO SIS Project Priority #1.
Widening of SR 75 (US 231) from SR 30A (US 98) 15th Street to SR 368 (23rd Street) to 6 lanes.

2179108 - SR 75 (US 231)

SIS



From: SR 368 (23RD STREET)

To: NORTH OF PIPE LINE RD

Section: 2 - Capacity

Work Summary: ADD LANES & RECONSTRUCT

Length: 4.642 MI

Lead Agency: FDOT

LRTP #: #A-13 in Amendment Report p. H-4

Phase	Fund Source	2026/27	2027/28	2028/29	2029/30	2030/31	Total
ROW	ACNP	500,000	0	0	0	0	500,000
RWX	DIOH	30,750	0	0	0	0	30,750
Total		**530,750**	**0**	**0**	**0**	**0**	**530,750**

Prior Cost <2027: 11,995,523

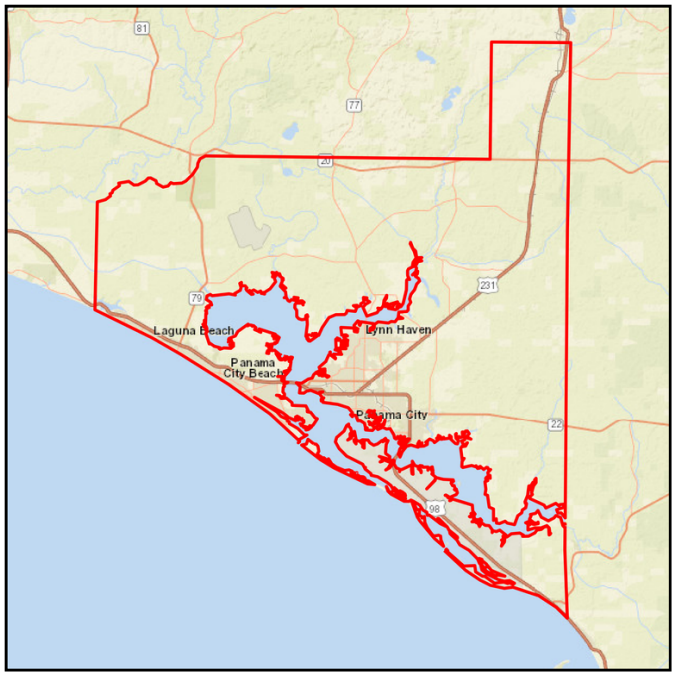
Future Cost >2032: 37,704,007

Total Project Cost: 50,230,280

Project Description: TPO SIS Project Priority #2.
Widening of SR 75 (US 231) from SR 368 (23rd Street) to North of Pipeline Road to 6 lanes.

4084123 - BAY COUNTY

Non-SIS



From: COMPUTER BASED ATMS

To: IMPLEMENTATION/OPERATIONS

Section: 2 - Capacity

Work Summary: ITS COMMUNICATION SYSTEM **Length:**

Lead Agency: FDOT **LRTP #:** #1 in Final Report p. H-3

Phase	Fund Source	2026/27	2027/28	2028/29	2029/30	2030/31	Total
OPS	DDR	600,000	600,000	600,000	600,000	600,000	3,000,000
OPX	DIOH	44,700	44,700	44,700	44,700	44,700	223,500
Total		**644,700**	**644,700**	**644,700**	**644,700**	**644,700**	**3,223,500**

Prior Cost <2027: 9,258,255

Future Cost >2032: 0

Total Project Cost: 12,481,755

Project Description: TPO Non-SIS Project Priority #1.
TPO TSM Project Priority #1.
Computer-based ATMS Implementation / Operations in Bay County.

4539412 - WESTBAY PKWY

Non-SIS



From: WALTON CO LINE

To: WESTERN EDGE OF BAY CREEK DSAP

Section: 2 - Capacity

Work Summary: PRELIMINARY ENGINEERING **Length:** 3.95 MI

Lead Agency: FDOT **LRTP #:** #A-17 in Final Report p. H-3

Phase	Fund Source	2026/27	2027/28	2028/29	2029/30	2030/31	Total
PE	LF	1,150,000	0	0	0	0	1,150,000
PE	TRIP	722,886	0	0	0	0	722,886
PE	TRWR	427,114	0	0	0	0	427,114
PEX	DIOH	85,675	0	0	0	0	85,675
Total		**2,385,675**	**0**	**0**	**0**	**0**	**2,385,675**

Prior Cost <2027: 0

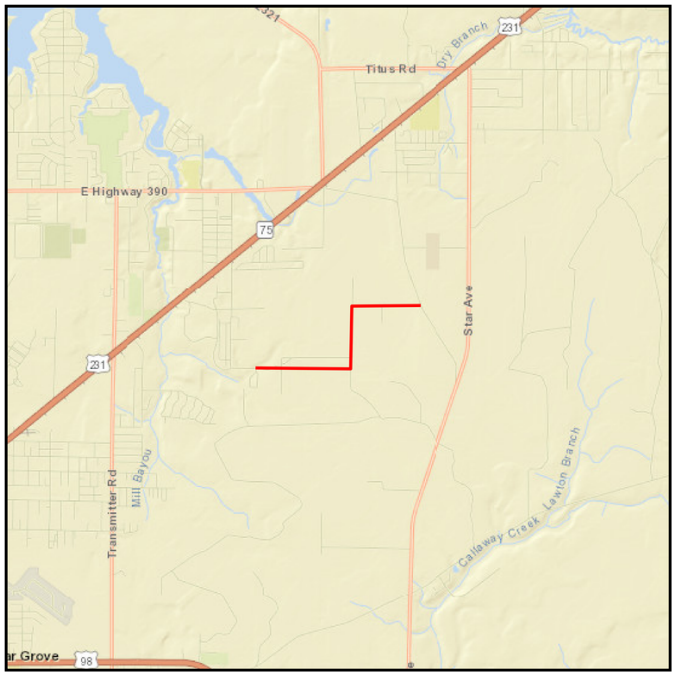
Future Cost >2032: 0

Total Project Cost: 2,385,675

Project Description: Construct West Bay Parkway from Walton County Line to Western Edge of Bay Creek DSAP to 4 lanes.

4573601 - PIPELINE RD EXTENSION

Non-SIS



From: W OF COUNTRY LAKE DR

To: NEHI RD

Section: 2 - Capacity

Work Summary: NEW ROAD CONSTRUCTION **Length:** 2.127 MI

Lead Agency: Bay County **LRTP #:** #A-29 in Final Report p. H-6

Phase	Fund Source	2026/27	2027/28	2028/29	2029/30	2030/31	Total
CST	LF	0	2,437,965	0	0	0	2,437,965
CST	TRIP	0	2,380,825	0	0	0	2,380,825
CST	TRWR	0	57,140	0	0	0	57,140
COX	DIOH	0	77,771	0	0	0	77,771
Total		**0**	**4,953,701**	**0**	**0**	**0**	**4,953,701**

Prior Cost <2027: 621,603

Future Cost >2032: 0

Total Project Cost: 5,575,304

Project Description: Widening of Pipeline Road Extension from West of Country Lake Drive to Nehi Road to 2 lanes.

Section 3 - Bike/ Pedestrian

4456171 - NEW YORK AVENUE AND GEORGIA AVENUE

Non-SIS



From: 12TH STREET

To: 10TH STREET

Section: 3 - Bike/ Pedestrian

Work Summary: SIDEWALK **Length:** 0.415 MI

Lead Agency: FDOT **LRTP #:** Final Report p. 43 Objective 3.1

Phase	Fund Source	2026/27	2027/28	2028/29	2029/30	2030/31	Total
CST	SR2T	0	0	0	0	416,629	416,629
PE	SR2T	0	0	82,575	0	0	82,575
COX	DIOH	0	0	0	0	11,973	11,973
CSX	DIOH	0	0	0	0	1,586	1,586
PEX	DIOH	0	0	6,213	0	0	6,213
Total		**0**	**0**	**88,788**	**0**	**430,188**	**518,976**

Prior Cost <2027: 0

Future Cost >2032: 0

Total Project Cost: 518,976

Project Description: Safe Routes to School Sidewalk Project Phase I Lynn Haven Elementary School.
Construction of sidewalk on West side of New York Avenue from 12th Street to 10th Street and Georgia Avenue from 12th Street to 10th Street.

Local5 - US 98

Non-SIS



From: @ FRANK BROWN PARK

To: PEDESTRIAN OVERPASS

Section: 3 - Bike/ Pedestrian

Work Summary: PEDESTRIAN SAFETY IMPROVEMENT

Length: 0.600 MI

Lead Agency: Panama City

LRTP #: #C-10 in Final Report p. H-6

Phase	Fund Source	2026/27	2027/28	2028/29	2029/30	2030/31	Total
CST	LF	0	4,000,000	0	0	0	4,000,000
PE	LF	1,000,000	0	0	0	0	1,000,000
Total		**1,000,000**	**4,000,000**	**0**	**0**	**0**	**5,000,000**

Prior Cost <2027: 0

Future Cost >2032: 0

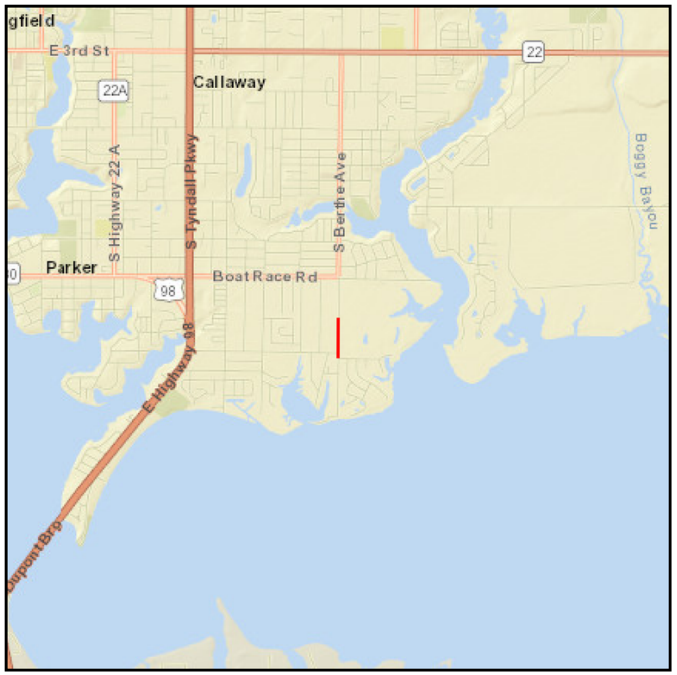
Total Project Cost: 5,000,000

Project Description: TPO Non-SIS Project Priority #9.
Pedestrian Overpass on US 98 at Frank Brown Park.

Section 4 - Transportation Alternatives

4499181 - BERTHE AVE

Non-SIS



From: FORSYTHE DR

To: EAGLE LAKE WAY

Section: 4 - Transportation Alternatives

Work Summary: SIDEWALK **Length:** 0.267 MI

Lead Agency: City of Callaway **LRTP #:** Final Report p. F-26

Phase	Fund Source	2026/27	2027/28	2028/29	2029/30	2030/31	Total
CST	TALL	385,148	0	0	0	0	385,148
CST	TALT	121,973	0	0	0	0	121,973
COX	DIOH	14,429	0	0	0	0	14,429
CSX	DIOH	2,032	0	0	0	0	2,032
Total		**523,582**	**0**	**0**	**0**	**0**	**523,582**

Prior Cost <2027: 120,716

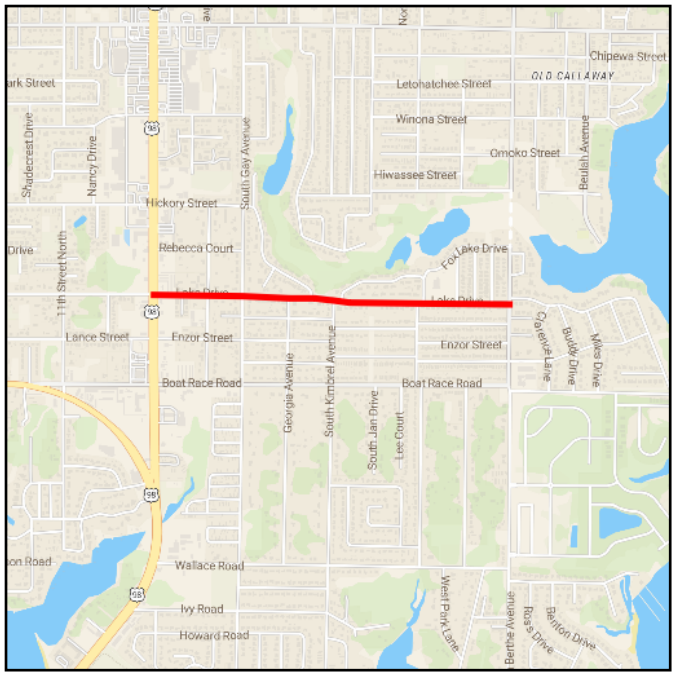
Future Cost >2032: 0

Total Project Cost: 644,298

Project Description: TPO Transportation Alternatives Fully Funded Project Priority.
Sidewalks on Berthe Avenue from Forsythe Drive to Eagle Lake Way.

4536041 - LAKE DRIVE

Non-SIS



From: SR 30 (US 98)

To: S BERTHE AVENUE

Section: 4 - Transportation Alternatives

Work Summary: BIKE LANE/SIDEWALK **Length:** 0.990 MI

Lead Agency: City of Callaway **LRTP #:** Final Report p. F-26

Phase	Fund Source	2026/27	2027/28	2028/29	2029/30	2030/31	Total
CST	TALL	0	385,148	0	0	0	385,148
CST	TALT	0	996,900	0	0	0	996,900
COX	DIOH	0	39,335	0	0	0	39,335
CSX	DIOH	0	5,495	0	0	0	5,495
Total		**0**	**1,426,878**	**0**	**0**	**0**	**1,426,878**

Prior Cost <2027: 187,025

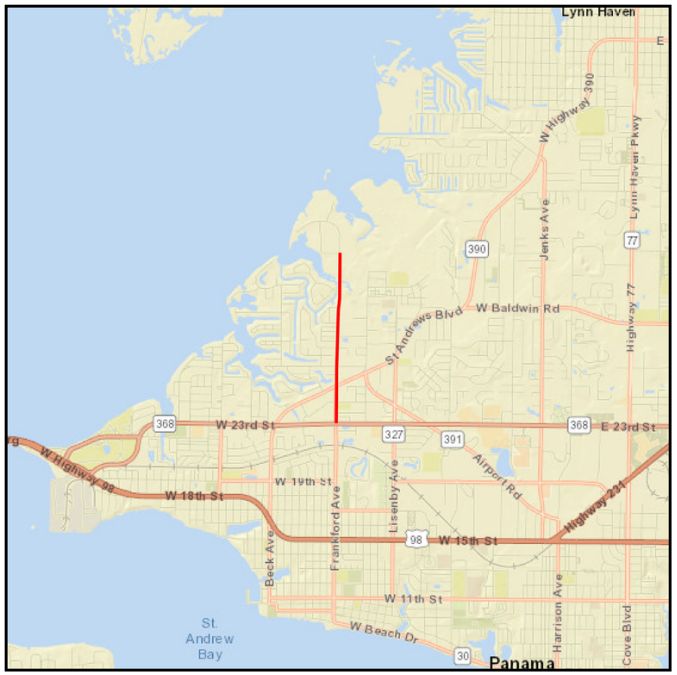
Future Cost >2032: 0

Total Project Cost: 1,613,903

Project Description: TPO Transportation Alternatives Fully Funded Project Priority.
Sidewalks on Lake Drive from SR 30 (US 98) to South Berthe Avenue.

4552611 - CR 385 FRANKFORD AVE

Non-SIS



From: SR 390 ST ANDREWS BLVD

To: PACIFICA LANE

Section: 4 - Transportation Alternatives

Work Summary: BIKE PATH/TRAIL **Length:** 1.138 MI

Lead Agency: FDOT **LRTP #:** Final Report p. F-26

Phase	Fund Source	2026/27	2027/28	2028/29	2029/30	2030/31	Total
CST	TALL	0	0	0	385,148	0	385,148
CST	TALT	0	0	0	1,788,853	0	1,788,853
PE	TALT	425,000	0	0	0	0	425,000
COX	DIOH	0	0	0	61,920	0	61,920
CSX	DIOH	0	0	0	8,455	0	8,455
PEX	DIOH	31,663	0	0	0	0	31,663
Total		**456,663**	**0**	**0**	**2,244,376**	**0**	**2,701,039**

Prior Cost <2027: 0

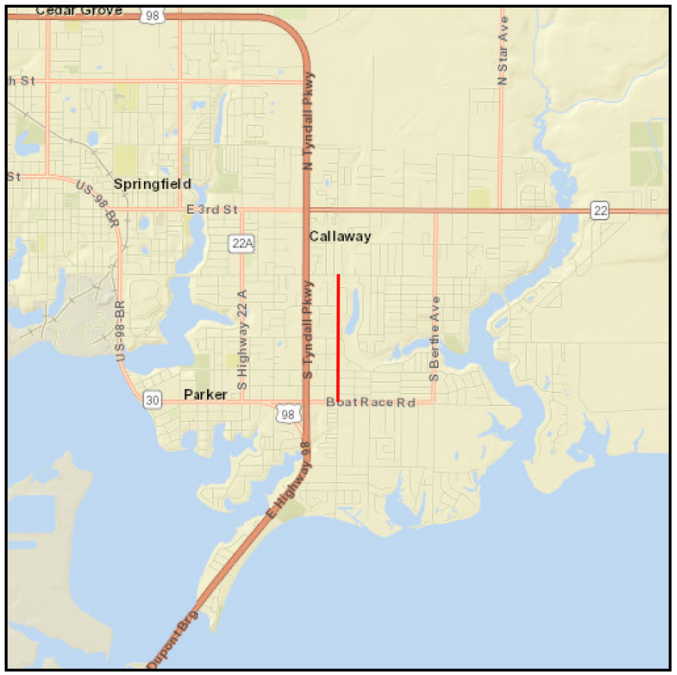
Future Cost >2032: 0

Total Project Cost: 2,701,039

Project Description: Bike Path/Trail on CR 385 (Frankford Avenue) from SR 390 (Andrews Boulevard) to Pacifica Lane.

4573511 - GAY AVE

Non-SIS



From: BOAT RACE RD

To: CHERRY ST

Section: 4 - Transportation Alternatives

Work Summary: SIDEWALK **Length:** 1.001 MI

Lead Agency: City of Callaway **LRTP #:** Final Report p. F-26

Phase	Fund Source	2026/27	2027/28	2028/29	2029/30	2030/31	Total
CST	TALT	0	0	818,016	0	0	818,016
CST	TALM	0	0	185,416	0	0	185,416
PE	TALM	222,606	0	0	0	0	222,606
COX	DIOH	0	0	28,277	0	0	28,277
CSX	DIOH	0	0	5,178	0	0	5,178
PEX	DIOH	16,646	0	0	0	0	16,646
Total		**239,252**	**0**	**1,036,887**	**0**	**0**	**1,276,139**

Prior Cost <2027: 0

Future Cost >2032: 0

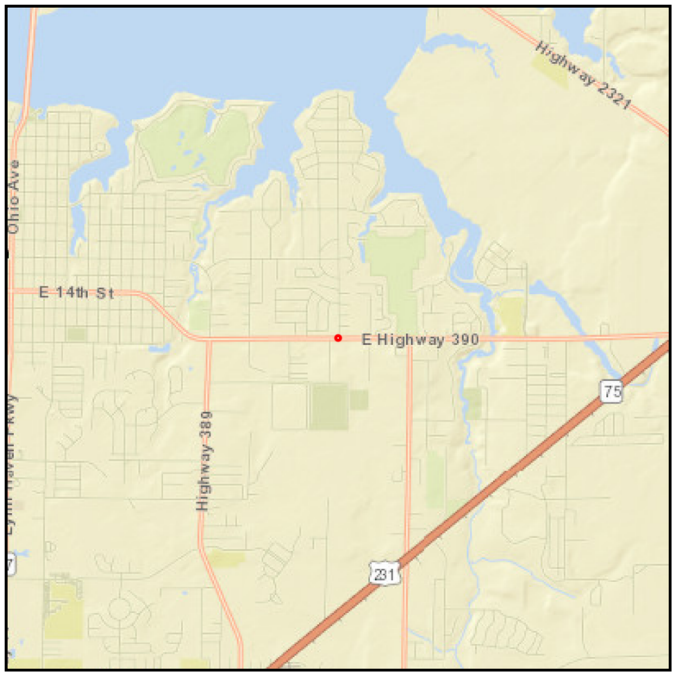
Total Project Cost: 1,276,139

Project Description: TPO Transportation Alternatives Program Fully Funded Project Priority. Sidewalks on South Gay Avenue from Boat Race Road to Cherry Street.

Section 5 - TSM

4563971 - SR 390

SIS



From: @HARVARD BLVD

To: INTERSECTION

Section: 5 - TSM

Work Summary: TRAFFIC OPS IMPROVEMENT **Length:** 0.105 MI

Lead Agency: FDOT **LRTP #:** Final Report p. F-22

Phase	Fund Source	2026/27	2027/28	2028/29	2029/30	2030/31	Total
CST	DIH	0	18,248	0	0	0	18,248
CST	DS	0	1,485,927	0	0	0	1,485,927
ROW	DIH	20,000	0	0	0	0	20,000
ROW	DS	283,100	0	0	0	0	283,100
COX	DIOH	0	41,580	0	0	0	41,580
CSX	DIOH	0	8,883	0	0	0	8,883
RWX	DIOH	19,933	0	0	0	0	19,933
Total		**323,033**	**1,554,638**	**0**	**0**	**0**	**1,877,671**

Prior Cost <2027: 443,537

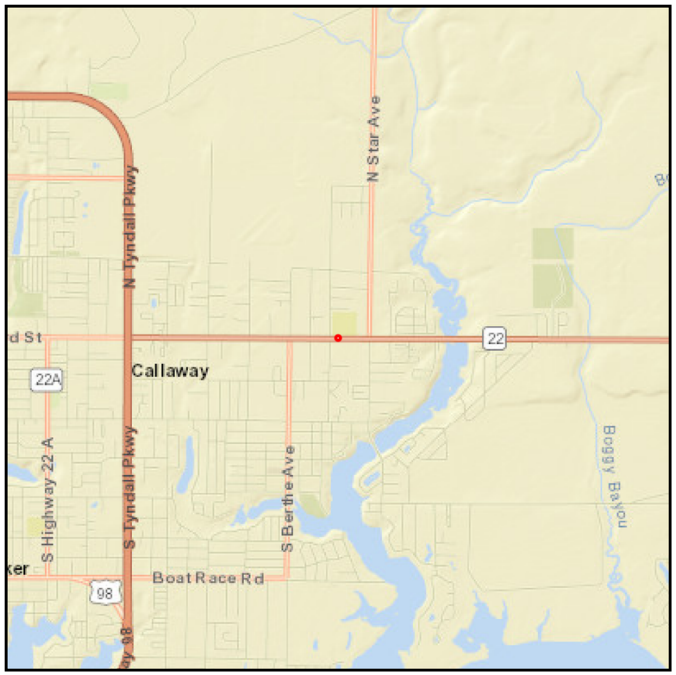
Future Cost >2032: 0

Total Project Cost: 2,321,208

Project Description: TPO TSM Project Priority #3.
Construct Traffic Signal at SR 390 and Harvard Boulevard.

4569601 - SR 22

Non-SIS



From: @CALLAWAY ELEMENTARY SCHOOL

To:

Section: 5 - TSM

Work Summary: TRAFFIC OPS IMPROVEMENT **Length:** 0.246 MI

Lead Agency: FDOT **LRTP #:** Final Report p. F-22

Phase	Fund Source	2026/27	2027/28	2028/29	2029/30	2030/31	Total
CST	ACSS	0	1,372,631	0	0	0	1,372,631
COX	DIOH	0	37,585	0	0	0	37,585
CSX	DIOH	0	8,603	0	0	0	8,603
Total		**0**	**1,418,819**	**0**	**0**	**0**	**1,418,819**

Prior Cost <2027: 230,348

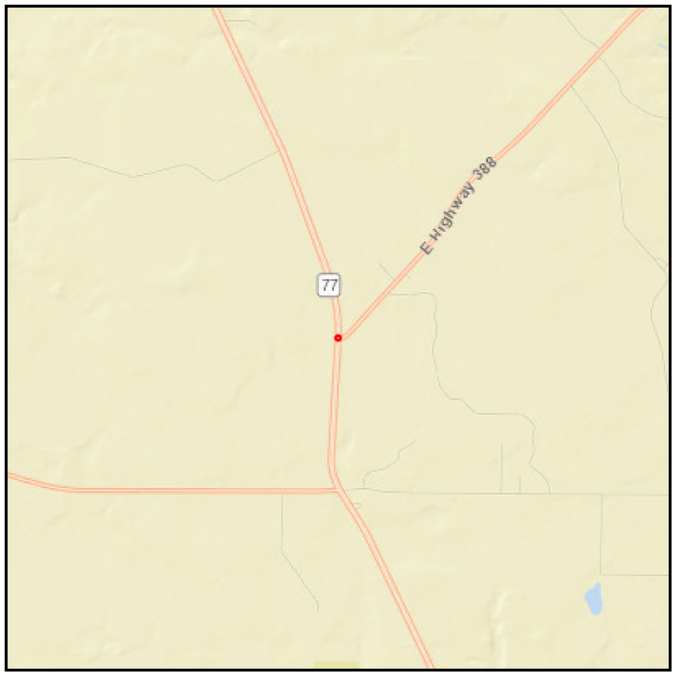
Future Cost >2032: 0

Total Project Cost: 1,649,167

Project Description: SR 22 at Callaway Elementary School.
Pedestrian improvements, sidewalks, raised median island curb and gutter construction & striping/signage.

4589021 - SR 77

Non-SIS



From: @CR 388

To: INTERSECTION

Section: 5 - TSM

Work Summary: TRAFFIC SIGNALS **Length:** 0.750 MI

Lead Agency: FDOT **LRTP #:** Final Report p. F-22

Phase	Fund Source	2026/27	2027/28	2028/29	2029/30	2030/31	Total
PE	ACSS	181,000	0	0	0	0	181,000
PEX	DIOH	11,693	0	0	0	0	11,693
Total		**192,693**	**0**	**0**	**0**	**0**	**192,693**

Prior Cost <2027: 0

Future Cost >2032: 0

Total Project Cost: 192,693

Project Description: Construct Traffic Signal at SR 77 and CR 388.

Section 6 - Miscellaneous

2178757 - SR 390 ST ANDREWS BLVD

SIS



From: 23RD STREET

To: E OF CR 2312 BALDWIN ROAD

Section: 6 - Miscellaneous

Work Summary: LANDSCAPING **Length:** 2.508 MI

Lead Agency: FDOT **LRTP #:** Final Report p. F-21

Phase	Fund Source	2026/27	2027/28	2028/29	2029/30	2030/31	Total
CST	DDR	884,783	0	0	0	0	884,783
CST	DIH	8,847	0	0	0	0	8,847
CST	DS	88,479	0	0	0	0	88,479
COX	DIOH	28,225	0	0	0	0	28,225
CSX	DIOH	4,307	0	0	0	0	4,307
Total		**1,014,641**	**0**	**0**	**0**	**0**	**1,014,641**

Prior Cost <2027: 0

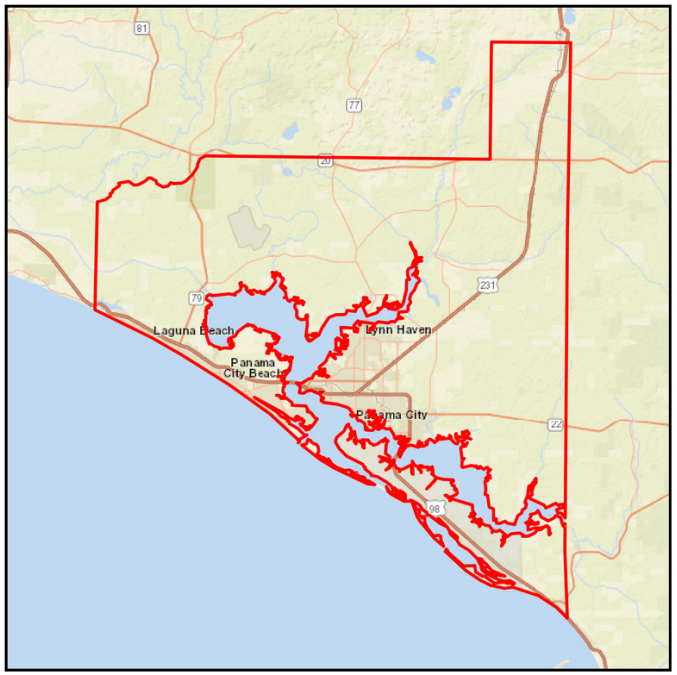
Future Cost >2032: 0

Total Project Cost: 1,014,641

Project Description: Landscaping on SR 390 (St. Andrews Boulevard) from 23rd Street to East of CR 2312 (Baldwin Road).

4367371 - BAY COUNTY

Non-SIS



From: MAINT & COMPENSATION

To: OF TRAFFIC SIGNALS ON STATE ROADS

Section: 6 - Miscellaneous

Work Summary: TRAFFIC SIGNALS **Length:**

Lead Agency: Bay County **LRTP #:** Final Report p. F-21

Phase	Fund Source	2026/27	2027/28	2028/29	2029/30	2030/31	Total
MNT	D	0	1,031,012	1,157,005	1,250,000	1,300,000	4,738,017
MNT	DDR	0	98,988	0	0	0	98,988
OPS	DDR	844,649	0	0	0	0	844,649
OPS	DITS	318,631	0	0	0	0	318,631
OPX	DIOH	86,664	0	0	0	0	86,664
MTX	DIOH	0	66,218	67,800	73,250	76,180	283,448
Total		**1,249,944**	**1,196,218**	**1,224,805**	**1,323,250**	**1,376,180**	**6,370,397**

Prior Cost <2027: 8,890,225

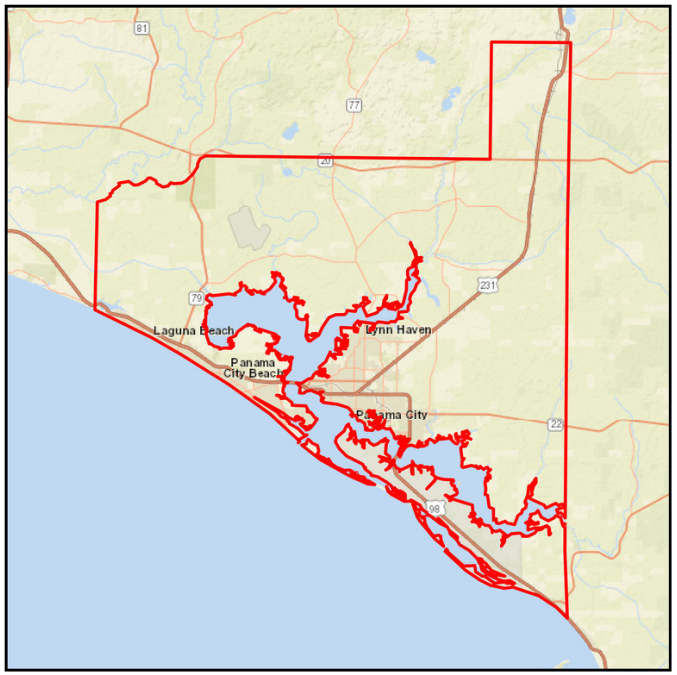
Future Cost >2032: 0

Total Project Cost: 15,260,622

Project Description: Maintenance and Compensation of traffic signals on state roadways.

4393206 - BAY COUNTY TPO

Non-SIS



From: FY 27-28 UPWP

To:

Section: 6 - Miscellaneous

Work Summary: TRANSPORTATION PLANNING **Length:**

Lead Agency: Bay County TPO **LRTP #:** Final Report p. F-21

Phase	Fund Source	2026/27	2027/28	2028/29	2029/30	2030/31	Total
PLN	ACPL	621,533	621,533	0	0	0	1,243,066
PLX	DIOH	88,631	88,631	0	0	0	177,262
Total		**710,164**	**710,164**	**0**	**0**	**0**	**1,420,328**

Prior Cost <2027: 0

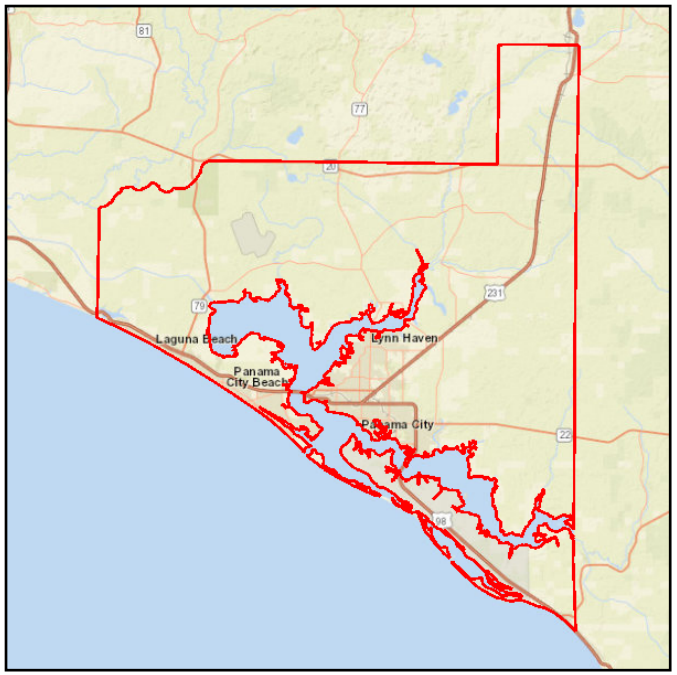
Future Cost >2032: 0

Total Project Cost: 1,420,328

Project Description: Transportation planning funds for the Bay TPO's FY 27-28 UPWP.

4393207 - BAY COUNTY TPO

Non-SIS



From: FY 29-30 UPWP

To:

Section: 6 - Miscellaneous

Work Summary: TRANSPORTATION PLANNING **Length:**

Lead Agency: Bay County TPO **LRTP #:** Final Report p. F-21

Phase	Fund Source	2026/27	2027/28	2028/29	2029/30	2030/31	Total
PLN	ACPL	0	0	621,533	621,533	0	1,243,066
PLX	DIOH	0	0	88,631	88,631	0	177,262
Total		**0**	**0**	**710,164**	**710,164**	**0**	**1,420,328**

Prior Cost <2027: 0

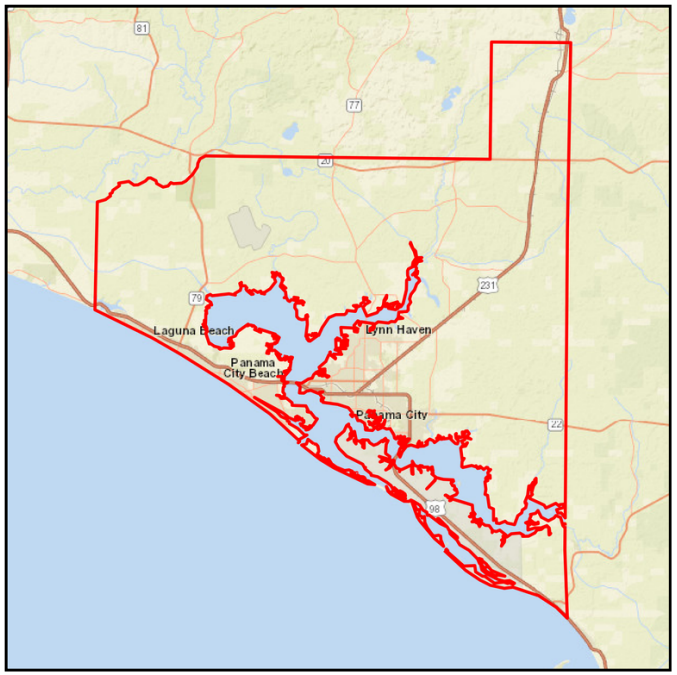
Future Cost >2032: 0

Total Project Cost: 1,420,328

Project Description: Transportation planning funds for the Bay TPO's FY 29-30 UPWP.

4393208 - BAY COUNTY TPO

Non-SIS



From: FY 31 UPWP

To:

Section: 6 - Miscellaneous

Work Summary: TRANSPORTATION PLANNING **Length:**

Lead Agency: Bay County TPO **LRTP #:** Final Report p. F-21

Phase	Fund Source	2026/27	2027/28	2028/29	2029/30	2030/31	Total
PLN	ACPL	0	0	0	0	621,533	621,533
PLX	DIOH	0	0	0	0	88,631	88,631
Total		**0**	**0**	**0**	**0**	**710,164**	**710,164**

Prior Cost <2027: 0

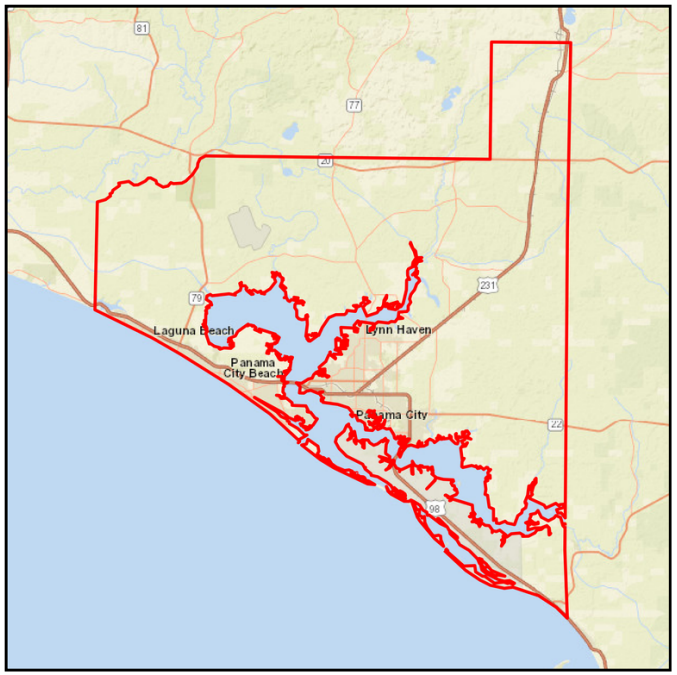
Future Cost >2032: 0

Total Project Cost: 710,164

Project Description: Transportation planning funds for the Bay TPO's FY 31 UPWP.

4483322 - PANAMA CITY OPERATIONS CENTER

Non-SIS



From: EMERGENCY GENERATOR COMPONENTS REPLACEMENT

To:

Section: 6 - Miscellaneous

Work Summary: FIXED CAPITAL OUTLAY **Length:**

Lead Agency: FDOT **LRTP #:** Final Report p. F-21

Phase	Fund Source	2026/27	2027/28	2028/29	2029/30	2030/31	Total
MNT	D	3,800	3,800	4,200	4,200	4,200	20,200
MTX	DIOH	470	470	520	520	520	2,500
Total		**4,270**	**4,270**	**4,720**	**4,720**	**4,720**	**22,700**

Prior Cost <2027: 14,059

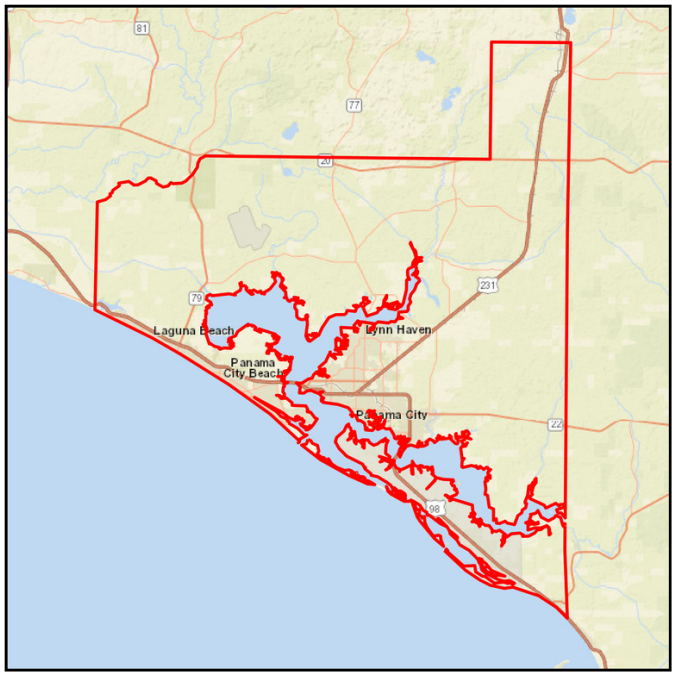
Future Cost >2032: 0

Total Project Cost: 36,759

Project Description: Fixed Capital Outlay for Emergency Generator Components Replacement at Panama City Operations Center.

4499661 - PANAMA CITY OPERATIONS CENTER

Non-SIS



From: PAINTING INTERIOR

To:

Section: 6 - Miscellaneous

Work Summary: FIXED CAPITAL OUTLAY **Length:**

Lead Agency: FDOT **LRTP #:** Final Report p. F-21

Phase	Fund Source	2026/27	2027/28	2028/29	2029/30	2030/31	Total
MNT	D	0	2,500	0	3,000	0	5,500
MTX	DIOH	0	310	0	371	0	681
Total		**0**	**2,810**	**0**	**3,371**	**0**	**6,181**

Prior Cost <2027: 5,384

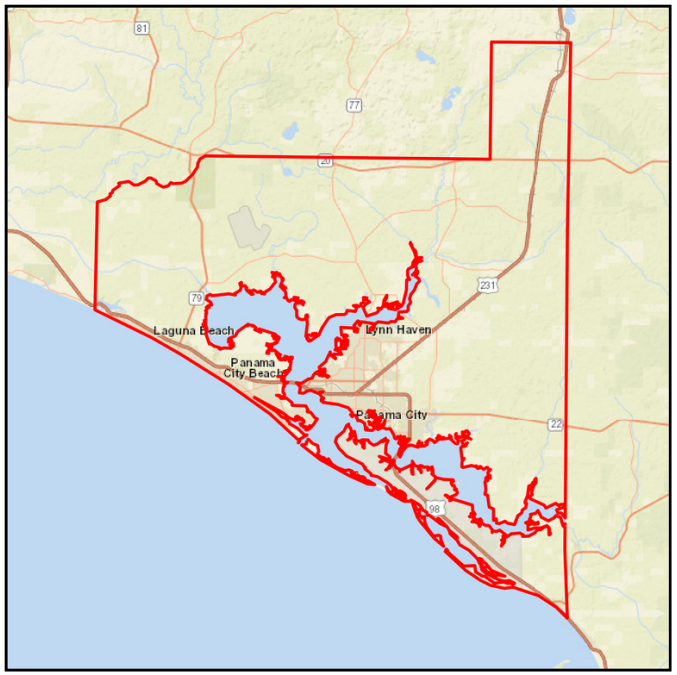
Future Cost >2032: 0

Total Project Cost: 11,565

Project Description: Fixed Capital Outlay for Painting Interior at Panama City Operations Center.

4499671 - PANAMA CITY OPERATIONS CENTER

Non-SIS



From: PAINTING/CLEANING EXTERIOR

To:

Section: 6 - Miscellaneous

Work Summary: FIXED CAPITAL OUTLAY **Length:**

Lead Agency: FDOT **LRTP #:** Final Report p. F-21

Phase	Fund Source	2026/27	2027/28	2028/29	2029/30	2030/31	Total
MNT	D	0	2,500	0	0	0	2,500
MTX	DIOH	0	310	0	0	0	310
Total		**0**	**2,810**	**0**	**0**	**0**	**2,810**

Prior Cost <2027: 10,512

Future Cost >2032: 0

Total Project Cost: 13,322

Project Description: Fixed Capital Outlay for Painting/Cleaning Exterior at Panama City Operations Center.

4569571 - SR 370 GULF COAST PKWY

Non-SIS



From: SR 30A (US 98)

To: CR 2315 STAR AVENUE

Section: 6 - Miscellaneous

Work Summary: LANDSCAPING **Length:** 1.757 MI

Lead Agency: FDOT **LRTP #:** Final Report p. F-21

Phase	Fund Source	2026/27	2027/28	2028/29	2029/30	2030/31	Total
CST	DDR	956,397	0	0	0	0	956,397
CST	DS	95,639	0	0	0	0	95,639
COX	DIOH	30,509	0	0	0	0	30,509
CSX	DIOH	3,472	0	0	0	0	3,472
Total		**1,086,017**	**0**	**0**	**0**	**0**	**1,086,017**

Prior Cost <2027: 0

Future Cost >2032: 0

Total Project Cost: 1,086,017

Project Description: Landscaping on SR 370 (Gulf Coast Parkway) from SR 30A (US 98) to CR 2315 (Star Avenue).

4569781 - SR 30A (US 98) PC BEACH PARKWAY

SIS



From: MANDY LANE

To: E OF NAUTILIUS ST.

Section: 6 - Miscellaneous

Work Summary: LANDSCAPING **Length:** 2.246 MI

Lead Agency: FDOT **LRTP #:** Final Report p. F-21

Phase	Fund Source	2026/27	2027/28	2028/29	2029/30	2030/31	Total
CST	DDR	0	1,060,000	0	0	0	1,060,000
CST	DIH	0	10,600	0	0	0	10,600
CST	DS	0	106,000	0	0	0	106,000
COX	DIOH	0	33,814	0	0	0	33,814
CSX	DIOH	0	5,160	0	0	0	5,160
Total		**0**	**1,215,574**	**0**	**0**	**0**	**1,215,574**

Prior Cost <2027: 0

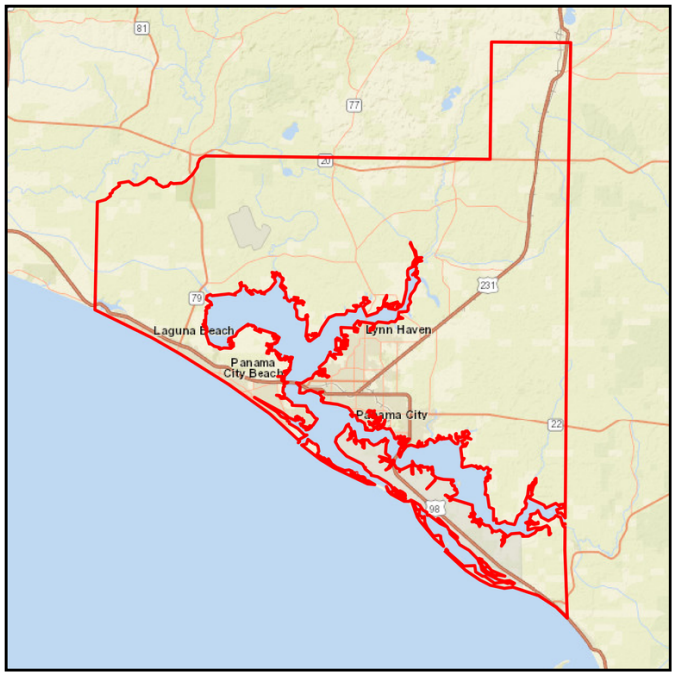
Future Cost >2032: 0

Total Project Cost: 1,215,574

Project Description: Landscaping on SR 30A (US 98) Panama City Beach Parkway from Mandy Lane to East of Nautilus Street.

4575821 - PANAMA CITY OPERATIONS CENTER

Non-SIS



From: SEWAGE LIFT STATION

To:

Section: 6 - Miscellaneous

Work Summary: FIXED CAPITAL OUTLAY **Length:**

Lead Agency: FDOT **LRTP #:** Final Report p. F-21

Phase	Fund Source	2026/27	2027/28	2028/29	2029/30	2030/31	Total
CST	FCO	78,000	0	0	0	0	78,000
Total		**78,000**	**0**	**0**	**0**	**0**	**78,000**

Prior Cost <2027: 0

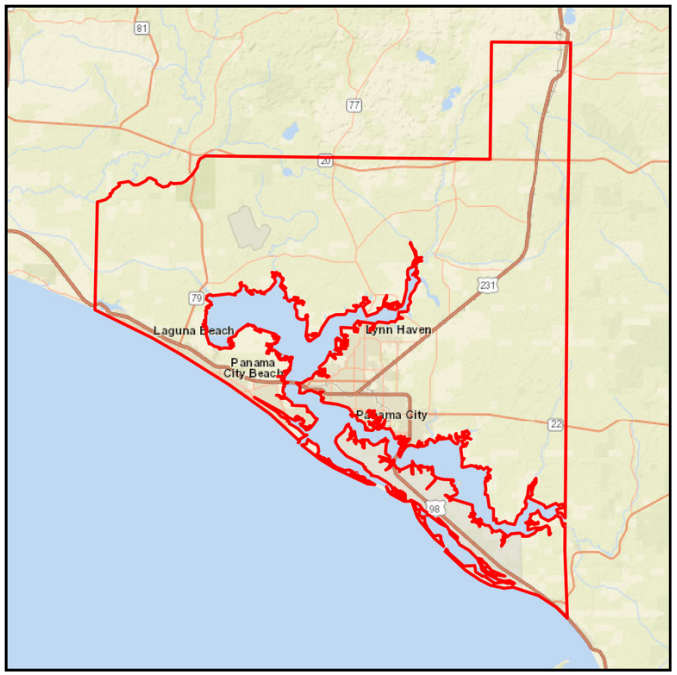
Future Cost >2032: 0

Total Project Cost: 78,000

Project Description: Fixed Capital Outlay for Sewage Lift Station at Panama City Operations Center.

4575961 - PANAMA CITY OPERATIONS CENTER

Non-SIS



From: CREW BUILDING HVAC REPLACEMENT

To:

Section: 6 - Miscellaneous

Work Summary: FIXED CAPITAL OUTLAY **Length:**

Lead Agency: FDOT **LRTP #:** Final Report p. F-21

Phase	Fund Source	2026/27	2027/28	2028/29	2029/30	2030/31	Total
MNT	D	13,000	0	0	0	0	13,000
MTX	DIOH	1,609	0	0	0	0	1,609
Total		**14,609**	**0**	**0**	**0**	**0**	**14,609**

Prior Cost <2027: 0

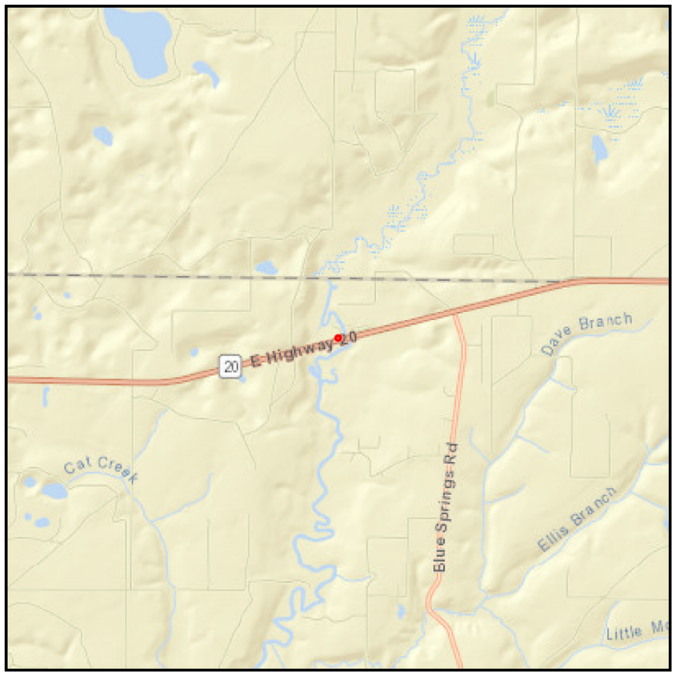
Future Cost >2032: 0

Total Project Cost: 14,609

Project Description: Fixed Capital Outlay for Crew Building HVAC Replacement at Panama City Operations Center.

4577581 - BAY COUNTY PARK & RIDE

Non-SIS



From: LANDSCAPING

To:

Section: 6 - Miscellaneous

Work Summary: LANDSCAPING

Length: 7.278 MI

Lead Agency: FDOT

LRTP #: Final Report p. F-21

Phase	Fund Source	2026/27	2027/28	2028/29	2029/30	2030/31	Total
CST	DDR	351,918	0	0	0	0	351,918
CST	DIH	4,322	0	0	0	0	4,322
COX	DIOH	9,848	0	0	0	0	9,848
CSX	DIOH	2,104	0	0	0	0	2,104
Total		**368,192**	**0**	**0**	**0**	**0**	**368,192**

Prior Cost <2027: 0

Future Cost >2032: 0

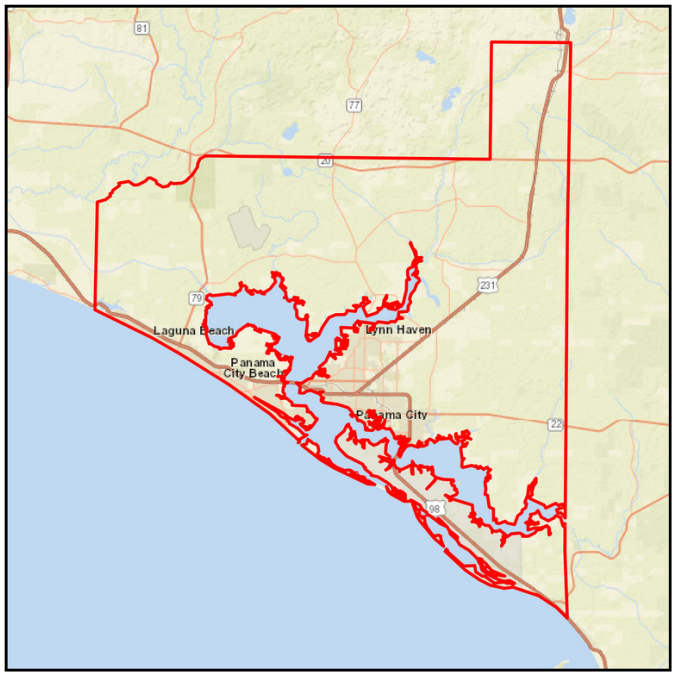
Total Project Cost: 368,192

Project Description: Landscaping at Bay County Park and Ride.

Section 7 - Public Transportation

4142812 - BAY COUNTY TPO

Non-SIS



From: SECTION 5339 CAPITAL

To: BAY TRANSPORTATION

Section: 7 - Public Transportation

Work Summary: CAPITAL FOR FIXED ROUTE

Length:

Lead Agency: Bay County TPO

LRTP #: #E-09 in Final Report p. 105

Phase	Fund Source	2026/27	2027/28	2028/29	2029/30	2030/31	Total
CAP	FTA	425,546	425,546	425,546	425,546	425,546	2,127,730
CAP	LF	106,381	106,381	106,381	106,381	106,381	531,905
Total		**531,927**	**531,927**	**531,927**	**531,927**	**531,927**	**2,659,635**

Prior Cost <2027: 9,224,843

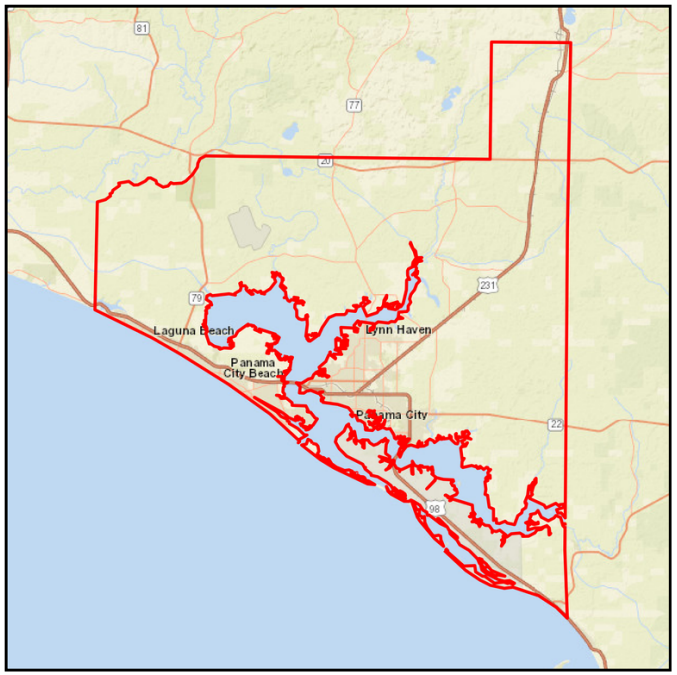
Future Cost >2032: 0

Total Project Cost: 11,884,478

Project Description: TPO Public Transportation Priority.
Section 5339 capital for a fixed transit route.

4213675 - BAY COUNTY TPO

Non-SIS



From: TRANSIT

To: NON-URBANIZED AREA 5311

Section: 7 - Public Transportation

Work Summary: OPERATING/ADMIN. ASSISTANCE **Length:**

Lead Agency: Bay County TPO **LRTP #:** #E-09 in Final Report p. 105

Phase	Fund Source	2026/27	2027/28	2028/29	2029/30	2030/31	Total
OPS	DU	100,749	111,821	123,225	134,971	147,070	617,836
OPS	LF	100,749	111,821	123,225	134,971	147,070	617,836
OPX	DIOH	2,468	2,740	3,019	3,307	3,603	15,137
Total		**203,966**	**226,382**	**249,469**	**273,249**	**297,743**	**1,250,809**

Prior Cost <2027: 1,452,913

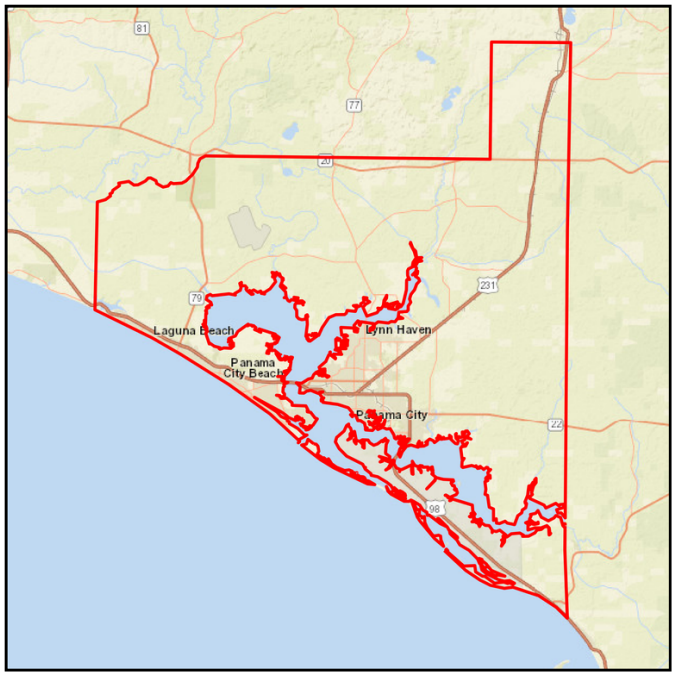
Future Cost >2032: 0

Total Project Cost: 2,703,722

Project Description: TPO Public Transportation Project Priority.
Bay County TPO operating/ adminstrative assistance.
Non-Urbanized Transit.

4222461 - BAY COUNTY TPO

Non-SIS



From: TRANSIT

To: OPERATING ASSISTANCE

Section: 7 - Public Transportation

Work Summary: OPERATING FOR FIXED ROUTE **Length:**

Lead Agency: Bay County TPO **LRTP #:** #E-09 in Final Report p. 105

Phase	Fund Source	2026/27	2027/28	2028/29	2029/30	2030/31	Total
OPS	DDR	582,785	600,268	618,277	636,826	655,930	3,094,086
OPS	LF	582,785	600,268	618,277	636,826	655,930	3,094,086
OPX	DIOH	14,278	14,707	15,148	15,602	16,070	75,805
Total		**1,179,848**	**1,215,243**	**1,251,702**	**1,289,254**	**1,327,930**	**6,263,977**

Prior Cost <2027: 14,083,053

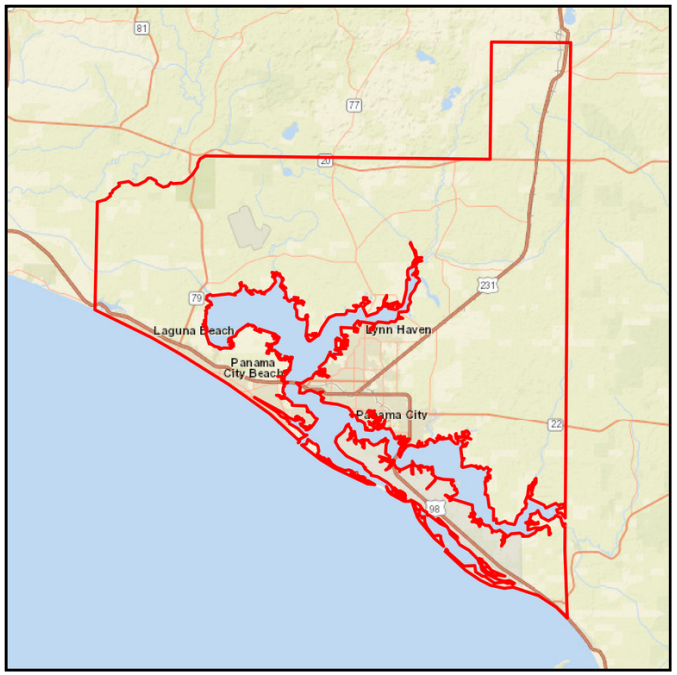
Future Cost >2032: 0

Total Project Cost: 20,347,030

Project Description: TPO Public Transportation Priority.
Bay County TPO transit operating assistance.

4222473 - BAY COUNTY TPO

Non-SIS



From: SECTION 5307 OPERATING

To:

Section: 7 - Public Transportation

Work Summary: OPERATING FOR FIXED ROUTE **Length:**

Lead Agency: Bay County TPO **LRTP #:** #E-09 in Final Report p. 105

Phase	Fund Source	2026/27	2027/28	2028/29	2029/30	2030/31	Total
OPS	FTA	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	5,000,000
OPS	LF	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	5,000,000
Total		**2,000,000**	**2,000,000**	**2,000,000**	**2,000,000**	**2,000,000**	**10,000,000**

Prior Cost <2027: 16,000,000

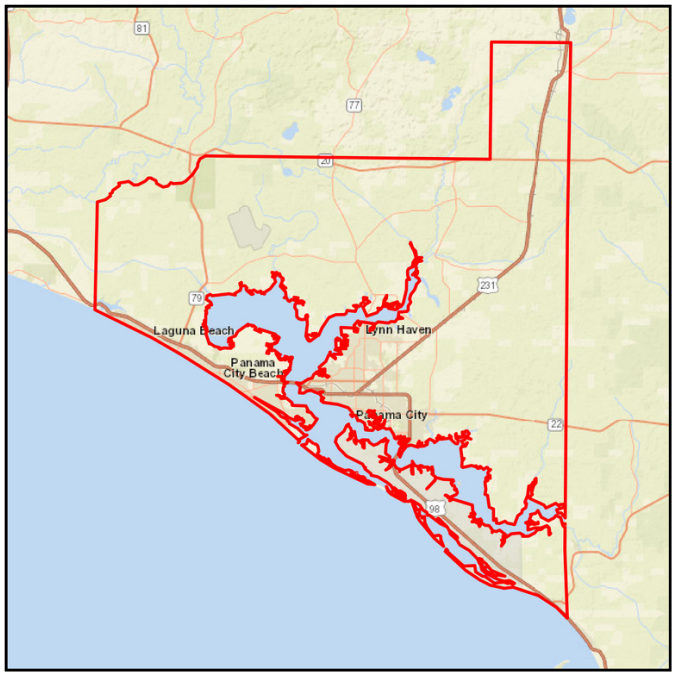
Future Cost >2032: 0

Total Project Cost: 26,000,000

Project Description: TPO Public Transportation Priority.
Bay County TPO funding for operating fixed route service.

4222483 - BAY COUNTY TPO

Non-SIS



From: SECTION 5307 CAPITAL

To:

Section: 7 - Public Transportation

Work Summary: CAPITAL FOR FIXED ROUTE

Length:

Lead Agency: Bay County TPO

LRTP #: #E-09 in Final Report p. 105

Phase	Fund Source	2026/27	2027/28	2028/29	2029/30	2030/31	Total
CAP	FTA	1,325,000	1,325,000	1,325,000	1,325,000	1,325,000	6,625,000
CAP	LF	331,250	331,250	331,250	331,250	331,250	1,656,250
Total		**1,656,250**	**1,656,250**	**1,656,250**	**1,656,250**	**1,656,250**	**8,281,250**

Prior Cost <2027: 21,156,250

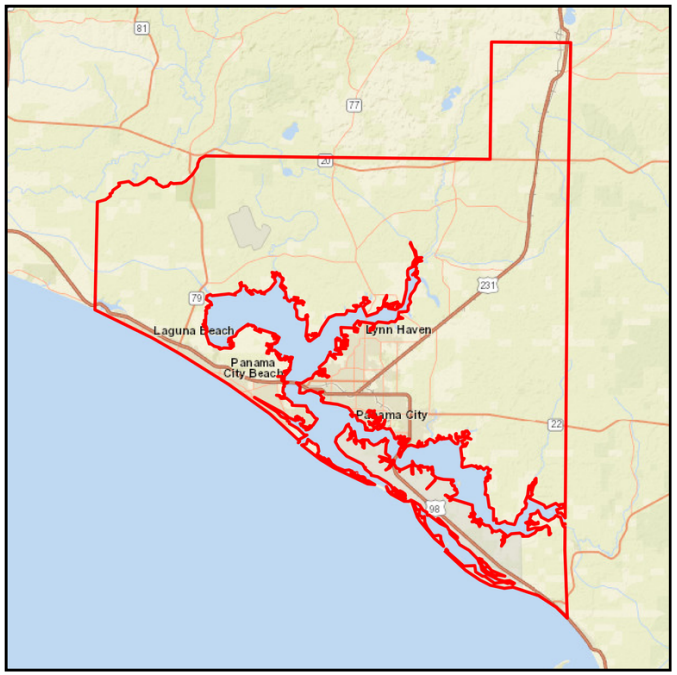
Future Cost >2032: 0

Total Project Cost: 29,437,500

Project Description: TPO Public Transportation Priority.
Bay County TPO capital for fixed route service.

4222491 - BAY COUNTY TPO

Non-SIS



From: TRANSIT CORRIDOR

To:

Section: 7 - Public Transportation

Work Summary: URBAN CORRIDOR IMPROVEMENTS **Length:**

Lead Agency: Bay County TPO **LRTP #:** #E-09 in Final Report p. 105

Phase	Fund Source	2026/27	2027/28	2028/29	2029/30	2030/31	Total
OPS	DDR	270,000	270,000	270,000	274,000	279,000	1,363,000
OPX	DIOH	6,615	6,615	6,615	6,713	6,836	33,394
Total		**276,615**	**276,615**	**276,615**	**280,713**	**285,836**	**1,396,394**

Prior Cost <2027: 3,397,780

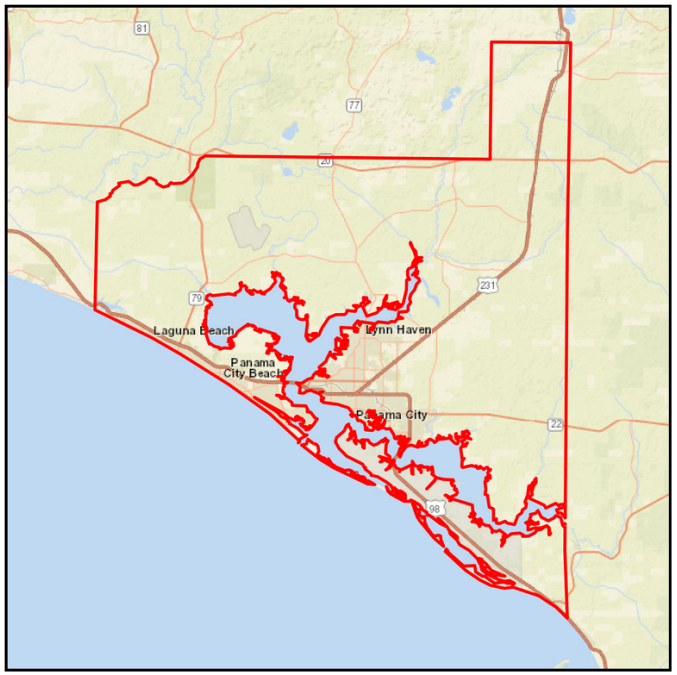
Future Cost >2032: 0

Total Project Cost: 4,794,174

Project Description: TPO Public Transportation Priority.
Bay County TPO transit urban corridor improvements.

4282091 - BAY COUNTY TPO

Non-SIS



From: 5307 CAPITAL

To: FLEX PREVENTATIVE MAINTENANCE

Section: 7 - Public Transportation

Work Summary: CAPITAL FOR FIXED ROUTE **Length:**

Lead Agency: Bay County TPO **LRTP #:** #4 in Amendment Report p. H-3

Phase	Fund Source	2026/27	2027/28	2028/29	2029/30	2030/31	Total
CAP	FTAT	350,000	350,000	350,000	350,000	350,000	1,750,000
CAP	LFF	87,500	87,500	87,500	350,000	87,500	700,000
Total		**437,500**	**437,500**	**437,500**	**700,000**	**437,500**	**2,450,000**

Prior Cost <2027: 6,609,375

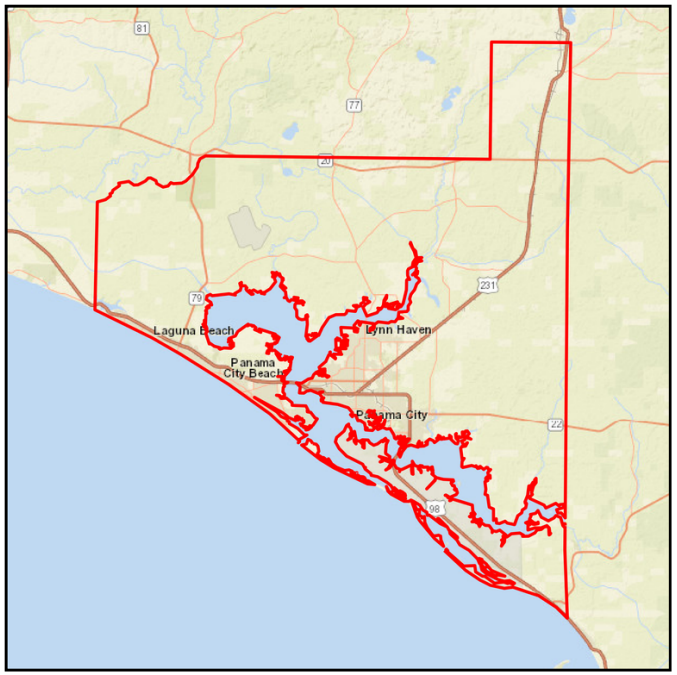
Future Cost >2032: 0

Total Project Cost: 9,059,375

Project Description: TPO Non-SIS Project Priority #4.
TPO Public Transportation Priority.
Bay County TPO 5307 capital for flex preventative maintenance.

4335091 - BAY COUNTY TPO

Non-SIS



From: SECTION 5310 CAPITAL

To:

Section: 7 - Public Transportation

Work Summary: CAPITAL FOR FIXED ROUTE **Length:**

Lead Agency: Bay County TPO **LRTP #:** #E-09 in Final Report p. 105

Phase	Fund Source	2026/27	2027/28	2028/29	2029/30	2030/31	Total
CAP	FTA	166,815	166,815	166,815	166,815	166,815	834,075
CAP	LF	41,704	41,704	41,704	41,704	41,704	208,520
Total		**208,519**	**208,519**	**208,519**	**208,519**	**208,519**	**1,042,595**

Prior Cost <2027: 3,626,671

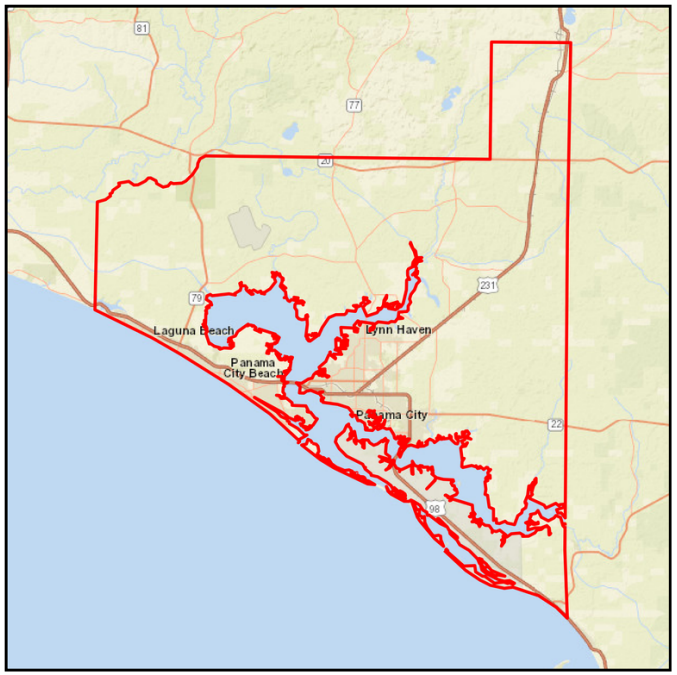
Future Cost >2032: 0

Total Project Cost: 4,669,266

Project Description: TPO Public Transportation Priority.
Bay County TPO Section 5310 captial for fixed routes.

4335092 - BAY COUNTY TPO

Non-SIS



From: SECTION 5310 CAP / OPER

To:

Section: 7 - Public Transportation

Work Summary: OPERATING FOR FIXED ROUTE **Length:**

Lead Agency: Bay County TPO **LRTP #:** #E-09 in Final Report p. 105

Phase	Fund Source	2026/27	2027/28	2028/29	2029/30	2030/31	Total
CAP	FTA	100,000	100,000	100,000	100,000	100,000	500,000
CAP	LF	100,000	100,000	100,000	100,000	100,000	500,000
Total		**200,000**	**200,000**	**200,000**	**200,000**	**200,000**	**1,000,000**

Prior Cost <2027: 2,600,000

Future Cost >2032: 0

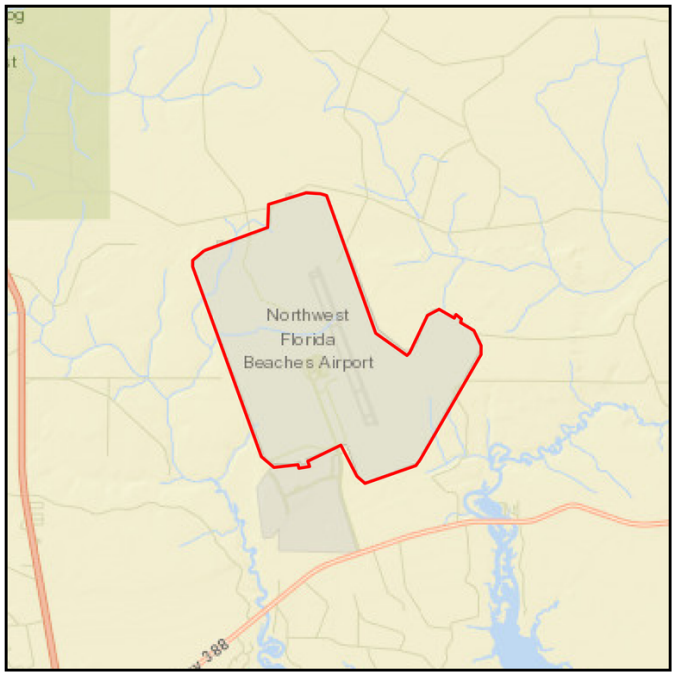
Total Project Cost: 3,600,000

Project Description: TPO Public Transportation Priority.
Bay County TPO Section 5310 operating funds for fixed routes.

Section 8 - Aviation

4498961 - NORTHWEST FL BEACHES

SIS



From: INTERNATIONAL AIRPORT

To: BOARDING BRIDGE REPLACEMENT

Section: 8 - Aviation

Work Summary: AVIATION PRESERVATION PROJECT **Length:**

Lead Agency: Bay County **LRTP #:** Final Report p. F-19

Phase	Fund Source	2026/27	2027/28	2028/29	2029/30	2030/31	Total
CAP	DDR	75,000	0	0	0	0	75,000
CAP	FAA	1,350,000	0	0	0	0	1,350,000
CAP	LF	75,000	0	0	0	0	75,000
CAX	DIOH	1,838	0	0	0	0	1,838
Total		**1,501,838**	**0**	**0**	**0**	**0**	**1,501,838**

Prior Cost <2027: 0

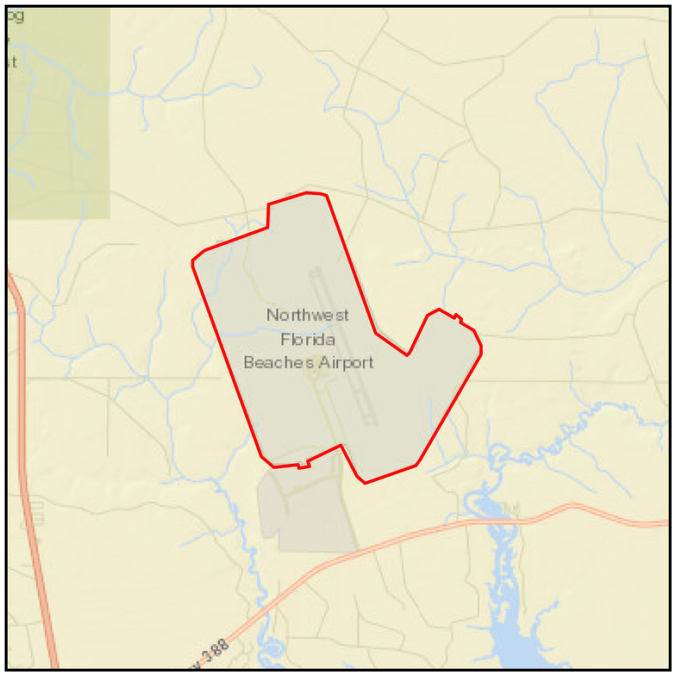
Future Cost >2032: 0

Total Project Cost: 1,501,838

Project Description: TPO Northwest Florida Beaches International Airport Project Priority in 27.
Boarding Bridge Replacement at Northwest Florida Beaches International Airport.

4498971 - NORTHWEST FL BEACHES

SIS



From: INTERNATIONAL AIRPORT

To: REHAB JOINT SEAL ON RW 16/34

Section: 8 - Aviation

Work Summary: AVIATION PRESERVATION PROJECT **Length:**

Lead Agency: Bay County **LRTP #:** Final Report p. F-19

Phase	Fund Source	2026/27	2027/28	2028/29	2029/30	2030/31	Total
CAP	DDR	150,000	0	0	0	0	150,000
CAP	FAA	2,700,000	0	0	0	0	2,700,000
CAP	LF	150,000	0	0	0	0	150,000
CAX	DIOH	3,675	0	0	0	0	3,675
Total		**3,003,675**	**0**	**0**	**0**	**0**	**3,003,675**

Prior Cost <2027: 0

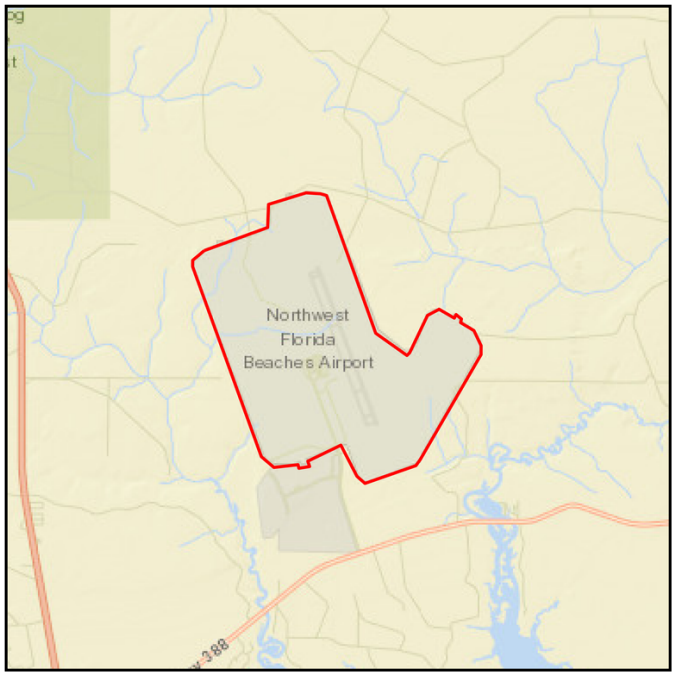
Future Cost >2032: 0

Total Project Cost: 3,003,675

Project Description: TPO Northwest Florida Beaches International Airport Priority #8 in 27.
Rehab Joint Seal on Runway 16/34 at Northwest Florida Beaches International Airport.

4498981 - NORTHWEST FL BEACHES

SIS



From: INTERNATIONAL AIRPORT

To: DESIGN & CONSTRUCT T HANGARS

Section: 8 - Aviation

Work Summary: AVIATION REVENUE/OPERATIONAL **Length:**

Lead Agency: Bay County **LRTP #:** Final Report p. F-19

Phase	Fund Source	2026/27	2027/28	2028/29	2029/30	2030/31	Total
CAP	LF	375,000	0	0	0	0	375,000
CAP	DPTO	375,000	0	0	0	0	375,000
CAX	DIOH	9,188	0	0	0	0	9,188
Total		**759,188**	**0**	**0**	**0**	**0**	**759,188**

Prior Cost <2027: 0

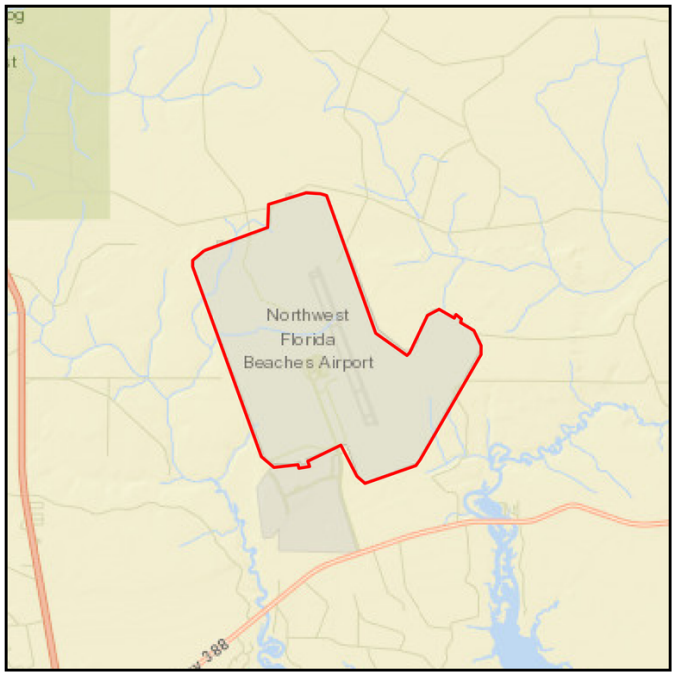
Future Cost >2032: 0

Total Project Cost: 759,188

Project Description: TPO Northwest Florida Beaches International Airport Project Priority in 27.
Design and Construct T Hangars at Northwest Florida Beaches International Airport.

4498991 - NORTHWEST FL BEACHES

SIS



From: INTERNATIONAL AIRPORT

To: TERMINAL SKYLIGHT REPLACEMENT

Section: 8 - Aviation

Work Summary: AVIATION PRESERVATION PROJECT **Length:**

Lead Agency: Bay County **LRTP #:** Final Report p. F-19

Phase	Fund Source	2026/27	2027/28	2028/29	2029/30	2030/31	Total
CAP	LF	237,500	0	0	0	0	237,500
CAP	DPTO	237,500	0	0	0	0	237,500
CAX	DIOH	5,819	0	0	0	0	5,819
Total		**480,819**	**0**	**0**	**0**	**0**	**480,819**

Prior Cost <2027: 0

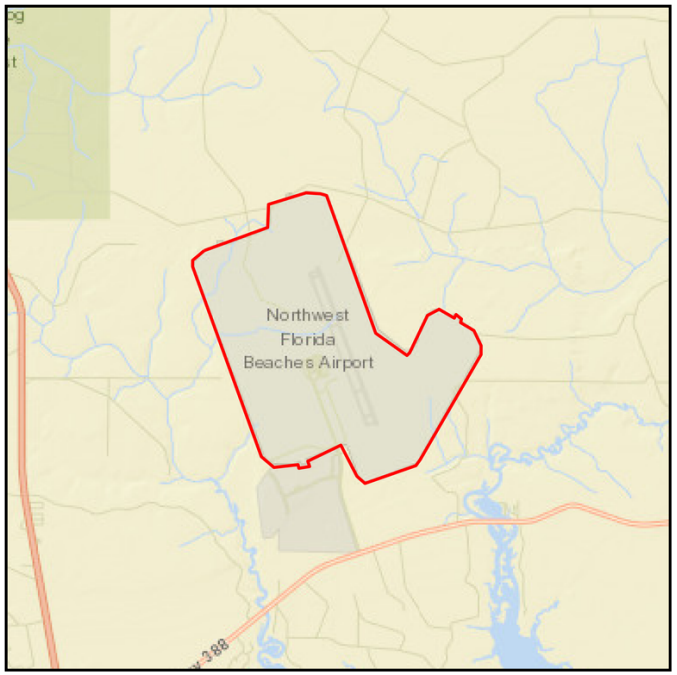
Future Cost >2032: 0

Total Project Cost: 480,819

Project Description: TPO Northwest Florida Beaches International Airport Project Priority #5 in 27.
Terminal Skylight Replacement at Northwest Florida Beaches International Airport.

4499001 - NORTHWEST FL BEACHES

SIS



From: INTERNATIONAL AIRPORT

To: SECURITY GATE/OPERATOR REPLACEMENT

Section: 8 - Aviation

Work Summary: AVIATION SECURITY PROJECT **Length:**

Lead Agency: Bay County **LRTP #:** Final Report p. F-19

Phase	Fund Source	2026/27	2027/28	2028/29	2029/30	2030/31	Total
CAP	LF	150,000	0	0	0	0	150,000
CAP	DPTO	150,000	0	0	0	0	150,000
CAX	DIOH	3,675	0	0	0	0	3,675
Total		**303,675**	**0**	**0**	**0**	**0**	**303,675**

Prior Cost <2027: 0

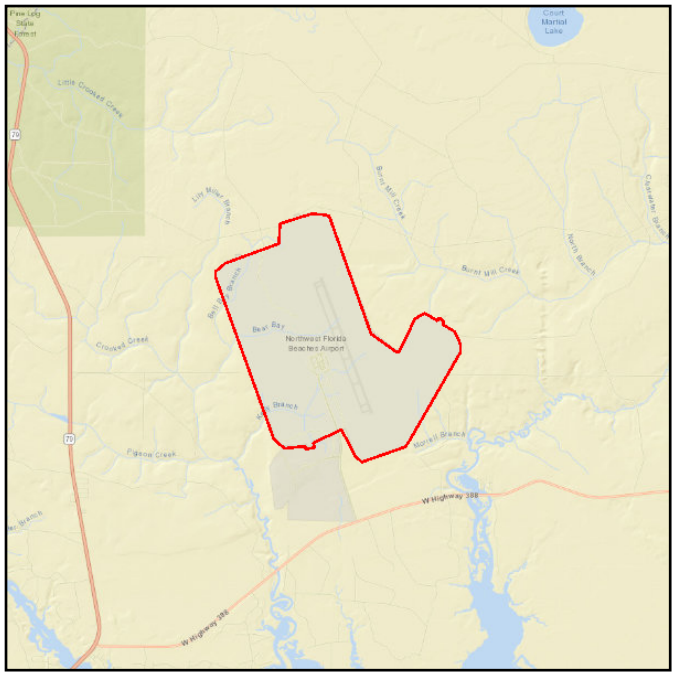
Future Cost >2032: 0

Total Project Cost: 303,675

Project Description: TPO Northwest Florida Beaches International Airport Project Priority #9 in 27.
Security Gate/Operator Replacement at Northwest Florida Beaches International Airport.

4542492 - NORTHWEST FL BEACHES

SIS



From: INTERNATIONAL AIRPORT

To:

Section: 8 - Aviation

Work Summary: AVIATION SAFETY PROJECT **Length:**

Lead Agency: Bay County **LRTP #:** Final Report p. F-19

Phase	Fund Source	2026/27	2027/28	2028/29	2029/30	2030/31	Total
CAP	DDR	0	800,000	0	0	0	800,000
CAP	LF	0	800,000	0	0	0	800,000
CAX	DIOH	0	19,600	0	0	0	19,600
Total		**0**	**1,619,600**	**0**	**0**	**0**	**1,619,600**

Prior Cost <2027: 0

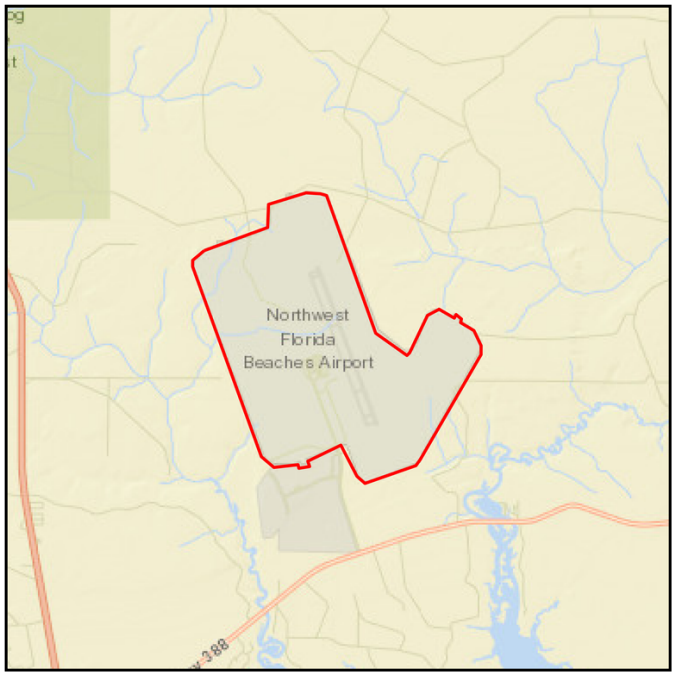
Future Cost >2032: 0

Total Project Cost: 1,619,600

Project Description: TPO Northwest Florida Beaches International Airport Project Priority.
Aviation Safety Project at Northwest Florida Beaches international Airport.

4542493 - NORTHWEST FL BEACHES

SIS



From: INTERNATIONAL AIRPORT

To: STORMWATER POND EXPANSION

Section: 8 - Aviation

Work Summary: AVIATION PRESERVATION PROJECT **Length:**

Lead Agency: Bay County **LRTP #:** Final Report p. F-19

Phase	Fund Source	2026/27	2027/28	2028/29	2029/30	2030/31	Total
CAP	LF	0	0	2,200,000	0	0	2,200,000
CAP	DPTO	0	0	2,200,000	0	0	2,200,000
CAX	DIOH	0	0	53,900	0	0	53,900
Total		**0**	**0**	**4,453,900**	**0**	**0**	**4,453,900**

Prior Cost <2027: 0

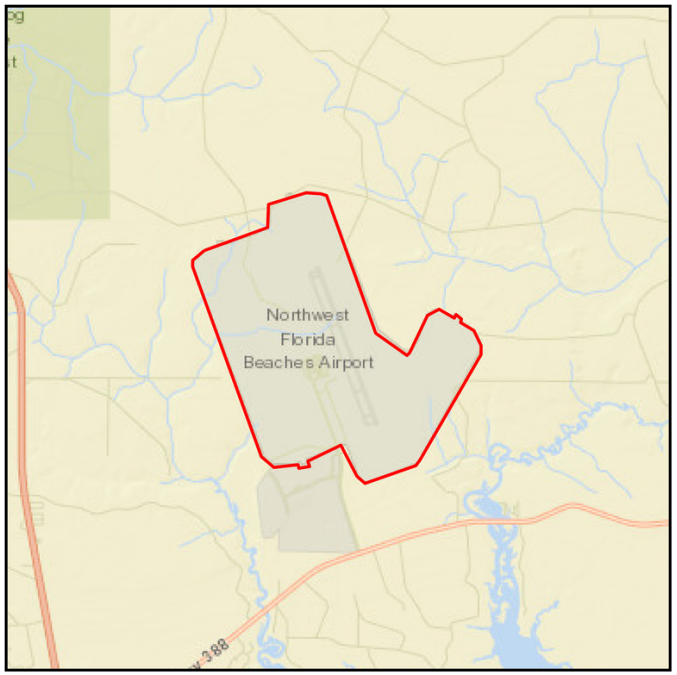
Future Cost >2032: 0

Total Project Cost: 4,453,900

Project Description: TPO Northwest Florida Beaches International Airport Project Priority.
Stormwater Pond Expansion at Northwest Florida Beaches International Airport.

4542494 - NORTHWEST FL BEACHES

SIS



From: INTERNATIONAL AIRPORT

To: SOUTH PARKING EXPANSION

Section: 8 - Aviation

Work Summary: AVIATION REVENUE/OPERATIONAL **Length:**

Lead Agency: Bay County **LRTP #:** Final Report p. F-19

Phase	Fund Source	2026/27	2027/28	2028/29	2029/30	2030/31	Total
CAP	LF	0	0	2,175,000	0	0	2,175,000
CAP	DPTO	0	0	2,175,000	0	0	2,175,000
CAX	DIOH	0	0	53,288	0	0	53,288
Total		**0**	**0**	**4,403,288**	**0**	**0**	**4,403,288**

Prior Cost <2027: 0

Future Cost >2032: 0

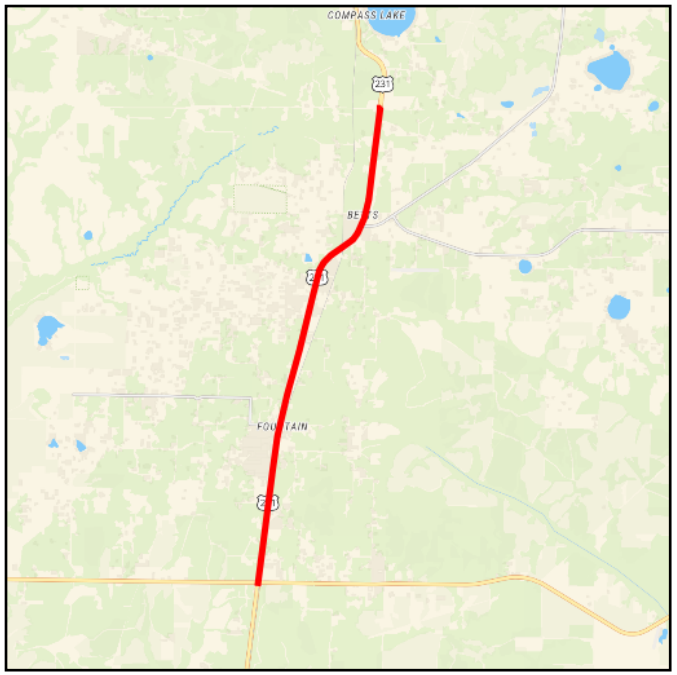
Total Project Cost: 4,403,288

Project Description: TPO Northwest Florida Beaches International Airport Project Priority in 29.
South Parking Expansion at the Northwest Florida Beaches International Airport.

Section 9 - Resurfacing

4529371 - SR 75 (US 231)

SIS



From: SR 20

To: JACKSON COUNTY LINE

Section: 9 - Resurfacing

Work Summary: RESURFACING **Length:** 9.708 MI

Lead Agency: FDOT **LRTP #:** Final Report p. F-22

Phase	Fund Source	2026/27	2027/28	2028/29	2029/30	2030/31	Total
CST	BRRP	52,478	0	0	0	0	52,478
CST	DIH	201,058	0	0	0	0	201,058
CST	ACNR	14,811,791	0	0	0	0	14,811,791
COX	DIOH	423,546	0	0	0	0	423,546
CSX	DIOH	82,498	0	0	0	0	82,498
Total		**15,571,371**	**0**	**0**	**0**	**0**	**15,571,371**

Prior Cost <2027: 1,818,887

Future Cost >2032: 0

Total Project Cost: 17,390,258

Project Description: SR 75 (US 231) Resurfacing from SR 20 to the Jackson County Line.

4538042 - CR 2321 - PH II

Non-SIS



From: SR 77

To: DEER POINT LAKE DAM BRIDGE

Section: 9 - Resurfacing

Work Summary: RESURFACING **Length:** 2.592 MI

Lead Agency: FDOT **LRTP #:** Final Report p. F-22

Phase	Fund Source	2026/27	2027/28	2028/29	2029/30	2030/31	Total
CST	GRSC	2,461,768	0	0	0	0	2,461,768
COX	DIOH	78,530	0	0	0	0	78,530
Total		**2,540,298**	**0**	**0**	**0**	**0**	**2,540,298**

Prior Cost <2027: 820,589

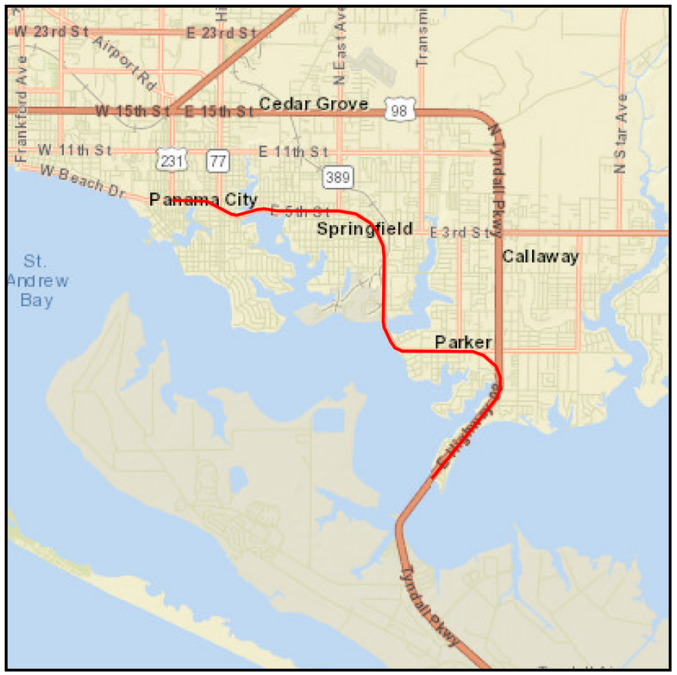
Future Cost >2032: 0

Total Project Cost: 3,360,887

Project Description: CR 2321 Resurfacing from SR 77 to Deer Point Lake Dam Bridge.

4546401 - SR 30 (US 98B)

SIS



From: SR 75 (US 231) HARRISON AVE

To: N. OF DUPONT BRIDGE

Section: 9 - Resurfacing

Work Summary: RESURFACING **Length:** 6.959 MI

Lead Agency: FDOT **LRTP #:** Final Report p. F-22

Phase	Fund Source	2026/27	2027/28	2028/29	2029/30	2030/31	Total
CST	DIH	0	121,546	0	0	0	121,546
CST	LF	0	212,000	0	0	0	212,000
CST	ACSL	0	3,782,097	0	0	0	3,782,097
CST	ACNR	0	7,562,163	0	0	0	7,562,163
RRU	DS	0	50,000	0	0	0	50,000
COX	DIOH	0	331,467	0	0	0	331,467
CSX	DIOH	0	59,168	0	0	0	59,168
Total		**0**	**12,118,441**	**0**	**0**	**0**	**12,118,441**

Prior Cost <2027: 2,528,394

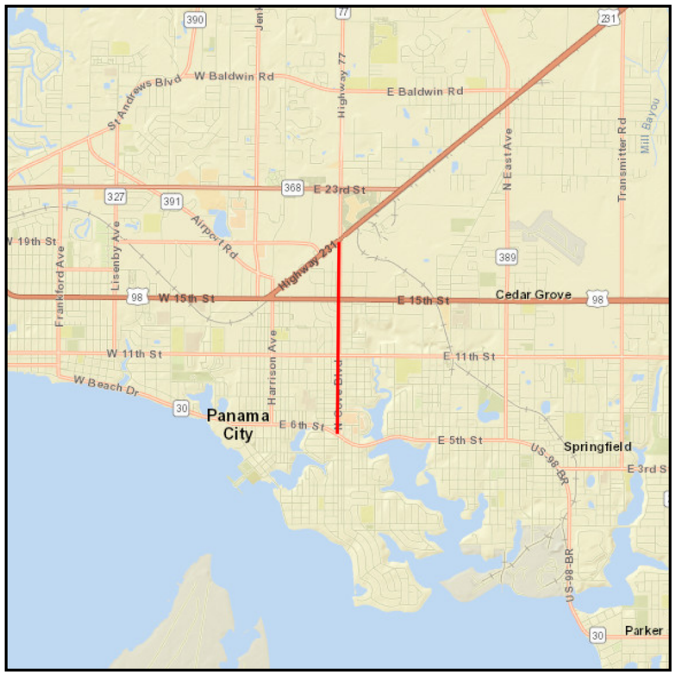
Future Cost >2032: 0

Total Project Cost: 14,646,835

Project Description: SR 30 (US 98B) Resurfacing from SR 75 (US 231) Harrison Avenue to North of DuPont Bridge.

4565901 - SR 77 MLK BOULEVARD

Non-SIS



From: SR 30 (US 98B)

To: BAY LINE RAILROAD

Section: 9 - Resurfacing

Work Summary: RESURFACING **Length:** 1.703 MI

Lead Agency: FDOT **LRTP #:** Final Report p. F-22

Phase	Fund Source	2026/27	2027/28	2028/29	2029/30	2030/31	Total
CST	DIH	0	0	57,554	0	0	57,554
CST	ACNR	0	0	5,371,687	0	0	5,371,687
PE	ACSL	1,136,300	0	0	0	0	1,136,300
RRU	DS	0	0	50,000	0	0	50,000
COX	DIOH	0	0	154,592	0	0	154,592
CSX	DIOH	0	0	28,017	0	0	28,017
PEX	DIOH	91,018	0	0	0	0	91,018
Total		**1,227,318**	**0**	**5,661,850**	**0**	**0**	**6,889,168**

Prior Cost <2027: 0

Future Cost >2032: 0

Total Project Cost: 6,889,168

Project Description: SR 77 (Martin Luther King, Jr. Boulevard) Resurfacing from SR 30 (US 98B) to Bay Line Railroad.

4570471 - SR 77

Non-SIS



From: BAILEY BRIDGE

To: NORTH OF LIBERTY AVENUE

Section: 9 - Resurfacing

Work Summary: RESURFACING **Length:** 2.591 MI

Lead Agency: FDOT **LRTP #:** Final Report p. F-22

Phase	Fund Source	2026/27	2027/28	2028/29	2029/30	2030/31	Total
CST	DIH	0	0	94,417	0	0	94,417
CST	ACNR	0	0	8,812,199	0	0	8,812,199
PE	DS	565,686	0	0	0	0	565,686
PE	ACSL	614,614	0	0	0	0	614,614
COX	DIOH	0	0	250,990	0	0	250,990
CSX	DIOH	0	0	45,962	0	0	45,962
PEX	DIOH	94,543	0	0	0	0	94,543
Total		**1,274,843**	**0**	**9,203,568**	**0**	**0**	**10,478,411**

Prior Cost <2027: 0

Future Cost >2032: 0

Total Project Cost: 10,478,411

Project Description: Resurfacing of SR 77 from Bailey Bridge to North of Liberty Avenue.

4570481 - SR 368 23RD STREET

SIS



From: REALIGNMENT

To: W OF SR 390 BECK AVENUE

Section: 9 - Resurfacing

Work Summary: RESURFACING **Length:** 1.567 MI

Lead Agency: FDOT **LRTP #:** Final Report p. F-22

Phase	Fund Source	2026/27	2027/28	2028/29	2029/30	2030/31	Total
CST	ACSS	0	23,411	0	0	0	23,411
CST	DIH	0	39,382	0	0	0	39,382
CST	ACNR	0	3,675,644	0	0	0	3,675,644
COX	DIOH	0	105,437	0	0	0	105,437
CSX	DIOH	0	19,171	0	0	0	19,171
Total		**0**	**3,863,045**	**0**	**0**	**0**	**3,863,045**

Prior Cost <2027: 922,398

Future Cost >2032: 0

Total Project Cost: 4,785,443

Project Description: Resurfacing of SR 368 (23rd Street) from Realignment to West of SR 390 (Beck Avenue).

Section 10 - Seaport

4387631 - PORT OF PANAMA CITY

SIS



From: TERMINAL IMPROVEMENTS

To:

Section: 10 - Seaport

Work Summary: SEAPORT CAPACITY PROJECT **Length:**

Lead Agency: Panama City **LRTP #:** Final Report p. F-19

Phase	Fund Source	2026/27	2027/28	2028/29	2029/30	2030/31	Total
CAP	DDR	2,736,223	0	0	0	0	2,736,223
CAP	LF	13,500,000	1,000,000	0	0	0	14,500,000
CAP	GMR	7,500,000	1,000,000	0	0	0	8,500,000
CAP	SIWR	3,263,777	0	0	0	0	3,263,777
CAX	DIOH	330,750	24,500	0	0	0	355,250
Total		**27,330,750**	**2,024,500**	**0**	**0**	**0**	**29,355,250**

Prior Cost <2027: 86,335,965

Future Cost >2032: 0

Total Project Cost: 115,691,215

Project Description: TPO Port of Panama City Project Priority.
This project is for Terminal Improvements for the Port of Panama City.

4387632 - PORT OF PANAMA CITY

SIS



From: EAST TERMINAL TURNING BASIN & CHANNEL IMPROVEMENTS

To:

Section: 10 - Seaport

Work Summary: SEAPORT CAPACITY PROJECT **Length:**

Lead Agency: Panama City **LRTP #:** Final Report p. F-19

Phase	Fund Source	2026/27	2027/28	2028/29	2029/30	2030/31	Total
CAP	LF	1,000,000	5,000,000	0	0	0	6,000,000
CAP	GMR	1,000,000	0	0	0	0	1,000,000
CAP	DPTO	0	5,000,000	0	0	0	5,000,000
CAX	DIOH	24,500	122,500	0	0	0	147,000
Total		**2,024,500**	**10,122,500**	**0**	**0**	**0**	**12,147,000**

Prior Cost <2027: 0

Future Cost >2032: 0

Total Project Cost: 12,147,000

Project Description: TPO Port of Panama City Project Priority.
This project is for Turning Basin and Channel improvements for the Port of Panama City East Terminal.

4553411 - BAYLINE RAILROAD

SIS



From: PANAMA CITY YARD

To: LOCOMOTIVE SHOP TRACK IMPROVEMENT

Section: 10 - Seaport

Work Summary: RAIL CAPACITY PROJECT **Length:**

Lead Agency: Panama City **LRTP #:** Final Report p. F-19

Phase	Fund Source	2026/27	2027/28	2028/29	2029/30	2030/31	Total
CAP	SIWR	1,672,200	0	0	0	0	1,672,200
CAX	DIOH	40,969	0	0	0	0	40,969
Total		**1,713,169**	**0**	**0**	**0**	**0**	**1,713,169**

Prior Cost <2027: 0

Future Cost >2032: 0

Total Project Cost: 1,713,169

Project Description: Bayline Railroad Rail capacity locomotive shop track improvement project at Panama City Yard Port of Panama City.

4575321 - PORT OF PANAMA CITY

SIS



From: WEST TERMINAL MAINTENANCE DREDGING

To:

Section: 10 - Seaport

Work Summary: SEAPORT CAPACITY PROJECT **Length:**

Lead Agency: Panama City **LRTP #:** Final Report p. F-19

Phase	Fund Source	2026/27	2027/28	2028/29	2029/30	2030/31	Total
CAP	LF	1,500,000	0	0	0	0	1,500,000
CAP	PORT	1,500,000	0	0	0	0	1,500,000
CAX	DIOH	36,750	0	0	0	0	36,750
Total		**3,036,750**	**0**	**0**	**0**	**0**	**3,036,750**

Prior Cost <2027: 0

Future Cost >2032: 0

Total Project Cost: 3,036,750

Project Description: West Terminal Maintenance Dredging at Port of Panama City.

Appendix A

Acronyms/Definitions

BIL/IIJA Bipartisan Infrastructure Law/Infrastructure Investment and Jobs Act.

BPAC Bicycle/Pedestrian Advisory Committee: Advisory committee utilized by metropolitan planning organizations (MPOs) for specialized citizen input into the transportation planning process.

CAC Citizens' Advisory Committee: Advisory committee utilized by most metropolitan planning organizations (MPOs) for citizen input into the transportation planning process.

CFR Code of Federal Regulations: Compilation of the rules of the executive department and agencies of the federal government

CMAQ Congestion Mitigation and Air Quality Improvement Program: A new categorical funding program created under ISTEA which directs funding to projects that contribute to meeting national air quality standards in non-attainment areas for ozone and carbon monoxide.

CMPP Congestion Management Process Plan: This plan assists decision-makers in selecting cost effective, short term strategies to enhance the mobility of people and goods by rating the performance of existing transportation facilities

CTC Community Transportation Coordinators: People contracted by the Transportation Disadvantaged Commission to provide complete, cost-effective and efficient transportation services to transportation disadvantaged (TD) persons.

CTST Community Traffic Safety Team: Florida's Community Traffic Safety Teams (CTSTs) are locally based groups of highway safety advocates who are committed to solving traffic safety problems through a comprehensive, multi-jurisdictional, multi-disciplinary approach. Members include local city, county, state, and occasionally federal agencies, as well as private industry representatives and local citizens.

DEO Department of Economic Opportunity: State land planning and community development agency responsible for a number of programs, including Chapters 163 and 380 of the Florida Statutes (F.S.).

DEP Florida Department of Environmental Protection: State agency responsible for the implementation of most of Florida's environmental regulations, including air monitoring and assessment; formerly the Departments of Natural Resources and Environmental Regulation.

ECAT Escambia County Area Transit: Public transportation system.

EMO Environmental Management Office: The office at the Florida Department of Transportation responsible for protecting and enhancing a sustainable human and natural environment while developing safe, cost effective, and efficient transportation systems.

EPA Environmental Protection Agency: A federal agency responsible for dealing with national environmental issues.

FAA Federal Aviation Administration: Federal entity responsible for overseeing air commerce, air traffic control, noise abatement and other related issues.

FAST Fixing America's Surface Transportation Act. Federal legislation that was signed into law on December 4 2015 that funds surface transportation programs at over $300 billion for fiscal years 2016 through 2020.

FDOT Florida Department of Transportation: State agency responsible for transportation issues and planning in Florida.

FHWA Federal Highway Administration: Division of the U.S. Department of Transportation responsible for administrating federal highway transportation programs.

F.S. Florida Statutes: Documents in which Florida's laws are found.

FTA Federal Transit Administration: A statewide, comprehensive transportation plan which establishes long-range goals to be accomplished over a 20-25 year time frame; developed by Florida Department of Transportation (FDOT); updated on an annual basis.

FTP Florida Transportation Plan: A statewide, comprehensive transportation plan which establishes long-range goals to be accomplished over a 20-25 year time frame; developed by Florida Department of Transportation (FDOT); updated on an annual basis.

FY Fiscal Year: A budget year; runs from July 1 through June 30 for the state of Florida, and from October 1 through September 30 for the federal government.

ICE Intergovernmental Coordination Element: Required element of a local government comprehensive plan addressing coordination between adjacent local governments, and regional and state agencies; requirements for content are found in Rule 9J-5.015, F.A.C. and 163.3177(6)(h), F.S.

ITS Intelligent Transportation System: The use of computer and communications technology to facilitate the flow of information between traveler and system operators to improve mobility and transportation productivity.

JPA Joint Participation Agreement: Legal instrument describing intergovernmental tasks to be accomplished and/or funds to be paid between government agencies. K Design Hour Factor: Used to convert daily traffic counts to hourly traffic counts, and annual average traffic counts to peak season traffic counts; most road are designed for peak hour, peak season traffic counts. LDR Land Development Regulations: Local development regulations used to implement comprehensive plans; required by 9J-5.006, F.A.C. and Chapter 163.3177(6)(a), F.S.

LAP Local Agency Program: Agreement negotiated between a Local Agency and FDOT allocating Federal funds to a transportation project.

LRC Long Range Component: The part of the Florida Transportation Plan (FTP) that addresses a time span of about 20 years; updated at least every five years to reflect changes in the issues, goals and long range objectives.

LRTP Long Range Transportation Plan: A 20 year forecast plan required of state planning agencies and TPO/MPOs; it must consider a wide range of social, environmental, energy and economic factors in determining overall regional goals and consider how transportation can best meet these goals.

MAP 21 Moving Ahead for Progress in the 21st Century Act. Federal legislation that was signed into law on July 6, 2012 that funds surface transportation programs at over $105 billion for fiscal years 2013 and 2014.

MPO See TPO

MPOAC Metropolitan Planning Organization Advisory Council: An advisory council, consisting of one member from each TPO, which serves the principal forum for collaborative policy discussion in urban areas; it was created by law to assist the TPO/MPOs in carrying out the urbanized area transportation planning process.

NHS National Highway System: Specific major roads to be designated by September 30, 1995; the NHS will consist of 155,000 (plus or minus 15%) miles of road and represents one category of roads eligible for federal funds under ISTEA.

RTPO Regional Transportation Planning Organization:

ROW Right-of-Way: Real property that is used for transportation purposes; defines the extent of the corridor that can be used for the road and associated drainage.

RPC Regional Planning Council: A multipurpose organization composed of representatives of local governments and appointed representatives from the geographic area covered by the council, and designated as the primary organization to address problems and plan solutions that are of greater than local concern or scope; currently 11 regional planning councils exist in Florida.

SAFETEA-LU Safe, Accountable, Flexible, and Efficient Transportation Equity Act, a Legacy for Users: Federal legislation that was signed into law on August 10th 2005. This legislation built upon the ISTEA and TEA-21 premises but advocated a new direction in transportation planning, as evidenced by its name.

SIS Strategic Intermodal System: The SIS is a transportation system that is made up of statewide and regionally significant facilities and services (strategic), that contains all forms of transportation for moving both people and goods, including linkages that provide for smooth and efficient transfers between modes and major facilities (intermodal), and that integrates individual facilities, services, forms of transportation (modes) and linkages into a single, integrated transportation network (system)

SRTS Safe Routes to School: The Safe Routes to School Program (SRTS) was authorized in August 2005 by Section 1404 of the federal transportation act, SAFETEA-LU (the *Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users*). SRTS funds are administered through the seven FDOT Districts and overseen by the State Safe Routes to School Coordinator Program guidelines and other program documents have been developed to create a competitive application process for infrastructure projects and non-infrastructure programs.

STIP State Transportation Improvement Program: A staged, multiyear, statewide, intermodal program that is consistent with the state and metropolitan transportation plans; identifies the priority transportation projects to be done over the next three years; is developed by the Florida Department of Transportation (FDOT) and must be approved by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) at least every two years.

TAP Transportation Alternatives Program. Provides funding for programs and projects defined as transportation alternatives, including on and off road pedestrian and bicycle facilities, infrastructure projects for improving non-driver access to public transportation and enhanced mobility, community improvement activities, and environmental mitigation, recreational trail program projects, safe routes to school projects, and projects for the planning design or construction of boulevards and other roadways largely in the right-of-way of former Interstate System routes or other divided highways.

TCC Technical Coordinating Committee: A standing committee of most metropolitan planning organizations (MPOs); function is to provide advice on plans or actions of the MPO from planners, engineers and other staff members (not general citizens.)

TD Transportation Disadvantaged: People who are unable to transport themselves or to purchase transportation due to disability, income status or age.

TDP Transit Development Program: A plan developed by the transit operator and endorsed by the TPO; it addresses public transportation needs, operations, services, and contains a financial plan. The plan has a 10-year horizon, with a major update every five years, and it also requires annual updates.

TDSP Transportation Disadvantage Service Plan: A five year plan which reviews the need for Transportation Disadvantaged services, goals, objectives, and performance measures; it is updated annually.

TIP Transportation Improvement Program: A priority list of transportation projects developed by a metropolitan planning organization that is to be carried out within the five year period following its adoption; must include documentation of federal and state funding sources for each project and be consistent with adopted local comprehensive plans.

TPO (MPO) Transportation or Metropolitan Planning Organization: The forum for cooperative transportation decision-making; required for urbanized areas with populations over 50,000.

TSM Transportation Systems Management: Strategies to improve the efficiency of the transportation system through operational improvements such as the use of bus priority or reserved lanes, signalization, access management, turn restrictions, etc.

UPWP Unified Planning Work Program: Developed by Metropolitan Planning Organizations (MPOs); identifies all transportation and transportation air quality activities anticipated within the next one to two years, including schedule for completing, who is doing it, and products to be produced

Appendix B

Phase and Fund Codes

Code	Description	Fund Group	Fund Group Description
ACBR	ADVANCE CONSTRUCTION (BRT)	F22	NH - AC FUNDING
ACBZ	ADVANCE CONSTRUCTION (BRTZ)	F22	NH - AC FUNDING
ACCM	ADVANCE CONSTRUCTION (CM)	F32	O.F.A. - AC FUNDING
ACER	ADVANCE CONSTRUCTION (ER)	F32	O.F.A. - AC FUNDING
ACFP	AC FREIGHT PROG (NFP)	F22	NH - AC FUNDING
ACID	ADV CONSTRUCTION SAFETY (HSID)	F22	NH - AC FUNDING
ACLD	ADV CONSTRUCTION SAFETY (HSLD)	F22	NH - AC FUNDING
ACNP	ADVANCE CONSTRUCTION NHPP	F22	NH - AC FUNDING
ACNR	AC NAT HWY PERFORM RESURFACING	F22	NH - AC FUNDING
ACPL	ADVANCE CONSTRUCTION PLANNING	F32	O.F.A. - AC FUNDING
ACPR	AC - PROTECT GRANT PGM	F22	NH - AC FUNDING
ACSA	ADVANCE CONSTRUCTION (SA)	F32	O.F.A. - AC FUNDING
ACSL	ADVANCE CONSTRUCTION (SL)	F32	O.F.A. - AC FUNDING
ACSM	STBG AREA POP. W/ 5K TO 49,999	F32	O.F.A. - AC FUNDING
ACSN	ADVANCE CONSTRUCTION (SN)	F32	O.F.A. - AC FUNDING
ACSS	ADVANCE CONSTRUCTION (SS,HSP)	F22	NH - AC FUNDING
ACSU	ADVANCE CONSTRUCTION (SU)	F32	O.F.A. - AC FUNDING
ARDR	ARPA- SCETS MOTOR FUEL TAX	F49	100% FEDERAL NON-FHWA
ARHF	ARPA- SHS MOTOR FUEL TAX	F49	100% FEDERAL NON-FHWA
ARPI	ARPA INTEREST	N49	OTHER NON-FEDERAL FUNDS
ART	ARTERIAL HIGHWAYS PROGRAMS	N11	100% STATE
ARTW	ARTERIAL WIDENING PROGRAM	N11	100% STATE
BNBR	AMENDMENT 4 BONDS (BRIDGES)	N31	BONDS
BNDS	BOND - STATE	N31	BONDS
BNIR	INTRASTATE R/W & BRIDGE BONDS	N31	BONDS
BRAS	ANCILLARY STRUCTURES	N11	100% STATE
BRP	STATE BRIDGE REPLACEMENT	N11	100% STATE
BRRP	STATE BRIDGE REPAIR & REHAB	N11	100% STATE
BRRR	BRIDGE REPAIR RAILROADS	N11	100% STATE
BRTD	FED BRIDGE REPL--DISCRETIONARY	F33	O.F.A. - DEMO/EARMARK FUNDS
BRTZ	FED BRIDGE REPL - OFF SYSTEM	F21	NH - REGULAR FUNDING
CARB	CARBON REDUCTION GRANT PGM	F31	O.F.A. - REGULAR FUNDS
CARL	CARB FOR URB. LESS THAN 200K	F31	O.F.A. - REGULAR FUNDS
CARM	CARB FOR SM. URB. 5K - 49,999	F31	O.F.A. - REGULAR FUNDS
CARN	CARB FOR RURAL AREAS < 5K	F31	O.F.A. - REGULAR FUNDS
CARU	CARB FOR URB. AREA > THAN 200K	F31	O.F.A. - REGULAR FUNDS
CD22	CONGRESS GF EARMARKS HIP 2022	F43	100% FEDERAL DEMO/EARMARK
CD23	CONGRESS GF EARMARKS HIP 2023	F43	100% FEDERAL DEMO/EARMARK
CD24	CONGRESS GF EARMARKS HIP 2024	F43	100% FEDERAL DEMO/EARMARK
CIGP	COUNTY INCENTIVE GRANT PROGRAM	N12	100% STATE - SINGLE AUDIT ACT
CM	CONGESTION MITIGATION - AQ	F31	O.F.A. - REGULAR FUNDS
D	UNRESTRICTED STATE PRIMARY	N11	100% STATE
DC	STATE PRIMARY PE CONSULTANTS	N11	100% STATE

DDR	DISTRICT DEDICATED REVENUE	N11	100% STATE
DEM	ENVIRONMENTAL MITIGATION	N11	100% STATE
DER	EMERGENCY RELIEF - STATE FUNDS	N11	100% STATE
DFTA	FED PASS-THROUGH $ FROM FTA	F49	100% FEDERAL NON-FHWA
DI	ST. - S/W INTER/INTRASTATE HWY	N11	100% STATE
DIFC	FINC DEBT SERVICE	N11	100% STATE
DIH	STATE IN-HOUSE PRODUCT SUPPORT	N11	100% STATE
DIOH	STATE 100% - OVERHEAD	N11	100% STATE
DIS	STRATEGIC INTERMODAL SYSTEM	N11	100% STATE
DITS	STATEWIDE ITS - STATE 100%.	N11	100% STATE
DL	LOCAL FUNDS - PTO - BUDGETED	N44	LOCAL
DPTO	STATE - PTO	N11	100% STATE
DRA	REST AREAS - STATE 100%	N11	100% STATE
DS	STATE PRIMARY HIGHWAYS & PTO	N11	100% STATE
DSB0	UNALLOCATED TO FACILITY	N41	TOLL CAPITAL IMPROVEMENT
DSB1	SKYWAY	N41	TOLL CAPITAL IMPROVEMENT
DSB2	EVERGLADES PKY/ALLIGATOR ALLEY	N41	TOLL CAPITAL IMPROVEMENT
DSB3	PINELLAS BAYWAY	N41	TOLL CAPITAL IMPROVEMENT
DSB7	MID-BAY BRIDGE AUTHORITY	N41	TOLL CAPITAL IMPROVEMENT
DSBD	I-95 EXPRESS LANES	N41	TOLL CAPITAL IMPROVEMENT
DSBF	I-595	N41	TOLL CAPITAL IMPROVEMENT
DSBG	I-75 ML TOLL CAP IMPROVEMENT	N41	TOLL CAPITAL IMPROVEMENT
DSBH	I-4 ML TOLL CAP IMPROVEMENT	N41	TOLL CAPITAL IMPROVEMENT
DSBI	PALMETTO ML TOLL CAP IMPROVE	N41	TOLL CAPITAL IMPROVEMENT
DSBJ	I-295 EXPRESS LANES - CAPITAL	N41	TOLL CAPITAL IMPROVEMENT
DSBK	TAMPA BAY EXPRESS LANES	N41	TOLL CAPITAL IMPROVEMENT
DSBT	TURNPIKE/REIMBURSED BY TOLL	N41	TOLL CAPITAL IMPROVEMENT
DSBW	WEKIVA PARKWAY	N41	TOLL CAPITAL IMPROVEMENT
DSPC	SERVICE PATROL CONTRACT	N11	100% STATE
DU	STATE PRIMARY/FEDERAL REIMB	F49	100% FEDERAL NON-FHWA
DUCA	TRANSIT CARES/CRRSAA ACT	F49	100% FEDERAL NON-FHWA
DWS	WEIGH STATIONS - STATE 100%	N11	100% STATE
EB	EQUITY BONUS	F31	O.F.A. - REGULAR FUNDS
EM25	GAA EARMARKS FY 2025	N11	100% STATE
EM26	GAA EARMARKS FY 2026	N11	100% STATE
ER17	2017 EMERGENCY RELIEF EVENTS	F42	100% FEDERAL EMERGENCY FUNDS
ER22	2022 EMERGENCY RELIEF EVENTS	F42	100% FEDERAL EMERGENCY FUNDS
ER23	2023 EMERGENCY RELIEF EVENTS	F42	100% FEDERAL EMERGENCY FUNDS
ER24	2024 EMERGENCY RELIEF EVENTS	F42	100% FEDERAL EMERGENCY FUNDS
F001	FEDERAL DISCRETIONARY - US19	F33	O.F.A. - DEMO/EARMARK FUNDS
FAA	FEDERAL AVIATION ADMIN	F49	100% FEDERAL NON-FHWA
FBD	FERRYBOAT DISCRETIONARY	F33	O.F.A. - DEMO/EARMARK FUNDS
FC5	OPEN GRADE FRICTION COURSE FC5	N11	100% STATE
FCO	PRIMARY/FIXED CAPITAL OUTLAY	N11	100% STATE

FEMA	FED EMERGENCY MGT AGENCY	F49	100% FEDERAL NON-FHWA
FHPP	FEDERAL HIGH PRIORITY PROJECTS	F33	O.F.A. - DEMO/EARMARK FUNDS
FINC	FINANCING CORP	N51	FINC - FINANCING CORP.
FLAP	FEDERAL LANDS ACCESS PROGRAM	F41	100% FEDERAL FUNDS
FRA	FEDERAL RAILROAD ADMINISTRATN	F49	100% FEDERAL NON-FHWA
FTA	FEDERAL TRANSIT ADMINISTRATION	F49	100% FEDERAL NON-FHWA
FTAT	FHWA TRANSFER TO FTA (NON-BUD)	F43	100% FEDERAL DEMO/EARMARK
GFBR	GEN FUND BRIDGE REPAIR/REPLACE	F21	NH - REGULAR FUNDING
GFBZ	GENERAL FUND BRIDGE OFF-SYSTEM	F31	O.F.A. - REGULAR FUNDS
GFEV	GEN. FUND EVEHICLE CHARG. PGM	F21	NH - REGULAR FUNDING
GFNP	NP FEDERAL RELIEF GENERAL FUND	F31	O.F.A. - REGULAR FUNDS
GFSA	GF STPBG ANY AREA	F31	O.F.A. - REGULAR FUNDS
GFSL	GF STPBG <200K<5K (SMALL URB)	F31	O.F.A. - REGULAR FUNDS
GFSU	GF STPBG >200 (URBAN)	F31	O.F.A. - REGULAR FUNDS
GMR	GROWTH MANAGEMENT FOR SIS	N11	100% STATE
GR23	GAA EARMARKS FY2023	N11	100% STATE
GR24	GAA EARMARKS FY2024	N11	100% STATE
GR25	GAA EARMARKS FY 2025	N11	100% STATE
GR26	GAA EARMARKS FY 2026	N11	100% STATE
GRSC	GROWTH MANAGEMENT FOR SCOP	N11	100% STATE
GRTR	FY2024 SB106 TRAIL NETWORK	N11	100% STATE
HP	FEDERAL HIGHWAY PLANNING	F31	O.F.A. - REGULAR FUNDS
HPP	HIGH PRIORITY PROJECTS	F43	100% FEDERAL DEMO/EARMARK
HR	FEDERAL HIGHWAY RESEARCH	F31	O.F.A. - REGULAR FUNDS
HSP	SAFETY (HIWAY SAFETY PROGRAM)	F21	NH - REGULAR FUNDING
HSPT	SAFETY EDUCATIONAL-TRANSFERRED	F31	O.F.A. - REGULAR FUNDS
LF	LOCAL FUNDS	N44	LOCAL
LFB	LOCAL FUNDS BUDGET	N44	LOCAL
LFBN	LOCAL TO RESERVE BNDS BUDGET	N31	BONDS
LFD	"LF" FOR STTF UTILITY WORK	N11	100% STATE
LFF	LOCAL FUND - FOR MATCHING F/A	N44	LOCAL
LFI	LOCAL FUNDS INTEREST EARNED	N44	LOCAL
LFNE	LOCAL FUNDS NOT IN ESCROW	N44	LOCAL
LFP	LOCAL FUNDS FOR PARTICIPATING	N44	LOCAL
LFR	LOCAL FUNDS/REIMBURSABLE	N44	LOCAL
LFRF	LOCAL FUND REIMBURSABLE-FUTURE	N44	LOCAL
LFU	LOCAL FUNDS_FOR UNFORSEEN WORK	N11	100% STATE
MFF	MOVING FLORIDA FOWARD	N11	100% STATE
NAEP	NEIGHBORHOOD ACCESS & EQUITY	F43	100% FEDERAL DEMO/EARMARK
NFP	NATIONAL FREIGHT PROGRAM	F21	NH - REGULAR FUNDING
NFPD	NAT FREIGHT PGM-DISCRETIONARY	F31	O.F.A. - REGULAR FUNDS
NHBR	NATIONAL HIGWAYS BRIDGES	F21	NH - REGULAR FUNDING
NHEX	NATIONAL PERFORM PROG. EXEMPT	F21	NH - REGULAR FUNDING
NHPF	NAT HWY PERF PGM-XFER FROM NFP	F21	NH - REGULAR FUNDING

NHPP	IM, BRDG REPL, NATNL HWY-MAP21	F21	NH - REGULAR FUNDING
NHRE	NAT HWY PERFORM - RESURFACING	F21	NH - REGULAR FUNDING
NHTS	NATIONAL HWY TRAFFIC SAFETY	F49	100% FEDERAL NON-FHWA
NSTP	NEW STARTS TRANSIT PROGRAM	N11	100% STATE
NSWR	2015 SB2514A-NEW STARTS TRANST	N11	100% STATE
PKBD	TURNPIKE MASTER BOND FUND	N21	TURNPIKE CAPITAL IMPROVEMENT
PKED	2012 SB1998-TURNPIKE FEEDER RD	N11	100% STATE
PKLF	LOCAL SUPPORT FOR TURNPIKE	N45	LOCAL - TURNPIKE
PKM1	TURNPIKE TOLL MAINTENANCE	N21	TURNPIKE CAPITAL IMPROVEMENT
PKOH	TURNPIKE INDIRECT COSTS	N21	TURNPIKE CAPITAL IMPROVEMENT
PKYI	TURNPIKE IMPROVEMENT	N21	TURNPIKE CAPITAL IMPROVEMENT
PKYO	TURNPIKE TOLL COLLECTION/OPER.	N22	TURNPIKE OPERATIONS
PKYR	TURNPIKE RENEWAL & REPLACEMENT	N21	TURNPIKE CAPITAL IMPROVEMENT
PL	METRO PLAN (85% FA; 15% OTHER)	F41	100% FEDERAL FUNDS
PLH	PUBLIC LANDS HIGHWAY	F41	100% FEDERAL FUNDS
PLHD	PUBLIC LANDS HIGHWAY DISCR	F43	100% FEDERAL DEMO/EARMARK
POED	2012 SB1998-SEAPORT INVESTMENT	N11	100% STATE
PORB	PORT FUNDS RETURNED FROM BONDS	N11	100% STATE
PORT	SEAPORTS	N11	100% STATE
PROD	PROTECT DISC. GRANT PROGRAM	F43	100% FEDERAL DEMO/EARMARK
PROT	PROTECT GRANT PROGRAM	F21	NH - REGULAR FUNDING
RBRP	REIMBURSABLE BRP FUNDS	N11	100% STATE
RECT	RECREATIONAL TRAILS	F31	O.F.A. - REGULAR FUNDS
RED	REDISTR. OF FA (SEC 1102F)	F31	O.F.A. - REGULAR FUNDS
REPE	REPURPOSED FEDERAL EARMARKS	F43	100% FEDERAL DEMO/EARMARK
RHH	RAIL HIGHWAY X-INGS - HAZARD	F31	O.F.A. - REGULAR FUNDS
RHP	RAIL HIGHWAY X-INGS - PROT DEV	F31	O.F.A. - REGULAR FUNDS
ROWR	ROW LEASE REVENUES	N11	100% STATE
S117	STP EARMARKS - 2005	F43	100% FEDERAL DEMO/EARMARK
SA	STP, ANY AREA	F31	O.F.A. - REGULAR FUNDS
SABR	STP, BRIDGES	F21	NH - REGULAR FUNDING
SAFE	SECURE AIRPORTS FOR FL ECONOMY	N11	100% STATE
SCED	2012 SB1998-SMALL CO OUTREACH	N11	100% STATE
SCHR	SCOP - HURRICANES	N11	100% STATE
SCOP	SMALL COUNTY OUTREACH PROGRAM	N12	100% STATE - SINGLE AUDIT ACT
SCRA	SMALL COUNTY RESURFACING	N12	100% STATE - SINGLE AUDIT ACT
SCRC	SCOP FOR RURAL COMMUNITIES	N11	100% STATE
SCWR	2015 SB2514A-SMALL CO OUTREACH	N12	100% STATE - SINGLE AUDIT ACT
SE	STP, ENHANCEMENT	F31	O.F.A. - REGULAR FUNDS
SIB1	STATE INFRASTRUCTURE BANK	N48	OTHER SIB FUNDS
SIBF	FEDERAL FUNDED SIB	F49	100% FEDERAL NON-FHWA
SIWR	2015 SB2514A-STRATEGIC INT SYS	N11	100% STATE
SL	STP, AREAS <= 200K	F31	O.F.A. - REGULAR FUNDS
SM	STBG AREA POP. W/ 5K TO 49,999	F31	O.F.A. - REGULAR FUNDS

SN	STP, MANDATORY NON-URBAN <= 5K	F31	O.F.A. - REGULAR FUNDS
SPN	PROCEED FROM SPONSOR AGREEMENT	N11	100% STATE
SR2S	SAFE ROUTES - INFRASTRUCTURE	F31	O.F.A. - REGULAR FUNDS
SR2T	SAFE ROUTES - TRANSFER	F31	O.F.A. - REGULAR FUNDS
SROM	SUNRAIL REVENUES FOR O AND M	N49	OTHER NON-FEDERAL FUNDS
SSI	STATEWIDE SAFETY INITIATIVES	N11	100% STATE
SSM	FED SUPPORT SERVICES/MINORITY	F41	100% FEDERAL FUNDS
ST10	STP EARMARKS - 2010	F43	100% FEDERAL DEMO/EARMARK
STED	2012 SB1998-STRATEGIC ECON COR	N11	100% STATE
SU	STP, URBAN AREAS > 200K	F31	O.F.A. - REGULAR FUNDS
TALL	TRANSPORTATION ALTS- <200K	F31	O.F.A. - REGULAR FUNDS
TALM	TAP AREA POP. 5K TO 50,000	F31	O.F.A. - REGULAR FUNDS
TALN	TRANSPORTATION ALTS- < 5K	F31	O.F.A. - REGULAR FUNDS
TALT	TRANSPORTATION ALTS- ANY AREA	F31	O.F.A. - REGULAR FUNDS
TALU	TRANSPORTATION ALTS- >200K	F31	O.F.A. - REGULAR FUNDS
TCP	FUEL TAX COMPLIANCE PROJECT	F41	100% FEDERAL FUNDS
TD26	TD COMMISSION EARMARKS FY 2026	N11	100% STATE
TDDR	TRANS DISADV - DDR USE	N49	OTHER NON-FEDERAL FUNDS
TDED	TRANS DISADV TRUST FUND - $10M	N49	OTHER NON-FEDERAL FUNDS
TDPD	TD PAYROLL REDIST D FUNDS	N11	100% STATE
TDTF	TRANS DISADV - TRUST FUND	N49	OTHER NON-FEDERAL FUNDS
TGR	TIGER/BUILD GRANT THROUGH FHWA	F43	100% FEDERAL DEMO/EARMARK
TIFI	TRANS INFRAST FIN & INNOV ACT	F49	100% FEDERAL NON-FHWA
TIGR	TIGER/BUILD HIGHWAY GRANT	F49	100% FEDERAL NON-FHWA
TLWR	2015 SB2514A-TRAIL NETWORK	N11	100% STATE
TM01	SUNSHINE SKYWAY	N43	TOLL MAINTENANCE
TM02	EVERGLADES PARKWAY	N43	TOLL MAINTENANCE
TM03	PINELLAS BAYWAY	N43	TOLL MAINTENANCE
TM06	TAMPA-HILLSBOROUGH EXPR. AUTH.	N43	TOLL MAINTENANCE
TM07	MID-BAY BRIDGE AUTHORITY	N43	TOLL MAINTENANCE
TM11	ORLANDO-ORANGE CO. EXPR. SYSTE	N43	TOLL MAINTENANCE
TMBD	I-95 EXPRESS LANES	N43	TOLL MAINTENANCE
TMBG	I-75 ML TOLL MAINTENANCE	N43	TOLL MAINTENANCE
TMBI	PALMETTO ML TOLL MAINTENANCE	N43	TOLL MAINTENANCE
TMBJ	I-295 EXPRESS LANES - MAINT	N43	TOLL MAINTENANCE
TMBK	TAMPA BAY EXPRESS LANES-MAINT	N43	TOLL MAINTENANCE
TMBW	WEKIVA PARKWAY TOLL MAINT	N43	TOLL MAINTENANCE
TO01	SUNSHINE SKYWAY	N42	TOLL OPERATIONS
TO02	EVERGLADES PARKWAY	N42	TOLL OPERATIONS
TO03	PINELLAS BAYWAY	N42	TOLL OPERATIONS
TO04	MIAMI-DADE EXPRESSWAY AUTH.	N42	TOLL OPERATIONS
TO06	TAMPA-HILLSBOROUGH EXPR. AUTH.	N42	TOLL OPERATIONS
TO07	MID-BAY BRIDGE AUTHORITY	N42	TOLL OPERATIONS
TO11	ORLANDO-ORANGE CO. EXPR. SYST.	N42	TOLL OPERATIONS

TOBC	GARCON POINT BRIDGE	N42	TOLL OPERATIONS
TOBD	I-95 EXPRESS LANES	N42	TOLL OPERATIONS
TOBF	I-595	N42	TOLL OPERATIONS
TOBG	I-75 ML TOLL OPERATIONS	N42	TOLL OPERATIONS
TOBH	I-4 ML TOLL OPERATIONS	N42	TOLL OPERATIONS
TOBI	PALMETTO ML TOLL OPERATIONS	N42	TOLL OPERATIONS
TOBJ	I-295 EXPRESS LANES-OPERATING	N42	TOLL OPERATIONS
TOBK	TAMPA BAY EXP LANES OPERATING	N42	TOLL OPERATIONS
TOBW	WEKIVA PARKWAY TOLL OPERATIONS	N42	TOLL OPERATIONS
TRIP	TRANS REGIONAL INCENTIVE PROGM	N12	100% STATE - SINGLE AUDIT ACT
TRWR	2015 SB2514A-TRAN REG INCT PRG	N12	100% STATE - SINGLE AUDIT ACT
TSM	TRANSPORT SYSTEMS MANAGEMENT	F41	100% FEDERAL FUNDS
WCPP	WILDLIFE CROSSING PILOT PRGRM	F43	100% FEDERAL DEMO/EARMARK

Appendix C

Status Report for On-going Projects

Non SIS Project Listing (Includes State and Federal Funds, FY26-45 + TIP) Adjusted to Year of Expenditure (YOE)

CFP Map # [Needs Plan #]	Project	FPID	From	To	Improvement	Phase	TIP FY20-24, & 21-25	Fed Fund Codes	Fed Fund Amt.	2026-2030 YOE*	2031-2035 YOE*	2036-2045 YOE*	FY 26-45 Totals	FY20-45 Totals (adding TIPs)	Beyond 2045
	Box Fund Set-Aside														
1 [n/a]	Regional ITS Program [Non-SIS Priority 1] [TPO TSM Project Priority #1]	4084123	Operations and Maintenance of Intelligent Transportation System (ITS) at $600,000/year for 20 years			ATMS	$950,000			$3,960,000	$4,650,000	$12,300,000	$20,910,000	$21,860,000	$
2 [n/a]	Corridor Mgmt / Complete Streets **Studies**	n/a	Complete mobility **studies** and plans throughout the TPO area at $150,000/year for 20 years [funded from PD&E dollars]			OPS	$			**$990,000**	**$1,162,500**	**$3,075,000**	**$5,227,500**	**$5,227,500**	$
3 [n/a]	Corridor Mgmt / Complete Streets **Projects**	n/a	Implement **projects** in transportation studies/plans at $500,000/year for 20 years			OPS	$			$3,300,000	$3,875,000	$10,250,000	$17,425,000	$17,425,000	$
4 [n/a]	Public Transportation Capital Improvements [Non-SIS Priority 3]	4282091	Public Transportation Capital projects at $350,000/year for 20 years			OPS	$	**CM, FTAT, SL**	**$4,987,500**	$2,310,000	$2,712,500	$7,175,000	$12,197,500	$12,197,500	$
5 [n/a]	Bicycle and Pedestrian Projects	n/a	Implement projects from TPO bicycle and pedestrian plan at $350,000 /year for 20 years			OPS	$			$2,310,000	$2,712,500	$7,175,000	$12,197,500	$12,197,500	$
6 [n/a]	Regional Trail Program	n/a	Develop regional trail system/network at $150,000/year for 20 years [funded from PE dollars]			OPS	$			$990,000	$1,162,500	$3,075,000	$5,227,500	$5,227,500	$
	TIP and Local Projects (Non-SIS)														
18 [A-42]	SR 20	2206356	Washington County Line	US 231 (SR 75)	Widen to 4 lanes [Capacity]	PD&E	**$2,100,000**	**ACFP**	**$2,100,000**	$	$	$	$	$2,100,000	$
						PE	$			$	$	$	$	$	$11,842,870
						RW	$			$	$	$	$	$	$11,842,870
						CST/CEI	$			$	$	$	$	$	$136,193,001

Non SIS Project Listing (Includes State and Federal Funds, FY26-45 + TIP) Adjusted to Year of Expenditure (YOE)

CFP Map # [Needs Plan #]	Project	FPID	From	To	Improvement	Phase	TIP FY20-24, & 21-25	Fed Fund Codes	Fed Fund Amt.	2026-2030 YOE*	2031-2035 YOE*	2036-2045 YOE*	FY 26-45 Totals	FY20-45 Totals (adding TIPs)	Beyond 2045
n/a [E+C]	SR 30 (US 98A) Front Beach Road Segment 3 [Non-SIS] PCB Community Redevelopment Agency Project Priority **LOCAL FUNDS** Includes South Arnold Road between US 98 (Panama City Beach Parkway) and US 98A (Front Beach Road).	4263912	West of SR 79; and north of Front Beach Road US 98A	East of Lullwater Drive; and south of Panama City Beach Parkway US 98	Phase 3 Widen/Reconstruct SR 30 (US 98A) Front Beach Road for mobility and safety. [Complete Streets]. Includes South Arnold Road between US 98 and US 98A widen to 4 lanes and roundabout. This segment was SR 79, transferred to City of Panama City Beach as South Arnold Road.	PD&E	$			$	$	$	$	$	$
						PE	$			$	$	$	$	$	$
						RW	$			$	$	$	$	$	$
						CST/CEI	$4,600,000			$	$	$	$	$14,600,000	$
41 [B-9]	SR 30 (US 98A) Front Beach Road Segment 4.2 [Non-SIS] Community Redevelopment Agency Project Priority **LOCAL FUNDS**	4263913	Hill Road	SR 392A Hutchison Blvd.	Phase 4.2 Widen/Reconstruct SR 30 (US 98A) Front Beach Road for mobility and safety. [Complete Streets]	PD&E				$	$	$	$	$	$
						PE	$1,551,128			$	$	$	$	$1,551,128	$
						RW	$6,000,000			$	$	$	$	$6,000,000	$
						CST/CEI	$33,550,000			$	$	$	$	$33,550,000	$
42 [B-10]	SR 30 (US 98A) Front Beach Road Segment 4.1 [Non-SIS] Community Redevelopment Agency Project Priority **LOCAL FUNDS**	4263917	East of Lullwater Drive	Hill Road	Phase 4.1Widen/Reconstruct SR 30 (US 98A) Front Beach Road for mobility and safety. [Complete Streets]	PD&E	$			$	$	$	$	$	$
						PE	$1,303,389			$	$	$	$	$1,303,389	$
						RW	$3,000,000			$	$	$	$	$3,000,000	$
						CST/CEI	$37,500,000			$	$	$	$	$37,500,000	$
43 [B-11]	SR 30 (US 98A) Front Beach Road Segment 4.3 [Non-SIS] Community Redevelopment Agency Project Priority **LOCAL FUNDS**	4263918	SR 392A Hutchison Blvd.	Richard Jackson Blvd.	Phase 4.1Widen/Reconstruct SR 30 (US 98A) Front Beach Road for mobility and safety. [Complete Streets]	PD&E	$			$	$	$	$	$	$
						PE	$2,000,000			$	$	$	$	$2,000,000	$
						RW	$8,000,000			$	$	$	$	$8,000,000	$
						CST/CEI	$42,574,000			$	$	$	$	$42,574,000	$

Non SIS Project Listing (Includes State and Federal Funds, FY26-45 + TIP) Adjusted to Year of Expenditure (YOE)

CFP Map # [Needs Plan #]	Project	FPID	From	To	Improvement	Phase	TIP FY20-24, & 21-25	Fed Fund Codes	Fed Fund Amt.	2026-2030 YOE*	2031-2035 YOE*	2036-2045 YOE*	FY 26-45 Totals	FY20-45 Totals (adding TIPs)	Beyond 2045
n/a [E+C]	Jenks Avenue **LOCAL FUNDS** (Bay County Half-Cent Surtax project)	Local3	Baldwin Road	SR 390	Widen to 4 lanes [Capacity]	PD&E	$			$	$	$	$	$	$
						PE	$			$	$	$	$	$	$
						RW	$			$	$	$	$	$	$
						CST/CEI	$10,486,069			$	$	$	$	$10,486,069	$
44 [A-36]	Titus Road Connector **LOCAL FUNDS** (Bay County Half-Cent Surtax project)	Local4	SR 390	CR 2321	Construct new 2 Lane Facility [Capacity]	PD&E	$			$	$	$	$	$	$
						PE	$			$	$	$	$	$	$
						RW	$			$	$	$	$	$	$
						CST/CEI	$3,100,000			$	$	$	$	$3,100,000	$
45 [A-7]	Powell Adams Road Segment 2 PCB Community Redevelopment Agency Project LOCAL FUNDS Community Redevelopment Agency Project Priority **LOCAL FUNDS**	4263918	US 98A (Front Beach Road)	L.C. Hilton, Jr. Drive	Widen to 3 Lanes (2 southbound, 1 northbound), sidewalk, utility undergrounding, landscape, lighting. [Capacity]	PD&E	$			$	$	$	$	$	$
						PE	$			$	$	$	$	$	$
						RW	$			$	$	$	$	$	$
						CST/CEI	$7,000,000			$	$	$	$	$7,000,000	$
n/a [E+C]	CR 30H (Alf Coleman Road) PCB Community Redevelopment Agency Project and Hurricane Michael Recovery Plan Project # 103 **LOCAL FUNDS**	n/a	US 98 (Panama City Beach Parkway / Back Beach Road)	Hutchison Boulevard	Widen to 4 Lanes [Capacity]	PD&E	$			$	$	$	$	$	$
						PE	$			$	$	$	$	$	$
						RW	$			$	$	$	$	$	$
						CST/CEI	$2,100,000			$	$	$	$	$2,100,000	$
	Hybrid Scenario as approved by TPO June 16, 2021; and FY 23-27 Priorities as approved June 16, 2021.														
7 [A-8]	SR 22 (Wewa Highway) Phase I [Non-SIS Priority 4 for r/w]	4258031	SR 30A (US 98) Tyndall Pkwy	Star Avenue	Widen to 4 Lanes [Capacity]	PD&E	Complete			$	$	$	$	$	$
						PE	Underway			$	$	$		$	$
						RW	$			$	$33,518,905	$	$33,518,905	$33,518,905	$
						CST/CEI	$			$	$	$22,329,725	$22,329,725	$22,329,725	$

Non SIS Project Listing (Includes State and Federal Funds, FY26-45 + TIP) Adjusted to Year of Expenditure (YOE)

CFP Map # [Needs Plan #]	Project	FPID	From	To	Improvement	Phase	TIP FY20-24, & 21-25	Fed Fund Codes	Fed Fund Amt.	2026-2030 YOE*	2031-2035 YOE*	2036-2045 YOE*	FY 26-45 Totals	FY20-45 Totals (adding TIPs)	Beyond 2045
8 [A-2]	SR 390 [SIS] [Non-SIS Priority 5 for PE]	4212252; (4404871 for Bridge Replacement)	SR 77 (Ohio Avenue)	US 231	Widen to 6 Lanes; and Bridge 460020 Replacement over Mill Bayou [Non-SIS Bridge Replacement] [Capacity]	PD&E	Complete	SA	$946,811	$	$	$	$	$	$
						PE	$			$7,260,000	$	$	$7,260,000	$7,260,000	$
						RW	$779,900	ACBR	$779,900	$23,595,000	$27,706,250	$73,287,500	$124,588,750	$125,368,650	$
						CST/CEI	$5,640,081	ACBR	$5,640,081	$	$	$	$	$5,640,081	$96,300,000
9 [A-4]	CR 389 (East Ave.) [Non-SIS Priority 6 for PD&E] Hurricane Recovery Project #28	n/a	CR 2312 (Baldwin Road)	SR 390	Widen to 4 Lanes [Capacity]	PD&E	$			$2,072,590	$	$	$2,072,590	$2,072,590	$
						PE	$			$3,108,886	$	$	$3,108,886	$3,108,886	$
						RW	$			$10,362,954	$	$	$10,362,954	$10,362,954	$
						CST/CEI	$			$23,834,794	$	$	$23,834,794	$23,834,794	$
10 [C-2]	US 98 at Thomas Dr. [SIS] [Non-SIS Priority 7 for PE & Hurricane Recovery Project #29]	2179951, 2199952	US 98 at Thomas Dr.	US 98 at Thomas Dr.	Interchange Phases II and III [Intersection]	PD&E	Complete			$	$	$	$	$	$
						PE	$			$	$1,891,000	$	$1,891,000	$1,891,000	$
						RW	$			$	$4,318,300	$	$4,318,300	$4,318,300	$
						CST/CEI	$			$	$	$	$	$	$114,614,000
28 [A-38]	Transmitter Road [Non-SIS Priority 8 for PD&E] Funded with US 231 from 23rd to Pipeline (**SIS** project)	n/a	C Street	Brooke Lane	Widen to 4 Lanes [Capacity] (Costs in 217910-8)	PD&E	Complete			$	$	$	$	$	$
						PE	$			$	$	$	$	$	$
						RW	$			$	$	$	$	$	$
						CST/CEI	$			$	$	$	$	$	$
12 [A-12]	Transmitter Road [Non-SIS Priority 8 for PD&E] [**SIS**] [SIS Military Access Facility]	n/a	US 98 (E. 15th Street)	C Street	Widen to 4 Lanes [Capacity]	PD&E	$			$	$	$4,110,250	$4,110,250	$4,110,250	$
						PE	$			$	$	$4,705,732	$4,705,732	$4,705,732	$
						RW	$			$	$	$	$	$	$7,651,597
						CST/CEI	$			$	$	$	$	$	$17,598,673
11 [A-11]	Star Avenue [Non-SIS Priority 9 for PD&E]	n/a	SR 22 (Wewa Highway)	US 231 (SR 75)	Widen to 4 Lanes [Capacity]	PD&E	$			$	$4,615,048	$	$4,615,048	$4,615,048	$
						PE	$	$	$	$	$	$9,155,657	$9,155,657	$9,155,657	$
						RW	$	$	$	$	$	$	$	$	$14,887,249
						CST/CEI	$	$	$	$	$	$	$	$	$34,240,673
13 [A-5]	Gulf to Bay Parkway [Non-SIS Priority 10 for construction]	**4109115**, 4109112 (PD&E), 4109113 (PE & R/W)	CR 386	South of Tyndall Air Force Base	Construct New Roadway [Capacity]	PD&E	Complete 410911-2	$	$	$	$	$	$	$	$
						PE	Complete 410911-3	$	$	$	$	$	$	$	$
						RW	Complete 410911-3			$	$	$	$	$	$
						CST/CEI	$			$	$	$	$	$	$42,077,682

Non SIS Project Listing (Includes State and Federal Funds, FY26-45 + TIP) Adjusted to Year of Expenditure (YOE)

CFP Map # [Needs Plan #]	Project	FPID	From	To	Improvement	Phase	TIP FY20-24, & 21-25	Fed Fund Codes	Fed Fund Amt.	2026-2030 YOE*	2031-2035 YOE*	2036-2045 YOE*	FY 26-45 Totals	FY20-45 Totals (adding TIPs)	Beyond 2045
n/a [A-22]	Gulf Coast Parkway [Non-SIS Priority 11 for Design] [Hurricane Recovery Project #25] Design Phase underway for 4109817 from Wewa Hwy to Star Ave.	4109812	US 98 (SR 30)	US 231 (SR 75)	Construct New Roadway [Capacity]	PD&E	Complete 410981-2			$	$	$	$	$	$
						PE	$			$	$	$	$	$	$20,596,000
						RW	$			$	$	$	$	$	$29,900,000
						CST/CEI	$			$	$	$	$	$	$404,200,000
n/a [E+C]	Gulf Coast Parkway TPO Committed Non-SIS Project Priority for CST [Hurricane Recovery Project #25]	4109818	US 98 (SR 30)	SCR 2315 (Star Avenue)	Construct New Roadway [Capacity]	PD&E	Complete			$	$	$	$	$	$
						PE	Complete	HPP	$2,414,895	$	$	$	$	$	$
						RW	Complete	HPP	$2,395,307	$	$	$	$	$	$
						ENV	$1,626,501	HPP	$518,444	$	$	$	$	$1,626,501	$
						CST/CEI	$17,941,097	HPP, SL, TIMP	7,941,097	$	$	$	$	$17,941,097	$
14 [A-49]	Bay Parkway Phase 3 (Back Beach Bypass, US 98 at Clara Avenue and Chip Seal Parkway) Philip Griffitts Sr. Parkway between Clara Avenue and Chip Seal Parkway [Hurricane Michael Recovery Plan Project #101, 102]	n/a	(Back Beach Bypass, US 98 at Clara Avenue and Chip Seal Parkway)	(Back Beach Bypass, US 98 at Clara Avenue and Chip Seal Parkway)	Construct new 4-Lane Facility [Capacity]	PD&E (Local)	Underway				$	$			$
						PE	Underway			$					$
						PE (Local)	$			$		$			$
						RW	$			$	$	$	$	$	$15,000,000
						RW (Local)	$			$	$	$	$	$	$
						ENV	$	$	$	$	$	$	$	$	$
						CST/CEI	$			$	$	$	$	$	$101,459,419
15 [A-50]	US 98 Panama City Beach Pkwy Elevated Segment [connecting Back Beach / Bay Pkwy Phase 2 and 3] [SIS]	n/a	Connecting Back Beach / Bay Pkwy Phase 2 and 3	Connecting Back Beach / Bay Pkwy Phase 2 and 3	Construct new 4-lane elevated segment of US 98 [Capacity]	PD&E	$	$	$	$	$	$6,849,163	$6,849,163	$6,849,163	$367,161
						PE	$			$	$	$	$	$	$29,665,726
						RW	$			$	$	$	$	$	$74,164,315
						ENV	$	$	$	$	$	$	$	$	$
						CST/CEI	$			$	$	$	$	$	$170,577,923

Non SIS Project Listing (Includes State and Federal Funds, FY26-45 + TIP) Adjusted to Year of Expenditure (YOE)

CFP Map # [Needs Plan #]	Project	FPID	From	To	Improvement	Phase	TIP FY20-24, & 21-25	Fed Fund Codes	Fed Fund Amt.	2026-2030 YOE*	2031-2035 YOE*	2036-2045 YOE*	FY 26-45 Totals	FY20-45 Totals (adding TIPs)	Beyond 2045
16 [E-8]	Elevated Pedestrian Structure on US 98 (Back Beach Road) at Frank Brown Park. [SIS] [Hurricane Recovery Project #18]	n/a	US 98 (Back Beach Road) at N. Pier Park Dr.	US 98 (Back Beach Road) at Frank Brown Park.	Construct Pedestrian Overcrossing [Bike / Ped]	PD&E	$				$	$	$	$	$
						PE (Local)	$			$1,000,000	$	$	$1,000,000		$
						RW	$			$		$	$	$	$
						ENV	$	$	$	$	$	$	$	$	$
						CST/CEI (Local)	$			$4,000,000	$		$4,000,000	$	$
17 [C-9]	Harrison Street Roundabout at 6th Street [Panama City Long Term Recovery Plan Project]	n/a	Harrison Street at 6th Street	Harrison Street at 6th Street	Roundabout [Intersection]	PD&E	$			$	$	$	$	$	$
						PE	$			$	$	$1,793,750	$1,793,750	**$1,793,750**	$
						RW	$			$	$	$2,152,500	$2,152,500	$2,152,500	$
						ENV	$	$	$	$	$	$	$	$	$
						CST/CEI	$			$	$	$3,119,375	$3,119,375	$3,119,375	$
n/a [A-20]	West Bay Parkway [Non-SIS Priority 12 for Design]	4244641 4244642	US 98 (SR 30) in Walton Co	SR 79	Construct New Roadway [Capacity] Federal Earmark	PD&E	Complete			$	$	$	$	$	$
						PE	$			$	$	$	$	$	$10,900,000
						RW	$			$	$	$	$	$	$490,000
						CST/CEI	$			$	$	$	$	$	$249,000,000
n/a [A-34]	Gulf Coast Parkway Extension / West Bay Parkway Extension (in Priority List) [Non-SIS Priority 13 for PD&E]	4244644	SR 77	SR 75 (US 231)	Widen to 4 Lanes [Capacity]	PD&E	$			$	$	$	$	$	$8,458,323
						PE	$			$	$	$	$	$	$12,687,485
						RW	$			$	$	$	$	$	$16,916,647
						CST/CEI	$			$	$	$	$	$	$97,270,719
n/a [C-15]	SR 77 / SR 388 Intersection [Non-SIS Priority 15 for PD&E]	n/a	SR 77/SR 388 Intersection	SR 77/SR 388 Intersection	Intersection Realignment [Intersection]	PD&E	$			$	$	$	$	$	$252,524
						PE	$			$	$	$	$	$	$378,786
						RW	$			$	$	$	$	$	$1,262,620
						CST/CEI	$			$	$	$	$	$	$2,904,026
n/a [A-10]	SR 388 [Non-SIS Priority 16 for r/w]	4244646	E. of Airport	E. of Burnt Mill Creek	Widen to 4 Lanes [Capacity]	PD&E	$			$	$	$	$	$	$982,823
						PE	$			$	$	$	$	$	$1,474,235
						RW	$			$	$	$	$	$	$2,457,058
						CST/CEI	$			$	$	$	$	$	$11,302,468
n/a [A-9]	SR 388 [Non-SIS Priority 17 for r/w]	4244647	E. of Burnt Mill Creek	SR 77	Widen to 4 Lanes [Capacity]	PD&E	$			$	$	$	$	$	$3,271,196
						PE	$			$	$	$	$	$	$4,906,793
						RW	$			$	$	$	$	$	$8,177,989
						CST/CEI	$			$	$	$	$	$	$37,618,750

Non SIS Project Listing (Includes State and Federal Funds, FY26-45 + TIP) Adjusted to Year of Expenditure (YOE)

CFP Map # [Needs Plan #]	Project	FPID	From	To	Improvement	Phase	TIP FY20-24, & 21-25	Fed Fund Codes	Fed Fund Amt.	2026-2030 YOE*	2031-2035 YOE*	2036-2045 YOE*	FY 26-45 Totals	FY20-45 Totals (adding TIPs)	Beyond 2045
46 [A-51]	Minge Branch Drive]	4517331	Mill Bayou Boulevard	Titus Connector Road	Construct new 2 Lanes [Capacity]	PD&E	Complete			$	$	$	$	$	$3,271,196
						PE	Complete			$	$	$	$	$	$4,906,793
						RW	Complete			$	$	$	$	$	$8,177,989
						CST/CEI	$2,400,000			$	$	$	$	$2,400,000	$37,618,750
						Totals	204,202,165		$37,724,035	$89,094,225	$88,324,503	$170,553,651	$347,972,378	$552,174,543	**$1,803,891,601**
						Box funds (Capacity $)	$			$8,295,000	$9,300,000	$24,600,000	$41,820,000	$41,820,000	
						ATMS	$950,000			$3,960,000	$4,650,000	$12,300,000	$20,910,000	$21,860,000	
						ROW & CST	$185,521,147			$57,792,748	$65,543,455	$100,889,100	$224,225,303	$409,796,450	
						subtotal Capacity Funds	$185,521,147			$70,047,748	$79,493,455	$137,789,100	$286,955,303	473,476,450	
						Adjusted down from YOE to Present Day 2018 Dollars				**$72,460,000**	**$78,170,000**	**$162,660,000**	**$313,290,000**		
						Balance difference				**$2,412,252**	**$1,088,797**	**$24,870,900**	**$26,334,697**		
						Local Funds (all)	**$172,764,586**			**$5,000,000**	**$**	$	**$5,000,000**	**$177,764,586**	$
						PE Funds (all)	$4,854,517		$2,414,895	$11,368,886	$1,891,000	$15,655,139	$28,915,025	$33,769,542	

Color Code:
$0,000.00 = State and Federal Funds
$0,000.00 = PE Funds
$0,000.00 = Local Funds
$0,000.00 = Federal Funds Only (from TIP)

$0,000.00 = PD&E

RW and CST+CEI Capacity $

includes Local

includes Local

RW and CST+CEI Capacity Available Revenue
(Non SIS + TMA / SU 2026-2045)

YOE

Non SIS Project Listing (Includes State and Federal Funds, FY26-45 + TIP) Adjusted to Year of Expenditure (YOE)

	PD&E Funds (all)	$2,100,000	$9,895,974	$8,921,753	$11,464,210	$11,326,574	$17,647,050	$19,747,050	$
PD&E and PE $ (20% of RW and CST+CEI)	Box funds (PD&E and PE)	$	$	$1,605,000	$2,325,000	$6,150,000	$10,455,000	$10,455,000	
does not include Local	PD&E (not local)	$2,100,000	$3,046,811	$2,072,590	$4,615,048	$10,959,413	$17,647,050	$19,647,050	
does not include Local	PE (not local)	$	$2,414,895	$10,368,886	$1,891,000	$15,655,139	$28,915,025	$28,915,025	
	subtotal			$14,046,477	$8,831,048	$32,764,551	$55,642,075	$55,642,075	
$750K for Trails box funds split between PD&E/PE and RW/CST ($375K each) for FY 26-30 only.									
PE and PD&E Available Revenue (Non SIS + TMA / SU 2026-2045)		$		$14,492,000	$15,634,000	$32,532,000	**$62,658,000**		
	Balance difference			**$445,523**	**$7,248,476**	**$7,015,925**	$7,015,925		

Transit Available Revenue (Non SIS + TMA / SU 2026-2045) Adjusted down from YOE to Present Day 2018 Dollars	YOE	$22,520,000	$24,670,000	$51,390,000	$98,580,000
	Present Day 2018	$17,060,606	$15,916,129	$25,068,293	**$58,045,028**

Available Funds (non-SIS+TMA and SU)	**YOE**	**Multiplier**	**Present Day Cost**
FY 2021-2025	$59,650,000	1.19	$50,126,050

FY 2026-2030	$72,460,000	1.32	$54,893,939
FY 2031-2035	$78,170,000	1.55	$50,432,258
FY 2036-2045	$162,660,000	2.05	$79,346,341
FY26-45	**$313,290,000**		**$184,672,539**

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

***YOE Inflation Factor (Table 8A, Page C-2, *Revenue Forecasting Guidebook*)**
not applied to
Local Funds

2026-2030	**1.32**
2031-2035	**1.55**
2036-2045	**2.05**

SIS Project Listing (Includes State and Federal Funds, FY26-45 + TIP) Adjusted to Year of Expenditure (YOE)

CFP Map # [Needs Plan #]	Project	FPID	From	To	Improvement	Phase	TIP FY20-24 & 21-25	SIS 1st 5YP FY21-25	SIS 2nd 5YP FY26-30	Fed Fund Code	Fed Fund Amt.	2026-2030 YOE*	2031-2035 YOE*	2036-2045 YOE*	FY26-45 Totals YOE*	FY20-45 Totals YOE*	Beyond 2045
20 [A-1]	SR 368 (23rd Street) at US 98 [SIS] TPO SIS Project Priority #7 for PE. SIS LRTP #3325	4410371	US 98 / 23rd Street Interchange Flyover	SR 390 (St Andrews Boulevard)	Widen to 6 Lanes	PD&E	$1,050,000	$	$		$	$	$1,705,000	$	$1,705,000	$2,755,000	$
						PE	$	$	$		$	$	$4,688,750	$	$4,688,750	$4,688,750	$
						ENV	$	$	$		$	$	$	$	$	$	
						RRU	$	$	$		$	$	$	$	$	$	
						DSB	$	$	$		$	$	$	$	$	$	
						R/W	$	$	$		$	$	$	$74,292,000	$74,292,000	$74,292,000	
						CST/CEI	$	$	$		$	$		$48,423,050	$48,423,050	$48,423,050	
22 [A-12]	CR 2327 (Transmitter Road) [SIS Military Access Facility] 446922-1, SIS #3453	4469221	US 98 / SR 30A (E. 15th Street)	C Street	Widen to 4 Lanes	PD&E	$	$	$		$	$	$3,107,750	$	$3,107,750	$3,107,750	$
						PE	$	$	$		$	$	$	$	$	$	$2,295,479
						ENV	$	$	$		$	$	$	$	$	$	
						RRU	$	$	$		$	$	$	$	$	$	
						DSB	$	$	$		$	$	$	$	$	$	
						R/W	$	$	$		$	$	$	$	$	$	$7,651,597
						CST/CEI	$	$	$		$	$	$	$	$	$	$17,598,673
23, 27 [A-13, A-14]	US 231 (SR 75) [SIS] TPO SIS Project Priority #2.	2179104	US 98 (SR 30A) / 15th Street / Harrison Avenue	Pipeline Road	Widen to 6 Lanes	PD&E	Complete	$	$		$	$	$	$	$	$	$
						PE	$84,426	$1,264,000	$	ACNP	$83,532	$	$	$	$	$1,348,426	$
						ENV	$	$	$		$	$	$	$	$	$	
						RRU	$	$	$		$	$	$	$	$	$	
						DSB	$	$	$		$	$	$	$	$	$	
						R/W	$5,239,842	$	$	ACNP	$515,000	$	$	$	$	$5,239,842	$
						CST/CEI	$25,000	$	$		$	$	$	$	$	$25,000	$
23 [A-13]	US 231 (SR 75) [SIS] TPO SIS Project Priority #1 for CST.	2179107	US 98 (SR 30A) / 15th Street / Harrison Avenue	23rd Street (SR 368)	Widen to 6 Lanes (see note 1)	PD&E	Complete	$	$		$	$	$	$	$	$	$
						PE	Complete	$			$	$	$	$	$	$	$
						ENV	$	$	$		$	$	$	$	$	$	
						RRU	$	$	$		$	$	$	$	$	$	
						DSB	$	$	$		$	$	$	$	$	$	
						R/W	$122,819,900	$131,486,000	$	ACFP, ACNP	$35,593,300	$	$	$	$	$122,819,900	$
						CST/CEI	$	$	$		$	$	$	$	$	$	$179,684,000
24 [A-37]	SR 77 (MLK Jr. Blvd)	2179107	US 98	23rd Street (SR 368)	Widen to 6 Lanes [funded in association with 2179107]	PD&E	Complete	$	$		$	$	$	$	$	$	$
						PE	$	$	$		$	$	$	$	$	$	$
						ENV	$	$	$		$	$	$	$	$	$	
						RRU	$	$	$		$	$	$	$	$	$	
						DSB	$	$	$		$	$	$	$	$	$	
						R/W	$132,522,034	$	$	ACFP, ACNP	$41,974,064	$	$	$	$	$132,522,034	$
						CST/CEI	$	$	$		$	$	$	$	$	$	$

SIS Project Listing (Includes State and Federal Funds, FY26-45 + TIP) Adjusted to Year of Expenditure (YOE)

CFP Map # [Needs Plan #]	Project	FPID	From	To	Improvement	Phase	TIP FY20-24 & 21-25	SIS 1st 5YP FY21-25	SIS 2nd 5YP FY26-30	Fed Fund Code	Fed Fund Amt.	2026-2030 YOE*	2031-2035 YOE*	2036-2045 YOE*	FY26-45 Totals YOE*	FY20-45 Totals YOE*	Beyond 2045
25 [C-1]	US 231 (SR 75) at US 98 (Harrison Avenue)	2179102; 2179104; 2179107	US 231 (SR 75) at US 98 (Harrison Avenue)	US 231 (SR 75) at US 98 (Harrison Avenue)	Intersection Improvement (Add Turn Lane) [funded in association with 2179107 (A-13)]	PD&E	Complete	$	$		$	$	$	$	$	$-	$
						PE	$	$	$		$	$	$	$	$	$	$
						ENV	$	$	$		$	$	$	$	$	$	
						RRU	$	$	$		$	$	$	$	$	$	
						DSB	$	$	$		$	$	$	$	$	$	
						R/W	$	$	$		$	$	$	$	$	$	
						CST/CEI	$	$	$		$	$	$	$	$	$	$
26 [C-4]	US 231 (SR 75) at 19th Street and SR 77 Intersection	4381381	US 231 (SR 75) at 19th Street and SR 77 Intersection	US 231 (SR 75) at 19th Street and SR 77 Intersection	Intersection Improvement (Add Turn Lane) [funded in association with 2179107 (A-13)]	PD&E	Complete	$	$		$	$	$	$	$	$-	$
						PE	$	$	$		$	$	$	$	$	$	$
						ENV	$	$	$		$	$	$	$	$	$	
						RRU	$	$	$		$	$	$	$	$	$	
						DSB	$	$	$		$	$	$	$	$	$	
						R/W	$	$	$		$	$	$	$	$	$-	$
						CST/CEI	$	$	$		$	$	$	$	$	$-	$
27 [A-14]	US 231 (SR 75) [SIS] TPO SIS Project Priority #2 for CST.	2179108	23rd Street (SR 368)	Pipeline Road	Widen to 6 Lanes (see note 2)	PD&E	Complete	$	$		$	$	$	$-	$-	$-	$
						PE	Complete	$	$		$	$	$	$	$	$	$
						ENV	$	$	$		$	$	$	$	$	$	
						RRU	$	$	$		$	$	$	$	$	$	
						DSB	$	$	$		$	$	$	$	$	$	
						R/W	$28,616,261		$10,225,000	ACNP	$18,670,000	$10,225,000	$	$	$10,225,000	$38,841,261	$9,731,200
						CST/CEI	$	$	$118,677,000		$-	$118,677,000	$	$	$118,677,000	$118,677,000	$88,862,468
28 [A-3]	SR 389 (East Avenue)	2179108	CR 2337 (Sherman Avenue)	Baldwin Road	Widen to 4 Lanes [funded in association with 2179108 (A-14)]	PD&E	Complete	$	$		$	$	$	$	$	$	$
						PE	Complete	$	$		$	$	$	$	$	$	$
						ENV	$	$	$		$	$	$	$	$	$	
						RRU	$	$	$		$	$	$	$	$	$	
						DSB	$	$	$		$	$	$	$	$	$	
						R/W	$	$	$		$	$	$	$	$	$	$
						CST/CEI	$	$	$		$	$	$	$	$	$	$
21, 29 [A-38]	CR 2327 (Transmitter Road)	2179108	C Street	Brooke Lane	Widen to 4 Lanes [funded in association with 2179108 (A-14)]	PD&E	Complete	$	$		$	$	$	$	$	$	
						PE	Complete	$	$		$	$	$	$	$	$	$
						ENV	$	$	$		$	$	$	$	$	$	
						RRU	$	$	$		$	$	$	$	$	$	
						DSB	$	$	$		$	$	$	$	$	$	
						R/W	$	$	$		$	$	$	$	$	$	$
						CST/CEI	$	$	$		$	$	$	$	$	$	$

SIS Project Listing (Includes State and Federal Funds, FY26-45 + TIP) Adjusted to Year of Expenditure (YOE)

CFP Map # [Needs Plan #]	Project	FPID	From	To	Improvement	Phase	TIP FY20-24 & 21-25	SIS 1st 5YP FY21-25	SIS 2nd 5YP FY26-30	Fed Fund Code	Fed Fund Amt.	2026-2030 YOE*	2031-2035 YOE*	2036-2045 YOE*	FY26-45 Totals YOE*	FY20-45 Totals YOE*	Beyond 2045
30 [A-15]	US 231 (SR 75) [SIS] TPO SIS Project Priority #3 for r/w. SIS #3317	2179103	Pipeline Road	Penny Road	Widen to 6 Lanes	PD&E	Complete	$	$		$	$	$	$	$	$	$
						PE	$7,627,000	$627,000	$	ACNP	$313,537	$	$	$	$	$7,627,000	$
						ENV	$	$	$		$	$	$	$	$	$	
						RRU	$	$	$		$	$	$	$	$	$	
						DSB	$	$	$		$	$	$	$	$	$	
						R/W	$1,666,548	$	$		$	$	$	$	$	$1,666,548	$40,235,000
						CST/CEI	$25,000	$	$		$	$	$188,872,150	$	$188,872,150	$188,897,150	$146,770,443
31 [A-18]	US 98 (Panama City Beach Parkway) SR 30A [SIS] TPO Non-SIS Project Priority #5 for r/w. SIS #3486	2178383	Mandy Lane	Nautilus Street	Widen to 6 Lanes	PD&E	Complete	$	$		$	$	$	$	$	$	$
						PE	$	$3,500,000	$		$	$	$	$	$	$3,500,000	$
						ENV	$	$	$		$	$	$	$	$	$	
						RRU	$	$	$		$	$	$	$	$	$	
						DSB	$	$	$		$	$	$	$	$	$	
						R/W	$	$10,000,000	$		$		$	$	$	$10,000,000	$
						CST/CEI	$	$49,779,023	$		$	$		$	$	$49,779,023	$
32 [A-19]	US 98 (Panama City Beach Parkway) SR 30A [SIS] TPO Non-SIS Project Priority #4 for r/w. SIS #3487	2178384	Nautilus Street	Richard Jackson Blvd	Widen to 6 Lanes	PD&E	Complete	$	$		$	$	$	$	$	$	$
						PE	$3,400,000	$	$		$	$	$	$	$	$3,400,000	$
						ENV	$	$	$		$	$	$	$	$	$	
						RRU	$	$	$		$	$	$	$	$	$	
						DSB	$	$	$		$	$	$	$	$	$	
						R/W	$	$6,500,000	$		$	$		$	$	$6,500,000	$
						CST/CEI	$	$46,071,292	$		$	$	$	$	$	$46,071,292	$18,805,564
33 [A-35]	US 98 Dupont Bridge Replacement over St. Andrews Bay and ICWW [SIS]	4426671	City of Parker	Tyndall Air Force Base	DuPont Bridge 460019 Replacement [Capacity]	PD&E	Complete	$	$		$	$	$	$	$	$	$
						PE	$3,332,000	$128,000	$	ACBR	$3,332,000	$	$	$	$	$3,332,000	$
						ENV	$	$	$		$	$	$	$	$	$	
						RRU	$	$	$		$	$	$	$	$	$	
						DSB	$292,804,332	$	$	ACBR	$98,337,980	$	$	$	$	$292,804,332	
						R/W	$10,000,000	$	$	ACBR	$10,000,000	$	$	$	$	$10,000,000	$
						CST/CEI	$	$	$		$	$	$	$	$	$	$
34 [A-39]	US 98 (Panama City Beach Parkway) SR 30A [SIS] TPO Non-SIS Project Priority #6 for r/w. SIS # 3496	2178385	Richard Jackson Blvd	Hathaway Bridge	Widen to 6 Lanes	PD&E	Complete	$	$		$	$	$	$	$	$	$
						PE	$	$2,000,000	$		$	$	$	$	$	$2,000,000	$
						ENV	$	$	$		$	$	$	$	$	$	
						RRU	$	$	$		$	$	$	$	$	$	
						DSB	$	$	$		$	$	$	$	$	$	
						R/W	$	$27,000,000	$		$	$		$	$	$27,000,000	$
						CST/CEI	$	$	$60,868,607		$	$	$	$	$60,868,607	$60,868,607	

SIS Project Listing (Includes State and Federal Funds, FY26-45 + TIP) Adjusted to Year of Expenditure (YOE)

CFP Map # [Needs Plan #]	Project	FPID	From	To	Improvement	Phase	TIP FY20-24 & 21-25	SIS 1st 5YP FY21-25	SIS 2nd 5YP FY26-30	Fed Fund Code	Fed Fund Amt.	2026-2030 YOE*	2031-2035 YOE*	2036-2045 YOE*	FY26-45 Totals YOE*	FY20-45 Totals YOE*	Beyond 2045
35 [A-40]	CR 389 (East Avenue) (PD&E Segment 2) SIS #3385. SIS Priority 8 for PE.	4403004	Port Entrance	US 98B (SR 30) / 5th Street	Enhanced 2 Lane Capacity	PD&E	$525,000	$	$		$	$	$1,221,400	$	$1,221,400	$1,746,400	$
						PE	$	$	$		$	$	$1,627,500	$	$1,627,500	$1,627,500	$
						ENV	$	$	$		$	$	$	$	$	$	
						RRU	$	$	$		$	$	$	$	$	$	
						DSB	$	$	$		$	$	$	$	$	$	
						R/W	$	$	$		$	$	$	$	$	$	$4,024,307
						CST/CEI	$	$	$		$	$	$	$	$	$	$9,255,906
36 [A-41]	SR 389 (East Avenue) (PD&E Segment 1) SIS #3386. SIS Priority 9 for PE.	4403003	US 98B (SR 30) / 5th Street	CR 2337 (Sherman Avenue)	Enhanced 2 Lane Capacity	PD&E	$1,050,000	$	$		$	$	$2,441,250	$	$2,441,250	$3,491,250	$
						PE	$	$	$		$	$	$3,255,000	$	$3,255,000	$3,255,000	$
						ENV	$	$	$		$	$	$	$	$	$	
						RRU	$	$	$		$	$	$	$	$	$	
						DSB	$	$	$		$	$	$	$	$	$	
						R/W	$	$	$		$	$	$	$	$	$	$7,900,635
						CST/CEI	$	$	$		$	$	$	$	$	$	$18,171,460
37 [A-44]	US 98 (SR 30) SIS #3454, and SIS Unfunded Needs #120	n/a	CR 2327 (Transmitter Road)	Tyndall Drive / Airey Avenue (on Tyndall AFB)	Widen to 6 Lanes	PD&E	$	$	$		$	$	$5,432,750	$	$5,432,750	$5,432,750	$
						PE	$	$	$		$	$	$	$	$	$	$7,842,765
						ENV	$	$	$		$	$	$	$	$	$	
						RRU	$	$	$		$	$	$	$	$	$	
						DSB	$	$	$		$	$	$	$	$	$	
						R/W	$	$	$		$	$	$	$	$	$	$26,142,549
						CST/CEI	$	$	$		$	$	$	$	$	$	$60,127,862
38 [A-47]	US 98 (SR 30) SIS 3495	4371792	Walton County Line	SR 79 (Arnold Drive)	Widen to 6 Lanes	PD&E	$2,100,000	$2,100,000	$	ACNP	$2,100,000	$	$2,387,000	$	$2,387,000	$4,487,000	$
						PE	$	$	$		$	$	$14,918,750	$	$14,918,750	$14,918,750	$
						ENV	$	$	$		$	$	$	$	$	$	
						RRU	$	$	$		$	$	$	$	$	$	
						DSB	$	$	$		$	$	$	$	$	$	
						R/W	$	$	$		$	$	$22,757,100	$	$22,757,100	$22,757,100	$
						CST/CEI	$	$	$		$	$	$	$211,203,000	$211,203,000	$211,203,000	$
39 [C-5]	US 231 (SR 75) at CR 2327 (Transmitter Rd) Intersection	4398921	US 231 (SR 75) at CR 2327 (Transmitter Road) Intersection	US 231 (SR 75) at CR 2327 (Transmitter Road) Intersection	Intersection Improvement (Add Turn Lane)	PD&E	$	$	$		$	$	$	$	$	$	$
						PE	$	$2,000	$		$	$	$	$	$	$	$
						ENV	$	$	$		$	$	$	$	$	$	
						RRU	$	$	$		$	$	$	$	$	$	
						DSB	$	$	$		$	$	$	$	$	$	
						R/W	$	$	$		$	$	$	$	$	$	$
						CST/CEI	$	$1,288,000	$		$	$	$	$	$	$	$

SIS Project Listing (Includes State and Federal Funds, FY26-45 + TIP) Adjusted to Year of Expenditure (YOE)

CFP Map # [Needs Plan #]	Project	FPID	From	To	Improvement	Phase	TIP FY20-24 & 21-25	SIS 1st 5YP FY21-25	SIS 2nd 5YP FY26-30	Fed Fund Code	Fed Fund Amt.	2026-2030 YOE*	2031-2035 YOE*	2036-2045 YOE*	FY26-45 Totals YOE*	FY20-45 Totals YOE*	Beyond 2045
40 [A-2]	SR 390 (E. 14th Street) [SIS]	4212252, and 4404871 (Bridge Replace-ment)	SR 77 (Ohio Avenue)	US 231 (SR 75)	Widen to 6 Lanes [SIS]; and Bridge 460020 Replacement over Mill Bayou [SIS Bridge Replacement]	PD&E	Complete	$	$		$	$	$	$	$	$	$
						PE	$5,500,000	$	$		$	$	$	$	$	$5,500,000	$
						ENV	$	$	$		$	$	$	$	$	$	
						RRU	$	$	$		$	$	$	$	$	$	
						DSB	$	$	$		$	$	$	$	$	$	
						ROW	$779,900	$	$	ACBR	$779,900	$	$	$	$	$779,900	$71,500,000
						CST/CEI	$5,640,081	$	$	ACBR	$5,640,081	$	$	$	$	$5,640,081	$96,300,000
n/a [E+C]	SR 390 St. Andrews [Committed TPO SIS Project Priority]	2178752	SR 368 23rd Street	CR 2312 Baldwin Road	Widen to 6 Lanes	PD&E	$	$	$		$	$	$	$		$	$
						PE	$	$	$		$	$	$	$	$	$	$
						ENV	$	$	$		$	$	$	$	$	$	
						RRU	$	$	$		$	$	$	$	$	$	
						DSB	$	$	$		$	$	$	$	$	$	
						R/W	$	$	$		$	$	$	$	$	$	$
						CST/CEI	$45,927,451	$	$	ACNP	$35,873,869	$	$	$	$	$45,927,451	$
n/a [E+C]	SR 390 St. Andrews [Committed TPO SIS Project Priority]	2178753	CR 2312 Baldwin Road	Jenks Avenue	Widen to 6 Lanes	PD&E	$	$	$		$	$	$	$	$	$	$
						PE	$	$	$		$	$	$	$	$	$	$
						ENV	$	$	$		$	$	$	$	$	$	
						RRU	$	$	$		$	$	$	$	$	$	
						DSB	$	$	$		$	$	$	$	$	$	
						R/W	$2,861,917	$	$		$	$	$	$	$	$2,861,917	$
						CST/CEI	$	$	$		$	$	$	$	$	$	$

SIS Project Listing (Includes State and Federal Funds, FY26-45 + TIP) Adjusted to Year of Expenditure (YOE)

Color Code:

$0,000.00 = State and Federal Funds

$0,000.00 = PE Funds

$0,000.00 = Local Funds

$0,000.00 = PD&E

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

Phase	TIP FY20-24, & 21-25	SIS 1st 5YP FY21-25	SIS 2nd 5YP FY26-30		Fed Fund Amt.	2026-2030 YOE*	2031-2035 YOE*	2036-2045 YOE*	FY26-45 Totals YOE*	FY20-45 Totals YOE*	Beyond 2045
Totals	$673,596,682	$281,745,315	$189,770,607		$253,233,263	$128,902,000	$252,414,400	333,918,050	776,103,057	$1,595,814,054	$812,899,908
PD&E	$4,725,000	$2,100,000	$		$2,100,000	$	$16,295,150	$	$16,295,150	$21,020,150	$
ROW & CST (including Design Build)	$648,928,256	$272,124,315	$189,770,607		$247,404,194	$128,902,000	$211,629,250	$333,918,050	$735,317,907	$1,523,596,478	$802,761,664
ENV, Other	$	$	$		$	$	$	$	$	$	$
subtotal	$653,653,256	$274,224,315	$189,770,607		$249,504,194	$128,902,000	$227,924,400	$333,918,050	$751,613,057	$1,544,616,628	$802,761,664
Local Funds	0	0	0		0	0	0	0	0	0	0
PE Funds	$19,943,426	$7,521,000	$		$3,729,069	$	$24,490,000	$	$24,490,000	$51,197,426	$10,138,244
total check					$253,233,263	$128,902,000	$252,414,400	$333,918,050	$776,103,057	$1,595,814,054	$812,899,908

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

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

Appendix D

Federally Obligated Projects for Fiscal Year 2026

Bay County Transportation Planning Organization
Federally Obligated Projects List for Fiscal Year 2026

Prepared for

Prepared by and staff to the Bay County TPO

October 19, 2026

Staff Contact
Gary Kramer, Transportation Planner IV
gary.kramer@ecrc.org

Purpose of this Report:

The Infrastructure Investment and Jobs Act (IIJ Act) transportation legislation enacted by Congress in November 2021 requires an annual listing of obligated projects{23CFR 450.334} (a) In metropolitan planning areas, on an annual basis, not later than 90 calendar days following the end of the program year, the State, public transportation operator(s), and the MPO shall cooperatively develop a listing of projects (including investments in pedestrian walkways and bicycle transportation facilities) for which funds under 23 U.S.C. or 49 U.S.C. Chapter 53 were Obligated in the preceding program year. (b) The listing shall be prepared in accordance with 450.314(a) and shall include all federally funded projects authorized or revised to increase obligations in the preceding program year, and shall at a minimum include the TIP information under 450.326(g)(1) and (4) and identify for each project, the amount of Federal funds requested in the TIP, the Federal funding that was obligated during the preceding year and the Federal funding remaining and available for subsequent years. (c) The listing shall be published or otherwise made available in accordance with the MPO's public participation criteria.

The purpose of this report is to report on Federal funding obligations in the Bay County Transportation Planning Organization (TPO) that took place within the planning area during Fiscal Year (FY) 2025-2026, which covers October 1, 2025 to September 30, 2026. The Federal Highway Administration (FHWA) defines "obligation" as "the federal government's promise to pay a State for the Federal share of a project's eligible cost." Obligated projects were not necessarily initiated or completed during this year. The obligated amounts reflected in this report also may not be equal to the final project cost.

Background

Federal Law requires states and local governments to conduct cooperative, comprehensive, and continuing ("3-C") transportation planning to receive federal funds for highway and transit improvements. and an interlocal agreement in 1981, following the 1980 Census. The TPO Planning Area includes all of Bay County. The current interlocal agreement was approved on February 15, 2015 (Resolution Bay 15-02). Apportionment of membership was approved by the TPO on June 26, 2013. An updated apportionment of membership was approved by the TPO on August 2, 2023,

submitted and approved by the governor on August 8, 2024. However, the board membership and composition did not change.

According to Section 339.175, Florida Statutes, TPO board members shall be local elected officials. The current membership of the Bay County TPO is made up of:

- Five (5) members from Bay County Commission
- Five (5) members from Panama City Commission
- Two (2) members from Callaway City Commission
- Two (2) members from Panama City Beach City Commission
- Two (2) members from Lynn Haven City Commission
- One (1) member from Parker City Commission
- One (1) member from Springfield City Commission
- One (1) member from Mexico Beach City Commission

The Emerald Coast Regional Council (ECRC) provides the designated professional staff to the Bay County TPO and performs the work required to maintain the continuing, cooperative and comprehensive (3-C) planning process. The ECRC serves seven (7) counties and is unique in its role in staffing three (3) separate TPOs (MPOs) in West Florida. A staff services agreement between the Bay County TPO and the ECRC, originally established in August 1981 establishes this staffing arrangement.

This report contains the following information: Florida Department of Transportation's Annual Obligations Report, and Public Transportation's Annual Obligations Report.

Florida DOT federally authorized projects in FY 2026

FLORIDA DEPARTMENT OF TRANSPORTATION
OFFICE OF WORK PROGRAM
ANNUAL OBLIGATIONS REPORT

HIGHWAYS

ITEM NUMBER:217838 3 PROJECT DESCRIPTION:SR 30A (US 98) PC BEACH PKWY FROM MANDY LANE TO EAST OF NAUTILUS ST *SIS*
DISTRICT:03 COUNTY:BAY TYPE OF WORK:ADD LANES & RECONSTRUCT
ROADWAY ID:46160000 PROJECT LENGTH: 2.246MI LANES EXIST/IMPROVED/ADDED: 3/ 3/ 2

FUND CODE	2026
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT	
NHPP	2,942,775
TOTAL 217838 3	**2,942,775**
TOTAL 217838 3	**2,942,775**

ITEM NUMBER:217838 4 PROJECT DESCRIPTION:SR 30A (US98) PC BCH PKWY FROM E OF NAUTILUS ST TO E OF R JACKSON BLVD *SIS*
DISTRICT:03 COUNTY:BAY TYPE OF WORK:ADD LANES & RECONSTRUCT
ROADWAY ID:46160000 PROJECT LENGTH: 2.511MI LANES EXIST/IMPROVED/ADDED: 3/ 3/ 2

FUND CODE	2026
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT	
NHPP	8,005,613
TOTAL 217838 4	**8,005,613**
TOTAL 217838 4	**8,005,613**

ITEM NUMBER:217838 5 PROJECT DESCRIPTION:SR 30A (US 98) PC BCH PKWY FROM E OF R JACKSON BLVD TO HATHAWAY BRIDGE *SIS*
DISTRICT:03 COUNTY:BAY TYPE OF WORK:ADD LANES & RECONSTRUCT
ROADWAY ID:46160000 PROJECT LENGTH: 5.757MI LANES EXIST/IMPROVED/ADDED: 3/ 3/ 2

FUND CODE	2026
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT	
SA	2,588,387
SL	1,489,489
TOTAL 217838 5	**4,077,876**
TOTAL 217838 5	**4,077,876**

ITEM NUMBER:217875 2 PROJECT DESCRIPTION:SR 390 ST ANDREWS FROM SR 368 23RD ST TO E OF CR 2312 BALDWIN ROAD *SIS*
DISTRICT:03 COUNTY:BAY TYPE OF WORK:ADD LANES & RECONSTRUCT
ROADWAY ID:46140000 PROJECT LENGTH: 3.447MI LANES EXIST/IMPROVED/ADDED: 4/ 4/ 4

FUND CODE	2026
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT	
NHPP	4,136,671
TOTAL 217875 2	**4,136,671**
TOTAL 217875 2	**4,136,671**

HIGHWAYS

ITEM NUMBER:217910 3 PROJECT DESCRIPTION:SR 75 (US 231) FROM NORTH OF PIPE LINE RD TO NORTH OF PENNY ROAD *SIS*
DISTRICT:03 COUNTY:BAY TYPE OF WORK:ADD LANES & RECONSTRUCT
ROADWAY ID:46040000 PROJECT LENGTH: 5.374MI LANES EXIST/IMPROVED/ADDED: 2/ 2/ 1

FUND CODE	2026
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT	
NHPP	1,154
TOTAL 217910 3	**1,154**
TOTAL 217910 3	**1,154**

ITEM NUMBER:217910 7 PROJECT DESCRIPTION:SR 75 (US 231) FROM SR 30A (US 98) 15TH ST TO SR 368 23RD STREET *SIS*
DISTRICT:03 COUNTY:BAY TYPE OF WORK:ADD LANES & RECONSTRUCT
ROADWAY ID:46040000 PROJECT LENGTH: 4.270MI LANES EXIST/IMPROVED/ADDED: 2/ 2/ 1

FUND CODE	2026
PHASE: RIGHT OF WAY / RESPONSIBLE AGENCY: MANAGED BY FDOT	
NHPP	6,803,633
TOTAL 217910 7	**6,803,633**
TOTAL 217910 7	**6,803,633**

ITEM NUMBER:217910 8 PROJECT DESCRIPTION:SR 75 (US 231) FROM SR 368 23RD STREET TO NORTH OF PIPE LINE ROAD *SIS*
DISTRICT:03 COUNTY:BAY TYPE OF WORK:ADD LANES & RECONSTRUCT
ROADWAY ID:46040000 PROJECT LENGTH: 4.642MI LANES EXIST/IMPROVED/ADDED: 2/ 2/ 2

FUND CODE	2026
PHASE: RIGHT OF WAY / RESPONSIBLE AGENCY: MANAGED BY FDOT	
NHPP	1,000
TOTAL 217910 8	**1,000**
TOTAL 217910 8	**1,000**

ITEM NUMBER:217986 2 PROJECT DESCRIPTION:SR 392A HUTCHISON BLVD FROM SR 30 (US 98A) TO SR 30 (US 98A) *NON-SIS*
DISTRICT:03 COUNTY:BAY TYPE OF WORK:RESURFACING
ROADWAY ID:46010002 PROJECT LENGTH: 3.069MI LANES EXIST/IMPROVED/ADDED: 4/ 4/ 0

FUND CODE	2026
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT	
SA	3,255,278
TOTAL 217986 2	**3,255,278**
TOTAL 217986 2	**3,255,278**

HIGHWAYS

ITEM NUMBER:220635 6 PROJECT DESCRIPTION:SR 20 FROM WASHINGTON COUNTY LINE TO SR 75 (US 231) *NON-SIS*
DISTRICT:03 COUNTY:BAY TYPE OF WORK:PD&E/EMO STUDY
ROADWAY ID:46050000 PROJECT LENGTH: 23.449MI LANES EXIST/IMPROVED/ADDED: 2/ 2/ 0

FUND CODE	2026
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT	
SL	392,873
TOTAL 220635 6	**392,873**
TOTAL 220635 6	**392,873**

ITEM NUMBER:410981 8 PROJECT DESCRIPTION:SR 370 GULF COAST PARKWAY FROM SR 30A (US 98) TO CR 2315 STAR AVENUE *NON-SIS*
DISTRICT:03 COUNTY:BAY TYPE OF WORK:NEW ROAD CONSTRUCTION
ROADWAY ID:46000000 PROJECT LENGTH: 1.757MI LANES EXIST/IMPROVED/ADDED: 0/ 0/ 2

FUND CODE	2026
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT	
SA	-45,832
TOTAL 410981 8	**-45,832**
TOTAL 410981 8	**-45,832**

ITEM NUMBER:426238 1 PROJECT DESCRIPTION:SCOTT ROAD OVER ECONFINA CREEK BRIDGE NO. 464423 *NON-SIS*
DISTRICT:03 COUNTY:BAY TYPE OF WORK:BRIDGE REPLACEMENT
ROADWAY ID:46000033 PROJECT LENGTH: .116MI LANES EXIST/IMPROVED/ADDED: 2/ 1/ 0

FUND CODE	2026
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT	
BRTZ	10,246
TOTAL 426238 1	**10,246**
TOTAL 426238 1	**10,246**

ITEM NUMBER:426950 2 PROJECT DESCRIPTION:SR 30 (US 98) FROM W OF CANAL PKWY TO GULF COUNTY LINE *NON-SIS*
DISTRICT:03 COUNTY:BAY TYPE OF WORK:RESURFACING
ROADWAY ID:46030000 PROJECT LENGTH: 3.683MI LANES EXIST/IMPROVED/ADDED: 2/ 2/ 0

FUND CODE	2026
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT	
NHRE	-302,362
SL	-636
TOTAL 426950 2	**-302,998**
TOTAL 426950 2	**-302,998**

HIGHWAYS

ITEM NUMBER:431684 1 PROJECT DESCRIPTION:SR 30 (US 98) ELEVATED ROADWAY E TO W OF TYNDALL AFB ENTRANCE *NON-SIS*
DISTRICT:03 COUNTY:BAY TYPE OF WORK:INTERCHANGE - ADD LANES
ROADWAY ID:46030000 PROJECT LENGTH: 1.000MI LANES EXIST/IMPROVED/ADDED: 2/ 2/ 2

FUND CODE	2026
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT	
NHPP	491,594
TOTAL 431684 1	**491,594**
TOTAL 431684 1	**491,594**

ITEM NUMBER:436266 2 PROJECT DESCRIPTION:SR 20 AT BLUE SPRINGS RD/PADGETT DR *NON-SIS*
DISTRICT:03 COUNTY:BAY TYPE OF WORK:ADD LEFT TURN LANE(S)
ROADWAY ID:46050000 PROJECT LENGTH: .380MI LANES EXIST/IMPROVED/ADDED: 2/ 2/ 1

FUND CODE	2026
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT	
HSP	-219
TOTAL 436266 2	**-219**
TOTAL 436266 2	**-219**

ITEM NUMBER:437759 1 PROJECT DESCRIPTION:SR 30A (US 98) PCB PARKWAY FROM WALTON COUNTY LINE TO HEATHER DRIVE *SIS*
DISTRICT:03 COUNTY:BAY TYPE OF WORK:RESURFACING
ROADWAY ID:46160000 PROJECT LENGTH: 6.922MI LANES EXIST/IMPROVED/ADDED: 3/ 3/ 0

FUND CODE	2026
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT	
NHRE	7,750,000
TOTAL 437759 1	**7,750,000**
TOTAL 437759 1	**7,750,000**

ITEM NUMBER:437763 1 PROJECT DESCRIPTION:SR 79 FROM SR 30A (US 98) BACK BEACH RD TO N OF WEST BAY ICWW BRIDGE *SIS*
DISTRICT:03 COUNTY:BAY TYPE OF WORK:RESURFACING
ROADWAY ID:46090000 PROJECT LENGTH: 5.097MI LANES EXIST/IMPROVED/ADDED: 2/ 2/ 0

FUND CODE	2026
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT	
SA	872,676
TOTAL 437763 1	**872,676**
TOTAL 437763 1	**872,676**

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HIGHWAYS

ITEM NUMBER:437763 2 PROJECT DESCRIPTION:SR 79 FROM WEST BAY BRIDGE TO WASHINGTON COUNTY LINE *SIS*
DISTRICT:03 COUNTY:BAY TYPE OF WORK:RESURFACING
ROADWAY ID:46090000 PROJECT LENGTH: 8.700MI LANES EXIST/IMPROVED/ADDED: 2/ 2/ 0

FUND CODE	2026
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT	
NHRE	-33,231
TOTAL 437763 2	**-33,231**
TOTAL 437763 2	**-33,231**

ITEM NUMBER:438106 1 PROJECT DESCRIPTION:CR 3026 CHERRY ST FROM SR 30A (US 98) TYNDALL PKWY TO CR 2315 STAR AVE *NON-SIS*
DISTRICT:03 COUNTY:BAY TYPE OF WORK:SIDEWALK
ROADWAY ID:46503000 PROJECT LENGTH: 1.504MI LANES EXIST/IMPROVED/ADDED: 1/ 1/ 0

FUND CODE	2026
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT	
TALT	5,000
TOTAL 438106 1	**5,000**
TOTAL 438106 1	**5,000**

ITEM NUMBER:438106 2 PROJECT DESCRIPTION:CR 3026 CHERRY STREET - WEST SIDE *NON-SIS*
DISTRICT:03 COUNTY:BAY TYPE OF WORK:SIDEWALK
ROADWAY ID:46503000 PROJECT LENGTH: .500MI LANES EXIST/IMPROVED/ADDED: 2/ 2/ 0

FUND CODE	2026
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT	
TALT	5,000
TOTAL 438106 2	**5,000**
TOTAL 438106 2	**5,000**

ITEM NUMBER:439380 1 PROJECT DESCRIPTION:SCOTT'S FERRY RD OVER BEAR CREEK BRIDGE NO. 464419 *NON-SIS*
DISTRICT:03 COUNTY:BAY TYPE OF WORK:BRIDGE REPLACEMENT
ROADWAY ID:46000036 PROJECT LENGTH: .039MI LANES EXIST/IMPROVED/ADDED: 2/ 2/ 0

FUND CODE	2026
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT	
BRTZ	57,676
PHASE: RIGHT OF WAY / RESPONSIBLE AGENCY: MANAGED BY FDOT	
BRTZ	78,032
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT	
BRTZ	5,275,641
PHASE: GRANTS AND MISCELLANEOUS / RESPONSIBLE AGENCY: MANAGED BY FDOT	
BRTZ	45,820
TOTAL 439380 1	**5,457,169**
TOTAL 439380 1	**5,457,169**

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ITEM NUMBER:440300 6 PROJECT DESCRIPTION:EAST AVE FROM PORT ENTRANCE TO S OF SR 30 (US 98B) 5TH STREET *SIS*
DISTRICT:03 COUNTY:BAY TYPE OF WORK:ADD LANES & RECONSTRUCT
ROADWAY ID:46523000 PROJECT LENGTH: 1.065MI LANES EXIST/IMPROVED/ADDED: 2/ 2/ 2

FUND CODE	2026
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT	
NFP	1,265,000
SL	702,513
TOTAL 440300 6	**1,967,513**
TOTAL 440300 6	**1,967,513**

ITEM NUMBER:440487 1 PROJECT DESCRIPTION:SR 390 OVER MILL BAYOU BRIDGE NO. 460020 *SIS*
DISTRICT:03 COUNTY:BAY TYPE OF WORK:BRIDGE REPLACEMENT
ROADWAY ID:46600000 PROJECT LENGTH: .333MI LANES EXIST/IMPROVED/ADDED: 2/ 2/ 0

FUND CODE	2026
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT	
NHBR	3,317,036
TOTAL 440487 1	**3,317,036**
TOTAL 440487 1	**3,317,036**

ITEM NUMBER:441742 2 PROJECT DESCRIPTION:ALF COLEMAN ROAD FROM SR 392A HUTCHISON BLVD TO SR 30A (US 98) *NON-SIS*
DISTRICT:03 COUNTY:BAY TYPE OF WORK:PEDESTRIAN SAFETY IMPROVEMENT
ROADWAY ID:46590000 PROJECT LENGTH: .594MI LANES EXIST/IMPROVED/ADDED: 2/ 2/ 0

FUND CODE	2026
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT	
HSP	-3,231
TOTAL 441742 2	**-3,231**
TOTAL 441742 2	**-3,231**

ITEM NUMBER:441742 4 PROJECT DESCRIPTION:ALF COLEMAN ROAD FROM SR 392A HUTCHISON BLVD TO SR 30A (US 98) *NON-SIS*
DISTRICT:03 COUNTY:BAY TYPE OF WORK:RESURFACING
ROADWAY ID:46590000 PROJECT LENGTH: .594MI LANES EXIST/IMPROVED/ADDED: 2/ 2/ 0

FUND CODE	2026
PHASE: GRANTS AND MISCELLANEOUS / RESPONSIBLE AGENCY: MANAGED BY CITY OF PANAMA CITY BEACH	
SA	-3,435,401
TOTAL 441742 4	**-3,435,401**
TOTAL 441742 4	**-3,435,401**

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ITEM NUMBER:441880 1 PROJECT DESCRIPTION:SR 390 BECK AVENUE @ 19TH STREET INTERSECTION *NON-SIS*
DISTRICT:03 COUNTY:BAY TYPE OF WORK:TRAFFIC SIGNAL UPDATE
ROADWAY ID:46140005 PROJECT LENGTH: .294MI LANES EXIST/IMPROVED/ADDED: 2/ 0/ 0

FUND CODE	2026
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT	
CARM	-45,078
TOTAL 441880 1	**-45,078**
TOTAL 441880 1	**-45,078**

ITEM NUMBER:442667 1 PROJECT DESCRIPTION:SR 30 (US 98) OVER ST ANDREWS BAY ICWW BRIDGE NO. 460019 *NON-SIS*
DISTRICT:03 COUNTY:BAY TYPE OF WORK:BRIDGE REPLACEMENT
ROADWAY ID:46020000 PROJECT LENGTH: .520MI LANES EXIST/IMPROVED/ADDED: 2/ 2/ 0

FUND CODE	2026
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT	
NHBR	80,525
PHASE: RIGHT OF WAY / RESPONSIBLE AGENCY: MANAGED BY FDOT	
NHBR	8,811
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT	
GFBR	781,168
NHBR	1,273,738
TOTAL 442667 1	**2,144,242**
TOTAL 442667 1	**2,144,242**

ITEM NUMBER:442917 1 PROJECT DESCRIPTION:CR 2302 BRIDGE STREET OVER FANNING BAYOU BRIDGE NO. 460024 *NON-SIS*
DISTRICT:03 COUNTY:BAY TYPE OF WORK:BRIDGE REPLACEMENT
ROADWAY ID:46630000 PROJECT LENGTH: .272MI LANES EXIST/IMPROVED/ADDED: 2/ 2/ 0

FUND CODE	2026
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT	
BRTZ	75,630
PHASE: RIGHT OF WAY / RESPONSIBLE AGENCY: MANAGED BY FDOT	
BRTZ	87,572
TOTAL 442917 1	**163,202**
TOTAL 442917 1	**163,202**

ITEM NUMBER:444040 1 PROJECT DESCRIPTION:SR 30A (US 98) PC BEACH PKWY AT ALLISON AVE *SIS*
DISTRICT:03 COUNTY:BAY TYPE OF WORK:SAFETY PROJECT
ROADWAY ID:46160000 PROJECT LENGTH: .040MI LANES EXIST/IMPROVED/ADDED: 2/ 2/ 0

FUND CODE	2026
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT	
HSP	-60,921
TOTAL 444040 1	**-60,921**
TOTAL 444040 1	**-60,921**

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ITEM NUMBER:444220 1 PROJECT DESCRIPTION:SR 392A HUTCHISON BLVD FROM SR 30 FRONT BEACH RD TO CLARA AVE *NON-SIS*
DISTRICT:03 COUNTY:BAY TYPE OF WORK:SIDEWALK
ROADWAY ID:46010002 PROJECT LENGTH: .375MI LANES EXIST/IMPROVED/ADDED: 4/ 0/ 0

FUND CODE	2026
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT	
SR2T	-15,614
TOTAL 444220 1	**-15,614**
TOTAL 444220 1	**-15,614**

ITEM NUMBER:445141 1 PROJECT DESCRIPTION:SR 20 OVER ECONFINA CREEK, BRIDGE NO. 460037 AND 460034 *NON-SIS*
DISTRICT:03 COUNTY:BAY TYPE OF WORK:BRIDGE REPLACEMENT
ROADWAY ID:46050000 PROJECT LENGTH: .612MI LANES EXIST/IMPROVED/ADDED: 2/ 2/ 0

FUND CODE	2026
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT	
GFBR	12,209,216
TOTAL 445141 1	**12,209,216**
TOTAL 445141 1	**12,209,216**

ITEM NUMBER:445564 3 PROJECT DESCRIPTION:SR 77 FROM 23RD STREET TO CR 2312 BALDWIN ROAD *NON-SIS*
DISTRICT:03 COUNTY:BAY TYPE OF WORK:BIKE LANE/SIDEWALK
ROADWAY ID:46060000 PROJECT LENGTH: .854MI LANES EXIST/IMPROVED/ADDED: 4/ 0/ 0

FUND CODE	2026
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT	
SL	1,681,790
TALT	50,988
TOTAL 445564 3	**1,732,778**
TOTAL 445564 3	**1,732,778**

ITEM NUMBER:445601 1 PROJECT DESCRIPTION:SR 75 (US 231) AT SR 20 INTERSECTION SAFETY IMPROVEMENTS *SIS*
DISTRICT:03 COUNTY:BAY TYPE OF WORK:SAFETY PROJECT
ROADWAY ID:46050000 PROJECT LENGTH: 1.405MI LANES EXIST/IMPROVED/ADDED: 2/ 2/ 0

FUND CODE	2026
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT	
HSP	-3,318
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT	
HSP	140,963
TOTAL 445601 1	**137,645**
TOTAL 445601 1	**137,645**

HIGHWAYS

ITEM NUMBER:445614 1 PROJECT DESCRIPTION:SURFSIDE MIDDLE SCHOOL SAFE ROUTES SIDEWALK PROJECT *NON-SIS*
DISTRICT:03 COUNTY:BAY TYPE OF WORK:SIDEWALK
ROADWAY ID:46590003 PROJECT LENGTH: .176MI LANES EXIST/IMPROVED/ADDED: 2/ 2/ 0

FUND CODE	2026
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT	
SR2T	-2,258
TOTAL 445614 1	**-2,258**
TOTAL 445614 1	**-2,258**

ITEM NUMBER:445614 2 PROJECT DESCRIPTION:SURFSIDE MIDDLE SCHOOL SAFE ROUTES SIDEWALK PROJECT *NON-SIS*
DISTRICT:03 COUNTY:BAY TYPE OF WORK:SIDEWALK
ROADWAY ID:46590003 PROJECT LENGTH: .176MI LANES EXIST/IMPROVED/ADDED: 2/ 2/ 0

FUND CODE	2026
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY CITY OF PANAMA CITY BEACH	
HSP	99,293
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT	
HSP	6,278
TOTAL 445614 2	**105,571**
TOTAL 445614 2	**105,571**

ITEM NUMBER:445631 1 PROJECT DESCRIPTION:SR 75 (US 231) FROM CR 2301 TO N CAMPFLOWERS RD *SIS*
DISTRICT:03 COUNTY:BAY TYPE OF WORK:RESURFACING
ROADWAY ID:46040000 PROJECT LENGTH: 5.850MI LANES EXIST/IMPROVED/ADDED: 2/ 2/ 0

FUND CODE	2026
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT	
GFSA	-78
NHRE	882,675
SA	288,145
TOTAL 445631 1	**1,170,742**
TOTAL 445631 1	**1,170,742**

ITEM NUMBER:447594 1 PROJECT DESCRIPTION:SR 30/30-A (US 98) 15TH ST FROM E OF 23RD ST FLYOVER TO JENKS AVE *NON-SIS*
DISTRICT:03 COUNTY:BAY TYPE OF WORK:RESURFACING
ROADWAY ID:46020003 PROJECT LENGTH: 3.677MI LANES EXIST/IMPROVED/ADDED: 2/ 2/ 0

FUND CODE	2026
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT	
NHRE	753,522
TOTAL 447594 1	**753,522**
TOTAL 447594 1	**753,522**

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ITEM NUMBER:449918 1 PROJECT DESCRIPTION:BERTHE AVE FROM FORSYTHE DR TO EAGLE LAKE WAY *NON-SIS*
DISTRICT:03 COUNTY:BAY TYPE OF WORK:SIDEWALK
ROADWAY ID:46900023 PROJECT LENGTH: .267MI LANES EXIST/IMPROVED/ADDED: 2/ 0/ 0

FUND CODE	2026
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY CALLAWAY, CITY OF	
TALT	43,643
TOTAL 449918 1	**43,643**
TOTAL 449918 1	**43,643**

ITEM NUMBER:450805 1 PROJECT DESCRIPTION:SR 20 FROM SR 75 (US 231) TO CALHOUN COUNTY LINE *NON-SIS*
DISTRICT:03 COUNTY:BAY TYPE OF WORK:RESURFACING
ROADWAY ID:46050000 PROJECT LENGTH: 2.391MI LANES EXIST/IMPROVED/ADDED: 2/ 2/ 0

FUND CODE	2026
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT	
NHRE	1,351,379
SL	163,851
TOTAL 450805 1	**1,515,230**
TOTAL 450805 1	**1,515,230**

ITEM NUMBER:450818 1 PROJECT DESCRIPTION:SR 368 23RD ST FROM SR 390 TO SR 75 (US 231) *NON-SIS*
DISTRICT:03 COUNTY:BAY TYPE OF WORK:RESURFACING
ROADWAY ID:46001000 PROJECT LENGTH: 4.596MI LANES EXIST/IMPROVED/ADDED: 2/ 2/ 0

FUND CODE	2026
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT	
SL	7,790,979
TOTAL 450818 1	**7,790,979**
TOTAL 450818 1	**7,790,979**

ITEM NUMBER:450976 1 PROJECT DESCRIPTION:CR 389/EAST 12TH STREET FROM SR 390 TO PENNSYLVANIA AVENUE *NON-SIS*
DISTRICT:03 COUNTY:BAY TYPE OF WORK:PAVE SHOULDERS
ROADWAY ID:46500000 PROJECT LENGTH: 1.585MI LANES EXIST/IMPROVED/ADDED: 2/ 0/ 0

FUND CODE	2026
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT	
HSP	-38,216
TOTAL 450976 1	**-38,216**
TOTAL 450976 1	**-38,216**

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ITEM NUMBER:451001 1 PROJECT DESCRIPTION:SR 30 (US 98) TYNDALL PARKWAY FROM TRAM RD TO HICKORY ST *NON-SIS*
DISTRICT:03 COUNTY:BAY TYPE OF WORK:LIGHTING
ROADWAY ID:46020003 PROJECT LENGTH: 2.384MI LANES EXIST/IMPROVED/ADDED: 4/ 0/ 0

FUND CODE	2026
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT	
HSP	45,378
TOTAL 451001 1	**45,378**
TOTAL 451001 1	**45,378**

ITEM NUMBER:451723 1 PROJECT DESCRIPTION:TENNESSEE AVENUE FROM 14TH STREET TO 5TH STREET *NON-SIS*
DISTRICT:03 COUNTY:BAY TYPE OF WORK:SIDEWALK
ROADWAY ID:46650006 PROJECT LENGTH: .880MI LANES EXIST/IMPROVED/ADDED: 2/ 0/ 0

FUND CODE	2026
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY CITY OF LYNN HAVEN	
TALL	-591
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT	
TALL	-780
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY CITY OF LYNN HAVEN	
TALL	712,797
TALT	802,629
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT	
TALT	1,000
TOTAL 451723 1	**1,515,055**
TOTAL 451723 1	**1,515,055**

ITEM NUMBER:451969 1 PROJECT DESCRIPTION:RICHARD JACKSON BLVD INTERSECTION IMPROVEMENTS *NON-SIS*
DISTRICT:03 COUNTY:BAY TYPE OF WORK:SAFETY PROJECT
ROADWAY ID:46900024 PROJECT LENGTH: .100MI LANES EXIST/IMPROVED/ADDED: 3/ 3/ 0

FUND CODE	2026
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY CITY OF PANAMA CITY BEACH	
HSP	811,303
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT	
HSP	796
TOTAL 451969 1	**812,099**
TOTAL 451969 1	**812,099**

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ITEM NUMBER:452734 1 PROJECT DESCRIPTION:SR 75 (US 231) AT CR 388 INTERSECTION IMPROVEMENTS *SIS*
DISTRICT:03 COUNTY:BAY TYPE OF WORK:TRAFFIC SIGNALS
ROADWAY ID:46040000 PROJECT LENGTH: .191MI LANES EXIST/IMPROVED/ADDED: 4/ 0/ 0

FUND CODE	2026
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT	
SL	1,187,507
TOTAL 452734 1	**1,187,507**
TOTAL 452734 1	**1,187,507**

ITEM NUMBER:454640 1 PROJECT DESCRIPTION:SR 30 (US 98B) FROM SR 75 (US 231) HARRISON AVE TO N OF DUPONT BRIDGE *NON-SIS*
DISTRICT:03 COUNTY:BAY TYPE OF WORK:RESURFACING
ROADWAY ID:46020000 PROJECT LENGTH: 6.959MI LANES EXIST/IMPROVED/ADDED: 4/ 4/ 0

FUND CODE	2026
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT	
SL	1,578,081
TOTAL 454640 1	**1,578,081**
TOTAL 454640 1	**1,578,081**

ITEM NUMBER:455261 1 PROJECT DESCRIPTION:CR 385 FRANKFORD AVE FROM SR 390 ST ANDREWS BLVD TO PACIFICA LANE *NON-SIS*
DISTRICT:03 COUNTY:BAY TYPE OF WORK:BIKE PATH/TRAIL
ROADWAY ID:46560001 PROJECT LENGTH: 1.699MI LANES EXIST/IMPROVED/ADDED: 2/ 2/ 0

FUND CODE	2026
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY CITY OF PANAMA CITY	
TALT	425,000
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT	
TALT	1,000
TOTAL 455261 1	**426,000**
TOTAL 455261 1	**426,000**

ITEM NUMBER:456960 1 PROJECT DESCRIPTION:SR 22 AT CALLAWAY ELEMENTARY SCHOOL *NON-SIS*
DISTRICT:03 COUNTY:BAY TYPE OF WORK:TRAFFIC OPS IMPROVEMENT
ROADWAY ID:46080000 PROJECT LENGTH: .246MI LANES EXIST/IMPROVED/ADDED: 2/ 2/ 0

FUND CODE	2026
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT	
HSP	213,804
TOTAL 456960 1	**213,804**
TOTAL 456960 1	**213,804**

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HIGHWAYS
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ITEM NUMBER:457351 1 PROJECT DESCRIPTION:S GAY AVE FROM BOAT RACE RD TO CHERRY ST *NON-SIS*
DISTRICT:03 COUNTY:BAY TYPE OF WORK:SIDEWALK
ROADWAY ID:46900025 PROJECT LENGTH: 1.001MI LANES EXIST/IMPROVED/ADDED: 2/ 0/ 0

FUND CODE	2026
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY CITY OF CALLAWAY	
TALM	221,606
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT	
TALM	1,000
TOTAL 457351 1	**222,606**
TOTAL 457351 1	**222,606**
TOTAL DIST: 03	**79,277,408**
TOTAL HIGHWAYS	**79,277,408**

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PLANNING

ITEM NUMBER:439320 5 PROJECT DESCRIPTION:BAY COUNTY (PANAMA CITY) TPO FY 2024/2025-2025/2026 UPWP *NON-SIS*
DISTRICT:03 COUNTY:BAY TYPE OF WORK:TRANSPORTATION PLANNING
ROADWAY ID: PROJECT LENGTH: .000 LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

FUND CODE	2026
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY WEST FLORIDA REGIONAL PLANNING	
PL	449,390
TOTAL 439320 5	**449,390**
TOTAL 439320 5	**449,390**

ITEM NUMBER:439320 6 PROJECT DESCRIPTION:BAY COUNTY (PANAMA CITY) TPO FY 2026/2027-2027/2028 UPWP *NON-SIS*
DISTRICT:03 COUNTY:BAY TYPE OF WORK:TRANSPORTATION PLANNING
ROADWAY ID: PROJECT LENGTH: .000 LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

FUND CODE	2026
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: RESPONSIBLE AGENCY NOT AVAILABLE	
PL	101,660
TOTAL 439320 6	**101,660**
TOTAL 439320 6	**101,660**
TOTAL DIST: 03	**551,050**
TOTAL PLANNING	**551,050**

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TRANSIT

ITEM NUMBER:428209 1 PROJECT DESCRIPTION:BAY COUNTY TPO 5307 CAPITAL FLEX PREVENTIVE MAINTENANCE - SMALL URBAN *NON-SIS*
DISTRICT:03 COUNTY:BAY TYPE OF WORK:CAPITAL FOR FIXED ROUTE
ROADWAY ID: PROJECT LENGTH: .000 LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

FUND CODE	2026
PHASE: GRANTS AND MISCELLANEOUS / RESPONSIBLE AGENCY: RESPONSIBLE AGENCY NOT AVAILABLE	
SL	700,000
TOTAL 428209 1	**700,000**
TOTAL 428209 1	**700,000**
TOTAL DIST: 03	**700,000**
TOTAL TRANSIT	**700,000**
GRAND TOTAL	80,528,458

Public Transportation federally authorized projects in FY 2026

Grand Number	Amount of FTA Award	Executed	Disbursed in FFY2026
FL-2017-096-00	$2,256,065.00	8/8/2017	$0.00
FL-2018-086-00	$2,283,835.00	8/3/2018	$0.00
FL-2021-074-00	$6,138,797.00	9/15/2021	$289,114.00
FL-2022-044-00	$2,707,622.00	7/25/2022	$311,992.00
FL-2023-077-00	$895,558.00	9/20/2023	$327,321.00
FL-2024-001-00	$2,748,448.00	12/14/2023	$260,091.00
FL-2025-040-00	$350,000.00	5/19/2025	$263,840.00
FL-2025-050-00	$256,201.00	6/10/2025	$0.00
FL-2025-052-00	$3,359,209.00	6/23/2025	$2,235,628.00
FL-2026-018-00	$712,014.00	4/27/2026	$422,597.00
Total	$21,707,749.00		$4,110,583.00

Appendix E

BAY COUNTY TPO PROJECT PRIORITIES
FY 2027-31

FY 2027 - FY 2031 Bay County TPO Project Priorities

Prepared for

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

Prepared by

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

Approved: May 28, 2025

This report was financed in part by the U.S. Department of Transportation, the Federal Highway Administration, the Florida Department of Transportation, and local participating governments, in partial fulfillment of UPWP Work Task 4. This document does not necessarily reflect the official reviews or policies of the U.S. Department of Transportation.

Bay County Transportation Planning Organization

FY 2027 - 2031 Project Priorities Document

Prepared by

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

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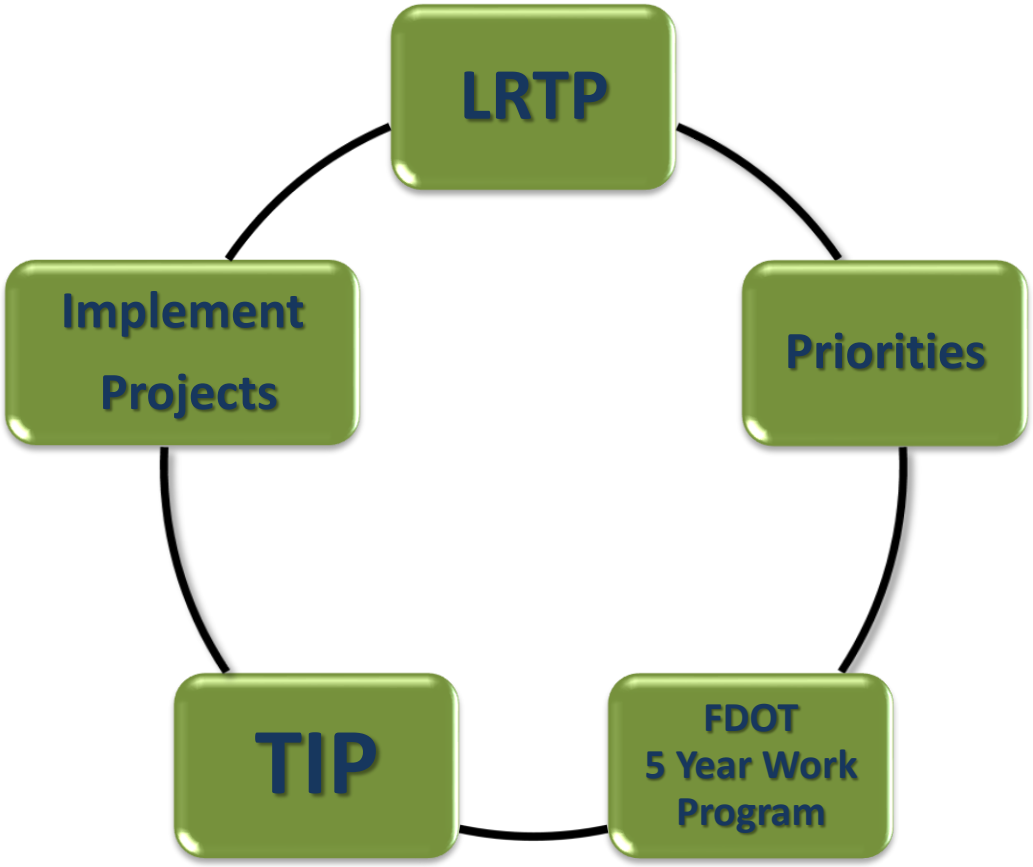
INTRODUCTION

The Bay County Transportation Planning Organization (TPO), staffed by the Emerald Coast Regional Council, is tasked with developing Project Priorities. Project Priorities, which are essentially the Cost Feasible Plan element of the Long Range Transportation Plan (LRTP), are usually approved in May each year and are due to the State Department of Transportation by August 1st. The adopted Project Priorities are used by the State Department of Transportation to develop a five-year Work Program. This five-year Work Program is then used by the TPO to develop its five-year Transportation Improvement Program (TIP). The TIP is also adopted by the TPO at its May meeting each year. The chart below explains the process identified above.



The projects listed in this Project Priorities document are identified by the following tables:

- Capacity Projects (Tables 1-2).
- Transportation System Management Projects (Tables 3).
- Transportation Alternatives Projects (Table 4).
- Public Transportation Related Projects (Table 5).
- Aviation Projects (Table 6).
- Port Projects (Table 7).
- SUN Trail Projects (Table 8).

METHODOLOGY

- Capacity projects are based on the 2045 LRTP. Completed projects are removed from the list, projects that are scheduled for construction in the first three years are moved to the committed list, and new projects are placed at the end of the priorities list and ranked by cost of the funding set asides and construction projects.
- Transportation System Management Projects are ranked based on TPO approved criteria. Projects were provided by the Florida Department of Transportation.
- Transportation Alternatives Projects are ranked based on TPO approved criteria.
- Public Transportation Related Projects are listed by potential grants and are furnished by the TPO's Public Transportation Staff in consultation with Bayway Staff.
- Aviation Project Priorities are furnished by the Northwest Florida Beaches International Airport.
- Port Project Priorities are provided by Port Panama City.
- SUN Trail Project Priorities were submitted by Bay County and the City of Panama City and are ranked based upon TPO approved criteria.

The Capacity, Transportation System Management, Transportation Alternatives, and SUN Trail Projects have separate Evaluation Criteria to rank projects. The Evaluation Criteria for these four categories are listed in Appendix A. However, **the TPO has the final decision on how the Project Priorities are ranked.**

PUBLIC INVOLVEMENT

Public Outreach for the FY 2027-2031 Project Priorities took place from March 24, 2025— May 9, 2025 and a Public Outreach Report is included in Appendix B. In addition, two TPO and Advisory Committee workshops (March 5 and April 23, 2025) and one public workshop (April 23, 2025) were in person as well as virtual as part of the development of the FY 2027-2031 Project Priorities. Each of the workshops and the public outreach were advertised in the Florida Adminstrative Register. An e-mail notice was also sent to the TPO and Advisory Committee Members. News releases were distributed to media outlets and meeting information was promoted through social media sites. Flyers were created and emailed to members of the TPO and advisory committees

Comments from the public involvement opportunities were identified in the TPO and Advisory Committee Members May agenda enclosure. A Public Forum was also held at the TPO meeting in May, but no public comments occurred under the Public Forum. The comments from the public involvement opportunities are included in Appendix B. The Project Priorities Tables from drafts through adoption were posted on the web site for review and comment. The Project Priorities schedule was reviewed at the February TPO Meeting and the Project Priorities were approved at the May TPO Meeting (see Resolution Bay 25-09 in Appendix C) with the following changes:

Table 1 NON-SIS:

- Non-SIS Priority #9. US 98 Pedestrian Overpass Structure at Frank Brown Park. Changed to a Feasibility Study for an Underground Pedestrian Structure.

Table 2 SIS:

- SIS Priorities #3 US 231 from Pipeline to Penny and #4 SR 390 from SR 77 to US 231. Switched these priorities.
- SIS Priority #5. US 98 at Thomas Dr. Interchange. Changed Thomas Dr. to Navy Boulevard.

Table 1- FY 27-31 Non-Strategic Intermodal System (Non-SIS) Project Priorities

Priority Rank	Project Name/Limits	FDOT WPI#	Programmed Funding						Project/Strategy	Length (miles)	Funding Sought
1	**ITS**	4084123	Phase	2026	2027	2028	2029	2030	Operations and Maintenance of the current ITS System	NA	$700,000 (Annual Setaside Funds)
			OPS	$600,000	$600,000	$600,000	$600,000	$600,000			
2	**SR 22 (Wewa Highway)** SR 30A (US 98) Tyndall Pkwy. to Star Avenue	4258031	Phase	2026	2027	2028	2029	2030	Widen to 4 Lanes	1.509	ROW
3	**Harvard Boulevard** SR 390 to Issac Byrd Park	NA	Phase	2026	2027	2028	2029	2030	CST. of Sidewalks or Bicycle Lanes	1.55	$350,000 (Annual Setaside Funds)
4	**Public Transportation Capital Improvements**	4282091	Phase	2026	2027	2028	2029	2030	Flex Funds	NA	$350,000 (Annual Setaside Funds)
			CAP	$350,000	$350,000	$350,000	$350,000	$350,000			
5	**Corridor Management/Complete Streets** Studies	NA	Phase	2026	2027	2028	2029	2030	Corridor Management/Complete Streets Study	7.4	$150,000 (Annual Setaside Funds)
				*							
6	**Corridor Management/Complete Streets** Implementation	NA	Phase	2026	2027	2028	2029	2030	Corridor Management/Complete Streets Construction	7.4	$500,000 (Annual Setaside Funds)
7	**CR 389 (East Avenue)** CR 2312 (Baldwin Road to SR 390	NA	Phase	2026	2027	2028	2029	2030	Widen to 4 Lanes	2	PD&E
8	**Star Avenue** SR 22 (Wewa Highway) to US 231 (SR 75)	NA	Phase	2026	2027	2028	2029	2030	Widen to 4 Lanes (ROW and CST not in 2045 CFP)	6.7	PD&E
9	**US 98 Pedestrian Underpass** US 98 at Frank Brown Park	NA	Phase	2026	2027	2028	2029	2030	Construct New Pedestrian Underpass	TBD	Feasiblity Study
10	**Roundabout** Harrison Street at 6th Street	NA	Phase	2026	2027	2028	2029	2030	Construct New Roundabout	0.27	PE
11	**Bay Parkway Phase III** Clara Avenue to Chip Seal Parkway	NA	Phase	2026	2027	2028	2029	2030	Construct New Roadway (ROW and CST not in 2045 CFP)	5.3	ROW

*Corridor Management Plan Study for SR 77 from Baldwin Avenue to Bailey Bridge.

PD&E - Project Development and Environment Study
PE - Preliminary Engineering (Design)
ROW - Right-of-Way
CST - Construction
SIS - Strategic Intermodal System (FDOT roadway designation)

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FULLY FUNDED PROJECTS NOT YET CONSTRUCTED

			Phase	2026	2027	2028	2029	2030			

Table 2 - FY 27-31 Strategic Intermodal System (SIS) Project Priorities

Priority Rank	Project Name/Limits	FDOT WPI#	Programmed Funding						Project/Strategy	County	Length (miles)	Funding Sought
1	**SR 75 (US 231)** US 98 (15th St.) to SR 368 (23rd St.)	2179107	Phase	2026	2027	2028	2029	2030	Widen to 6 Lanes[1]	BAY	4.27	CST
			ROW	$34,912,872	$10,200,000	$28,612,280	$10,000,000	$10,000,000				
2	**SR 75 (US 231)** SR 368 (23rd St.) to North of Pipeline Rd.	2179108	Phase	2026	2027	2028	2029	2030	Widen to 6 Lanes[2]	BAY	4.642	CST
			ROW	$11,660,500	$16,278,000	$15,227,733	$20,000,000					
3	**SR 390** SR 77 to US 231	4212252	Phase	2026	2027	2028	2029	2030	Widen to 6 Lanes (CST not in 2045 CFP)	BAY	4.308	ROW
4	**SR 75 (US 231)** N. of Pipeline Rd. to N. of Penny Rd.	2179103	Phase	2026	2027	2028	2029	2030	Widen to 6 Lanes	BAY	6.12	ROW
5	**US 98 at Navy Boulevard**	2179951 2199952	Phase	2026	2027	2028	2029	2030	Interchange (CST not in 2045 CFP)	BAY	1.412	PE
6	**SR 368 (23rd St.)** US 98 (15th St.) to SR 390	4410371	Phase	2026	2027	2028	2029	2030	Widen to 6 Lanes	BAY	1.812	PE
7	**East Avenue** Port Entrance to SR 30 (US 98B) 5th St.	4403006	Phase	2026	2027	2028	2029	2030	Enhanced 2 Lane Capacity	BAY	1.115	ROW
			PE	$1,265,000								
8	**SR 389 (East Avenue)** SR 30 (US 98B) 5th St. to Sherman Av.	4403003	Phase	2026	2027	2028	2029	2030	Enhanced 2 Lane Capacity	BAY	2.189	PE
9	**SR 30 (US 98)** W. of Philips Inlet Bridge to SR 79	4210123	Phase	2026	2027	2028	2029	2030	Widen to 6 Lanes	BAY	7.077	PE
10	**Transmitter Road** C Street to US 98 (SR 30)	NA	Phase	2026	2027	2028	2029	2030	Widen to 4 Lanes (ROW and CST not in 2045 CFP)	BAY	2.12	PD&E

[1] 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 bridge over US 231 and the Bay Line Railroad.

[2] Include 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. Additionally, a new six lane bridge will be built over Mill Bayou.

ABBREVIATIONS:

PD&E - Project Development and Environment Study

PE - Preliminary Engineering (Design)

ROW - Right-of-Way

CST - Construction

SIS - Strategic Intermodal System (FDOT roadway designation)

ENV - Environmental

RR and UT - Railroad and Utilities

FULLY FUNDED PROJECTS NOT YET CONSTRUCTED

	SR 30A (US 98) PC Beach Parkway E. of R. Jackson Blvd. to Hathaway Bridge	2178385	Phase	2026	2027	2028	2029	2030	Widen to 6 Lanes	BAY	5.275	Fully Funded
			CST	$76,369,739								
			RR and UT	$6,550,000								
			ENV	$250,000								
			ROW	$8,200,000								

Table 3 - FY 27-31 Transportation System Management (TSM) Project Priorities

Recommended Rank	Previous Rank	Major Street	Minor Street	Proposed Improvements	Study Date	Cost Estimate
1	1	Operations and Maintenance of the curent ITS System. (Fund with TSM Funds if this project cannot be funded with Capacity Funds and fund the maintenance of the system first; LRTP Capacity Priority #1).			NA	$700,000
	FDOT Comments: No comments provided.					

Recommended Rank	Previous Rank	Major Street	Minor Street	Proposed Improvements	Study Date	Cost Estimate
2	2	SR 22	East Callaway Road	Construct EBLT lane	NA	NA
	FDOT Comments: No comments provided.					

Recommended Rank	Previous Rank	Major Street	Minor Street	Proposed Improvements	Study Date	Cost Estimate
3	0	SR 390	Harvard Boulevard	Construct Traffic Signal	NA	NA
	FDOT Comments: Potential opportunity for Bay County to realign Hill Top to Harvard. Potential opportunity for Bay County to construct second approach lane on Harvard Blvd. ID 456397-1					

Recommended Rank	Previous Rank	Major Street	Minor Street	Proposed Improvements	Study Date	Cost Estimate
4	0	SR 75	North Bear Creek Road	Construct SBLT lane	NA	NA
	FDOT Comments: Design Complete; Construction Funded Needed. ID 220918-3-52-08					

PD&E - Project Development and Environment Study
PE - Preliminary Engineering (Design)
ROW - Right-of-Way
RR and UT - Railroad and Utility
CST - Construction

FULLY FUNDED PROJECTS NOT YET CONSTRUCTED

SR 75 (US 231) CR 388	4527341	Phase	2026	2027	2028	2029	2030	Traffic Signal	BAY	0.01
		CST	$1,365,327							
		RR and UT	$20,000							
SR 75 (US 231) Pipeline Road	4477881	Phase	2025	2026	2027	2028	2029	Intersection	BAY	0.21
		RR and UT	$476,203							

Table 4 - FY 27-31 Transportation Altenatives (TA) Project Priorities

Priority	FDOT WPI#	Project	Limits	Description	Phases
1	NA	South Gay Avenue (Callaway)	Boat Race Road to Cherry Street	Sidewalk	Engineering Design & Construction Engineering $1,506,635
2	NA	Carolina Ave & 14th Street (Lynn Haven)	West 14th Street to SR 390 Maryland Avenue to SR 390	Sidewalk	Preliminary Engineering, Construction, CEI $3,486,895
3	NA	Magnolia Beach Road (Bay County)	West Pelican Bay Drive to East of Mystic Lane	Multi-Use Path Phase III	Preliminary Engineering, Environmental Assessment, Construction, CEI $929,086

PD&E - Project Development and Environment Study
PE - Preliminary Engineering (Design)
ROW - Right-of-Way
CST - Construction

FULLY FUNDED PROJECTS NOT YET CONSTRUCTED

		Road								
TENNESSEE AVENUE	4517231	Phase	2026	2027	2028	2029	2030	Sidewalks	BAY	0.88
14TH Street to 5th Street		CST	$1,178,304							
BERTHE AVENUE	4499181	Phase	2026	2027	2028	2029	2030	Sidewalks	BAY	0.267
Forsythe Drive to Eagle Lake Way		CST		$471,667						
Lake Drive	4536041	Phase	2026	2027	2028	2029	2030	Bike Lane/	BAY	0.99
SR 30 (US 98) to South Berthe Avenue		PE	$174,000					Sidewalks		
		CST			$1,356,256					
SR77	4455643	Phase	2026	2027	2028	2029	2030	Sidewalks	BAY	0.854
23rd Street to CR 2312 (Baldwin Road)		CST	$4,157,619							

Table 5: FY 27 – 31 Bay County Public Transportation Project Priorities by Grant

FDOT Item Segment#	Funding Source	%	Project Description	Proposed FY 27 2026-2027	Proposed FY 28 2027-2028	Proposed FY 29 2028-2029	Proposed FY 30 2029-2030	Proposed FY 31 2030-2031
NA	TD – Bay Trip & Equip Local Funds	90% 10%	Paratransit Services - Provide non sponsored trips to transportation disadvantaged	524,362 58,262	524,362 58,262	524,362 58,262	524,362 58,262	524,362 58,262
NA	TD – Bay Planning	100%	For Planning agency to provide transportation planning related service	26,232	26,232	26,232	26,232	26,232
NA	FTA 5305 Toll Revenue Credit	80% 20%	Bay County TPO Planning grant funds	85,845 21,461	85,845 21,461	85,845 21,461	85,845 21,461	85,845 21,461
422248-3	FTA 5307 Toll Revenue Credit	80% 20%	Capital - prev. maint., replacement vehicles, expansion, vehicles, signage, shelters, transit centers, misc. equip, security and training	1,325,000 331,250	1,325,000 331,250	1,325,000 331,250	1,325,000 331,250	1,325,000 331,250
428209-1[1]	FTA 5307 Flex Toll Revenue Credit	80% 20%	Capital - prev. maint., replacement vehicles, expansion, vehicles, signage, shelters, transit centers, misc. equip, security and training	350,000 87,500	350,000 87,500	350,000 87,500	350,000 87,500	350,000 87,500
422247-3	FTA 5307 Local Funds	50% 50%	Operating Assistance (Operating costs for equipment and facilities & JARC projects)	1,000,000 1,000,000	1,000,000 1,000,000	1,000,000 1,000,000	1,000,000 1,000,000	1,000,000 1,000,000

[1]*Federal funds of $350,000 correspond to the Non-SIS Priority 3 in Table 1.*

Table 5: FY 27 - 31 Bay County Public Transportation Project Priorities by Grant

FDOT Item Segment#	Funding Source	%	Project Description	Proposed FY 27 2026-2027	Proposed FY 28 2027-2028	Proposed FY 29 2028-2029	Proposed FY 30 2029-2030	Proposed FY 30 2030-2031
414281-2	FTA 5339 Toll Revenue Credits	80% 20%	Capital - bus and bus related facilities	425,546 106,381	425,546 106,381	425,546 106,381	425,546 106,381	425,546 106,381
433509-1	FTA 5310 State Local	80% 10% 10%	Capital - Echanced Mobility of Seniors and Individuals with Disabilities	166,815 20,852 20,852	166,815 20,852 20,852	166,815 20,852 20,852	166,815 20,852 20,852	166,815 20,852 20,852
433509-2	FTA 5310 Local	50% 50%	Operating - Echanced Mobility of Seniors and Individuals with Disabilities	100,000 100,000	100,000 100,000	100,000 100,000	100,000 100,000	100,000 100,000
422246-1	FDOT Block Grant Local Funds	50% 50%	Operating Assistance - Block Grant	620,861 620,861	639,488 639,488	658,717 658,717	658,717 658,717	658,717 658,717
421367-5	FDOT 5311 Local Funds	50% 50%	Operating-Rural Assistance	295,000 295,000	310,000 310,000	325,000 325,000	325,000 325,000	325,000 325,000
422249-1	FDOT	100%	Urban Corridor	270,000	270,000	270,000	270,000	270,000

Table 6: FY 27 - 31 Aviation Project Priorities – Northwest Florida Beaches International Airport 2027

Priority	FDOT Item-Segment	Project Description	FAA Funding	State Funding	Local Funding	Total Cost
			Estimated Funding			
1	N/A	Environmental Assessment (EA) Study	$450,000		$50,000	$500,000
2	N/A	Expand Terminal Cell Phone Lot		$200,000	$200,000	$400,000
3	N/A	Rehab Flex Joint Seal Runway 16/34	$2,700,000	$150,000	$150,000	$3,000,000
4	N/A	T Hangar Design and Construction		$375,000	$375,000	$750,000
5	N/A	North Terminal Expansion - CONSTRUCTION PHASE 3			$21,690,250	$21,690,250
6	N/A	TSA Relocation & Expansion - CONSTRUCTION	$11,451,500		$1,272,388	$12,723,888
7	N/A	Terminal Skylight Replacement		$237,500	$237,500	$475,000
8	N/a	Security Gate/Operator Replacement		$150,000	$150,000	$300,000

Table 6: FY 27 - 31 Aviation Project Priorities – Northwest Florida Beaches International Airport

2027

Priority	FDOT Item-Segment	Project Description	FAA Funding	State Funding	Local Funding	Total Cost
			Estimated Funding			
1	N/A	Runway 21 RPZ Property Acquisition	319,500		35,500	355,000
2	N/A	General Aviation T-Hangar Construction (Buildings 2 & 3)		475,000	475,000	950,000
3	N/A	Taxiway "D" Rehabilitation - CONSTRUCTION	10,939,500	1,215,500	1,215,500	12,155,000
4	N/A	Taxilane "F" Rehabilitation - CONSTRUCTION	2,160,000	120,000	120,000	2,400,000
5	449899-1	Terminal Skylight Replacement		237,500	237,500	475,000
6	N/A	Fuel Farm Expansion - CONSTRUCTION	4,124,700	229,150	229,150	4,583,000
7	N/A	East Airfield Development - Phase I - CONSTRUCTION	15,750,000	875,000	875,000	17,500,000
8	449897-1	Runway 16/34 Joint Seal	2,700,000	150,000	150,000	3,000,000
9	449900-1	Security Gate/Gate Operator Replacement		150,000	150,000	300,000

Table 6: FY 27 - 31 Aviation Project Priorities – Northwest Florida Beaches International Airport 2028

Priority	FDOT Item-Segment	Project Description	FAA Funding	State Funding	Local Funding	Total Cost
			Estimated Funding			
1	N/A	Master Plan Update	$675,000	37,500	37,500	750,000
2	N/A	Taxilane "F" Pavement Rehabilitation - DESIGN	$270,000		30,000	300,000
3	N/A	CBP International Facility - DESIGN	$370,566	$20,587	$20,587	$411,740
4	N/A	East Airfield Development - DESIGN	$4,500,000	$250,000	$250,000	$5,000,000
5	N/A	West Bay Parkway Pavement Rehabilitation	$5,760,000	$320,000	$320,000	$6,400,000
6	N/A	Taxiway "D" Pavement Rehabilitation - DESIGN	$1,620,000		$180,000	$1,800,000
7	N/A	Replacement vehicle for ARFF and Extrication Equipment	$697,500	$38,750	$38,750	$775,000
8	N/A	Boom Lift		$50,000	$50,000	$100,000

Table 6: FY 27 - 31 Aviation Project Priorities – Northwest Florida Beaches International Airport 2029

Priority	FDOT Item-Segment	Project Description	FAA Funding	State Funding	Local Funding	Total Cost
			Estimated Funding			
1	N/A	Taxilane "F" Pavement Rehabilitation - CONSTRUCTION	$2,250,000		$250,000	$2,500,000
2	N/A	Pave Internal Service Road (Security Road) - Phase I Construction	$4,832,100	$268,450	$268,450	$5,369,000
3	N/A	Parallel Taxiway - DESIGN	$1,080,000		$120,000	$1,200,000
4	N/A	Taxiway "D" Pavement Rehabilitation - CONSTRUCTION	$10,800,000		$1,200,000	$12,000,000
5	N/A	Airport Public Safety Building Expansion - DESIGN and CONSTRUCTION		$1,250,000	$1,250,000	$2,500,000
6	N/A	Airport Operations and Maintenance Equipment		$300,000	$300,000	$600,000

Table 6: FY 27 - 31 Aviation Project Priorities – Northwest Florida Beaches International Airport

2030

Priority	FDOT Item-Segment	Project Description	FAA Funding	State Funding	Local Funding	Total Cost
			Estimated Funding			
1	N/A	Runway 21 RPZ Property Acquisition	$319,500		$35,500	$355,000
2	N/A	Crosswind Runway (3/21) Environmental Assessment (EA) Study	$450,000		$50,000	$500,000
3	N/A	Crosswind Runway - DESIGN	$2,700,000	$150,000	$150,000	$3,000,000
4	N/A	Crosswind Runway - Phase I Construction	$27,000,000	$1,500,000	$1,500,000	$30,000,000

2031

Priority	FDOT Item-Segment	Project Description	FAA Funding	State Funding	Local Funding	Total Cost
			Estimated Funding			
1	N/A	Crosswind Runway - Phase II - CONSTRUCTION	4,460,000	8,920,000	8,920,000	22,300,000

Table 7: FY 27 - 31 Seaport Project Priorities – Port Panama City

2027

Priority #	Program	Description	Local	State	Total
1	TBD	East Avenue ROW Acquisition (SIS)	TBD	TBD	TBD
2	TBD	East Terminal Bulkhead Extension	10,000,000	12,000,000	21,000,000
3	TBD	East Terminal Turning Basin and Access Channel Improvements	2,250,000	6,750,000	9,000,000
4	TBD	West Terminal Container Terminal Expansion	2,000,000	2,000,000	4,000,000

2028

Priority #	Program	Description	Local	State	Total
1	TBD	East Avenue ROW Acquisition (SIS)	TBD	TBD	TBD
2	TBD	East Terminal Bulkhead Extension	10,000,000	12,000,000	21,000,000
3	TBD	East Terminal Turning Basin and Access Channel Improvements	2,250,000	6,750,000	9,000,000
4	TBD	West Terminal Bulkhead Refurbishment (Study & Engineering)	750,000	250,000	1,000,000

2029

Priority #	Program	Description	Local	State	Total
1	TBD	East Avenue ROW Construction (SIS)	TBD	TBD	TBD
2	TBD	West Terminal Bulkhead Refurbishment (Study & Engineering)	250,000	750,000	1,000,000
3	TBD	West Terminal Gate Operations, Truck Queuing, and Parking (Study)	1,000,000	1,000,000	2,000,000
4	TBD	Strategic Master Plan	300,000	300,000	600,000

Table 7: FY 27 - 31 Seaport Project Priorities – Port Panama City

2030

Priority	Program	Description	Local	State	Total
1	TBD	East Avenue ROW Construction (SIS)	TBD	TBD	TBD
2	TBD	West Terminal Bulkhead Refurbishment	3,750,000	11,250,000	15,000,000

2031

Priority	Program	Description	Local	State	Total
1	TBD	East Avenue ROW Construction (SIS)	TBD	TBD	TBD
2	TBD	West Terminal Bulkhead Refurbishment	3,750,000	11,250,000	15,000,000

Table 8: FY 27-31 SUN Trail Project Priorities Bay County TPO

Priority	FDOT WPI#	Project	Limits	Description	Phases
1	4456012	Tyndall AFB - Sun Trail Network	Crooked Sound Dr. to Drone Recovery Road	Project will connect SR30 (US98) Multi-Use Path from Crooked Sound Dr to Drone Rocoery Road. The Project will extend the Sun Trail 2.5 miles and bring Tyndall AFB into the Sun Trail System.	PE Funded 2026 CST
2	NA	Panama City Sun Trail Program - Phase 2	Intersection of Michigan Ave. and Bay Line Railroad to Southeast of Jenks Ave. & W. 14th St. at the intersection of the Bay Line Railroad tracks.	This 4.13 mile trail is Phase 2 of a multi-phase trail network spanning throughout Panama City. The phase we are requesting funding for begins at the intersection of Michigan Ave. and the Bay Line Railroad tracks and follows the railroad tracks until ending just before the intersection with Jenks Avenue. An additional separate section of Phase 2 begins at the intersection of W. 6th St. and W. Beach Dr. and continues directly north until W. 11th St. The trail then curves right before intersecting with the Bay Line Railroad.This segment will connect to the W. Beach Dr. Multiuse Trail.	PE and CST
3	NA	Panama City Sun Trail Program - Phase 3	Intersection of Pacifica Ave. & Frankford Ave. to Intersection of West Beach Dr. & Frankford Ave.	This 3.17 mile trail is Phase 3 of a multi-phase trail network spanning throughout Panama City. The phase we are requesting funding for begins at the intersection of Frankford Ave. and Pacifica Ave. and proceeds directly south along Frankford Ave. before terminating at W. Beach Dr.	PE and CST
4	NA	Panama City Sun Trail Program - Phase 1	East end of Hathaway Bridge to Intersection of Bay Line Railroad and Michigan Ave.	This 1.57 mile trail is Phase 1 of a multi-phase trail network spanning throughout Panama City. The phase we are requesting funding for begins at the east end of the Hathaway Bridge and terminates at the intersection of the Bay Line Railroad tracks and Michigan Ave.	PE and CST
5	NA	Panama City Sun Trail Program - Phase 4	Intersection of Bayview Ave. & W. 11th St. to Intersection of Frankford Ave. & W. 11th St.	This 0.62 mile trail is Phase 4 of a multi-phase trail network spanning throughout Panama City. The phase we are requesting funding for begins at the intersection of Bayview Ave. and W. 11th St. and continues east on W. 11th St. before terminating at the Frankford Ave. intersection.	PE and CST
6	NA	Panama City Sun Trail Program - Phase 5	Intersection of Cherry St. & Harris Ave. to Intersection of East 11th St. & MLK Blvd.	This 1.97 mile trail is Phase 5 of a multi-phase trail network spanning throughout Panama City. The phase we are requesting funding for begins at the intersection of Cherry St. & Harris Ave. before turning east on 3rd St. and then north on N. Bonita Ave. The route then turns east on Lapaloma Terrace, follows E. 7th St., and continues north on N. Cove Blvd. before terminating on E. 11th St.	PE and CST
7	NA	Panama City Sun Trail Program - Phase 6	MLK Blvd. & E. 11th St. to roughly 800 ft before the intersection of US 231 & Ormond Ave.	This 4.41 mile trail is Phase 6 of a multi-phase trail network spanning all throughout Panama City. The phase requested for funding for begins at the intersection of MLK Blvd. & E. 11th StLK Blvd. & E. 11th St. going east before turning north on N. East Avenue. The route then turns northeast once reaching US 231 and follows the road until terminating roughly 800 ft before the intersection of US 231 & Ormond Ave.	PE and CST

PE - Preliminary Engineering (Design)
ROW - Right-of-Way
CST - Construction

FULLY FUNDED PROJECTS NOT YET CONSTRUCTED

Appendix A – Evaluation Criteria

2045 LONG RANGE TRANSPORTATIONPLAN EVALUATION CRITERIA

Category and Criteria (Description)	Criteria Rating Scale (Lesser Benefit < --- > Higher Benefit)		
Transportation Safety - 20% [Goal 1; Objectives 1.1, 1.3, 1.4, and 6.5]			
Complete Systems (Project assists in providing a completed transportation system) *Does the project provide an opportunity to continue completion of the transportation system for all users?*	0 No		1 Yes
School Activity (Project within two miles of a public school, private school, or College) *Will the project help to improve a school zone or school-related activities (e.g., school crossings, school routes, buses, etc.)?*	0 No		1 Yes
Safety Improvement Strategies (Crash Rates based on Signal Four Analytics) *Projects ranked from highest to lowest and awarded a graduated point value based on ranking past five years*	0 Lowest	0.5 Mid-Range	1 Highest
Identified by Community Traffic Safety Team (Project on the Bay County Community Traffic Safety Team List of Projects) *Has the project been identified as a Community Traffic Safety Team Project?*	0 No	0.5 < 1 Year	1 1 Year or >
Multimodal Choices and Connections - 15% [Goal 2; Objectives 2.1, 2.2, and 3.6]			
Pedestrian (Project included as a Pedestrian project in the TPO's Bicycle/Pedestrian Plan) *To what extent will the project enhance pedestrian and related connections or opportunities?*	0 >1/2 mile	0.5 within 1/2 mile	1 Same facility
Bicycle (Project included as a bicycle project in the TPO's Bicycle/Pedestrian Plan) *To what extent will the project enhance bicycle and related connections or opportunities?*	0 >1 miles	0.5 within 1 mile	1 Same facility
Public Transportation (Project is located on a Bay Towne Trolley Route or a FDOT Park and Ride Lot) *To what extent will the project enhance public transportation and related connections or opportunities (e.g., park&ride, bus shelters)?*	0 >1/2 mile	0.5 within 1/2 mile	1 Same facility
System Efficiency and Preservation - 10% [Goal 3; Objectives 3.1, 3.2, 3.3, 3.4, and 3.5]			
AADT (2015 FDOT or 2015 Local Government Traffic Counts) *What is the estimated daily traffic volume at the project location?*	0 0 to <10,000	0.5 10,000 to 20,000	1 >20,000
Route Significance (Project is on the Strategic Intermodal System or National Highway System) *Is the project located on the National Highway System or FIHS?*	0 No		1 Yes
Existing Deficiency (Regional Transportation Model and TPO's LOS Tables for 2015 or other LOS Analysis) *Will the project address one or more deficiencies (e.g., failing LOS, ADA, signal delay, resurfacing, etc.)?*	0 <1.0	0.5 1.0 to 1.3	1 >1.3

Category and Criteria (Description)	Criteria Rating Scale (Lesser Benefit < --- > Higher Benefit)		
System Sustainability and Livability - 10% [Goals 4 and 5; Objectives 4.1, 4.3, 4.6, 4.7, 4.8, 5.1, 5.2, 5.5, and 5.7]			
Environmental and Social (PD&E Study and/or FDOT Consultant ETDM Review) *To what extent will the project have social or environmental impacts as evaluated through an FDOT PD&E or equivalent study?*	0 Substantial	0.5 Moderate	1 Low
Recreational Opportunity (Project is linked to water, campgrounds, parks, and trails) *To what extent might the project add, enhance, or otherwise benefit recreational opportunities for residents or visitors?*	0 >2miles		1 0 to 2 miles
Local Planning (Project is located in a Local Government Comprehensive Plan or Master Plan) *Is the project identified or supported by an existing municipal comprehensive plan or other locally-adopted plan or study?*	0 No		1 Yes
Economic Vitality - 15% [Goal 6; Objectives 6.1, 6.4, 6.5, and 6.6]			
Economic Reach (Positive Employment Growth from 2020 to 2045 Traffic Analysis Zones along Corridor) *To what extent will the project support planned development or provide economic benefits (e.g. job growth/retention)?*	0 No	0.5 >0 to 2%	1 >2%
Base Access (Project on the SIS for Military Access or the Strategic Highway Network (STRAHNET)) *Does the project improve military base access directly or indirectly (e.g., along a connecting route)?*	0 No		1 Yes
Intermodal Goods Movement (Project on the Strategic Intermodal System (SIS) or TPO 's Regional Freight Plan Network) *To what extent will the project enhance, expand, or benefit intermodal facilities or opportunities for goods movement?*	0 No		1 Yes
Tourism (Project provides for tourism, recreation, or ecotourism enhancement) *To what extent does the project promote tourism, recreation, or ecotourism?*	0 No		1 Yes
Transportation Security - 10% [Goal 7; Objectives 7.1, 7.2, 7.3, and 7.5]			
Emergency Response (Project on a hurricane evacuation route in the Northwest Florida Hurricane Evacuation Restudy) *Will the project directly enhance emergency response or improve emergency access for police, fire, ambulance, major utility center, etc?*	0 No		1 Yes
Identified Security Issues (Project is within 2 miles of military installation, airport, port, and local government center) *Will the project help to address a previously-identified security issue or concern?*	0 None		1 Yes
Service Disruption (Project is within 5 miles of a hurricane evacuation route from the Hurricane Restudy above) *Does the proposed project provide alternative routes for natural disaster evacuation?*	0 No		1 Yes

Category and Criteria (Description)	Criteria Rating Scale (Lesser Benefit < --- > Higher Benefit)		
Congestion Management - 20% [Goal 8; Objective 8.1]			
Correct Deficiency **(Project is deficient in the Existing Plus Committed Network)** *Will the project appropriately address congestion as identified by studies or other observations?*	0 <1.0	0.5 1.0 to 1.3	1 >1.3
Congestion Management Strategies **(Volume to Capacity Ratio from the 2045 Needs Plan Network)** *To what extent will the project incorporate congestion management strategies?*	0 <1.3	0.5 1.0 to 1.3	1 <1.0
Facility Level of Service (LOS) **(2018 FDOT LOS Tables)** *What is the LOS of the proposed project area?*	0 A-B	0.5 C	1 D-F

	# of Criteria	Weight	Max Points
Multimodal Transportation Safety	4	20	80
Multimodal Choices and Connections	3	15	45
System Efficiency and Preservation	3	10	30
System Sustainability and Livability	3	10	30
Economic Vitality	4	15	60
Multimodal Transportation Security	3	10	30
Congestion Management	3	20	60
Maximum points one project can have			**335**

Bay County TPO has final authority to select the projects for inclusion in the Cost Feasible Plan and to rank them in the Project Priorities.

TRANSPORTATION SYSTEMS MANAGEMENT (TSM) CRITERIA

A. Level of Service (LOS) Issue Addressed

Current Deficiency	5 Points
Five Year Deficiency	3 Points
Ten Year Deficiency	1 Point
Not deficient	0 Points

B. Regional Significant Roadway (defined as a roadway that is included in the model for the metropolitan area's transportation network)

Yes	2 Points
No	1 Point

C. Crash Rate

Safety Ratio Greater than 2.00	3 Points
Safety Ratio from 1.00 to 2.00	2 Points
Safety Ratio less than 1.00	1 Point

D. Has an existing TPO priority

Yes	2 Points
No	1 Point

E. Significant Freight Corridor

Designated NHS Intermodal Connector or Truck

Traffic more than 10% Annual Average Daily Traffic (AADT)	3 Points
Truck Traffic 8-10% AADT	2 Points
Truck Traffic 5-7.99% AADT	1 Point

F. Local Project Support

Wide Support = Resolutions of support from 2 local governments + 2 letters of support from community organizations	5 Points
Moderate Support = Resolutions of support from 2 local government *or* 1 local government resolution + 1 letter of support from community organization	4 Points
No demonstrated support beyond 1 local government sponsor resolution	3 Points

TRANSPORTATION ALTERNATIVES (TA) PROJECT CRITERIA

	Evaluation Category	Scoring (Maximum Points Possible)	Project Score
Criterion 1	Safety	25	
Criterion 2	Connectivity	15	
Criterion 3	Location Efficiency	10	
Criterion 4	Public Support	15	
Criterion 5	Proximity to School	15	
Criterion 6	Design Amenities	10	
Criterion 7	Environmental/Archaeological Projects/ Historic Preservation	5	
Criterion 8	Age of Project *1 point per year, capped at 5 years*	5	
	Total	100	

.

SHARED USE NON-MOTORIZED (SUN) TRAIL PROJECT CRITERIA

Criteria	Source Data	Criteria Rating Scale Lesser Benefit <----> Higher Benefit			
1. Is additional financial contribution committed to the project?	Local Government	0 No	- -	- -	10 Yes
2. Which phases are complete?	Local Government	2.5 No Phases	5 Feasibility Study Only	7.5 Feasibility Study and PD&E/Design	10 Feasibility Study and PD&E/Design and ROW
3. Does the project have a high level of documented public support?	Local Government	0 No	- -	- -	10 Yes
4. Does the project facilitate a system of interconnected trails by closing a gap in the SUN Trail Network?	FDOT SUN Trail Network	0 No	- -	- -	10 Yes
Tie Breakers					
1. Is the project included in the TPO's Long Range Transportation Plan, the ECRC Pedestrian Bicycle Committee's regional priorities, or ECRC's Regional Rural Transportation Plan? Yes or No. *(Yes takes priority)*	Florida-Alabama TPO LRTP Okaloosa-Walton TPO LRTP Bay County TPO LRTP ECRC Bicycle Pedestrian Plan ECRC Regional Rural Transportation Plan				
2. What is the total project cost per mile? *(Lower cost takes priority)*	Local Government				

Appendix B – Public Outreach Report and Public Comments

Survey Snapshot

- **Survey open:** March 24 – May 9
- **Total surveys:** 108

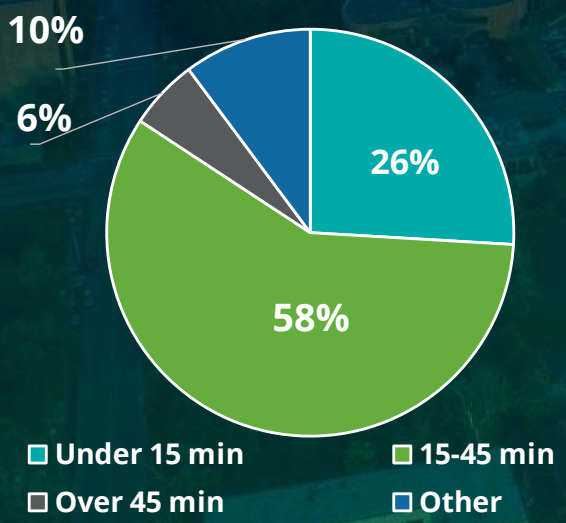
- **Top outreach channels:**
  - Social Media (46 %)
  - Email (37%)
  - Friend or Colleague (19%)

- Respondents represented a range of cities and zip codes - **from Panama City, Lynn Haven, and Panama City Beach** – highlighting broad geographic participation

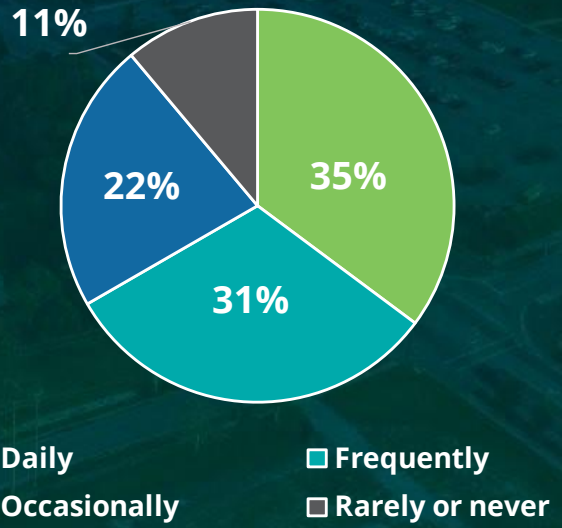
Daily Experience

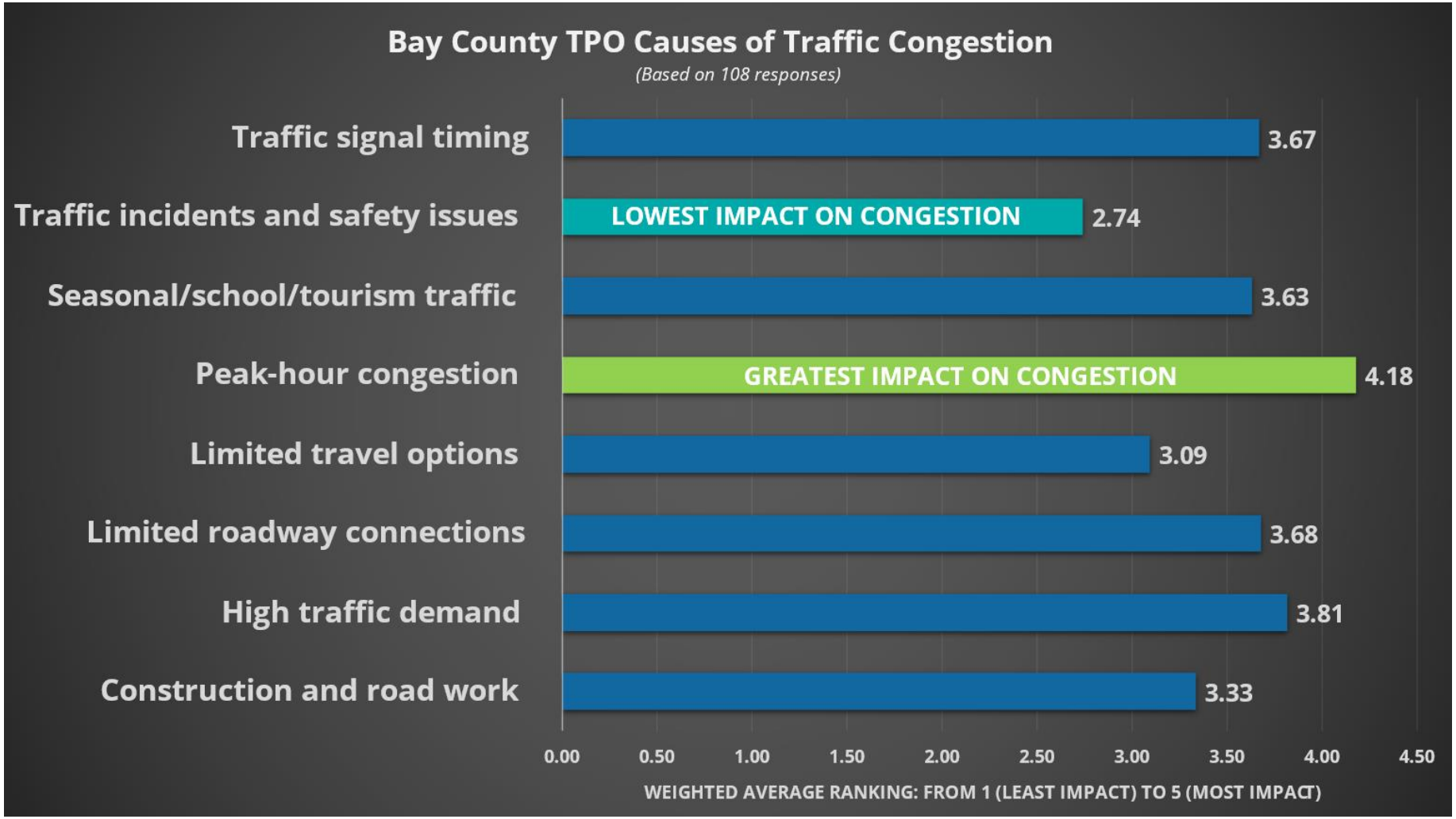
Most respondents (~58%) commute 15 –45 minutes, and ~66% experience congestion daily or frequently

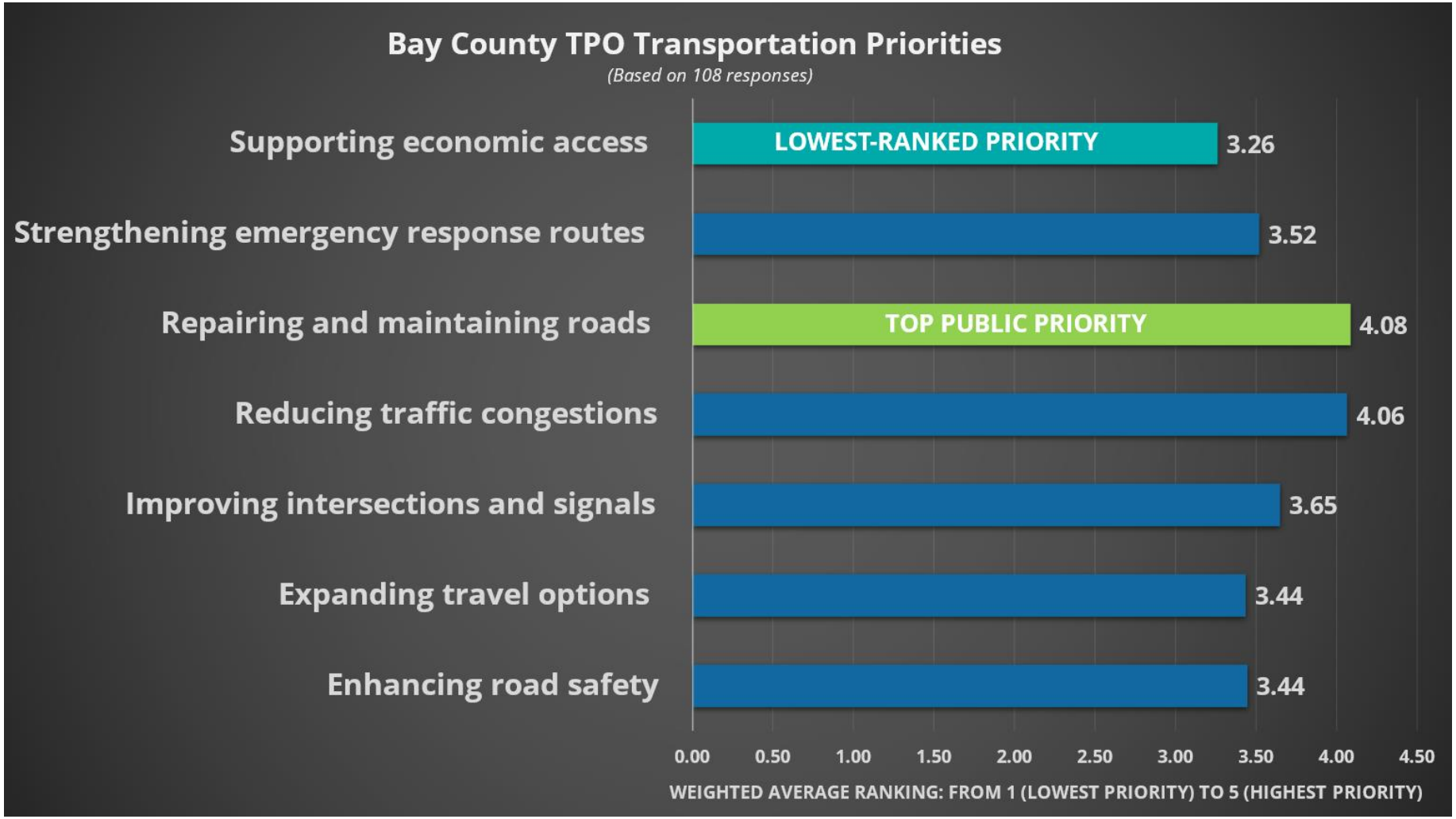
Commute Duration



Congestion Impact




Bay County TPO Causes of Traffic Congestion
(Based on 108 responses)
Traffic signal timing
3.67
Traffic incidents and safety issues
LOWEST IMPACT ON CONGESTION
2.74
Seasonal/school/tourism traffic
3.63
Peak-hour congestion
GREATEST IMPACT ON CONGESTION
4.18
Limited travel options
3.09
Limited roadway connections
3.68
High traffic demand
3.81
Construction and road work
3.33
0.00
0.50
1.00
1.50
2.00
2.50
3.00
3.50
4.00
4.50
WEIGHTED AVERAGE RANKING: FROM 1 (LEAST IMPACT) TO 5 (MOST IMPACT)


Bay County TPO Transportation Priorities
(Based on 108 responses)
Supporting economic access
LOWEST-RANKED PRIORITY
3.26
Strengthening emergency response routes
3.52
Repairing and maintaining roads
TOP PUBLIC PRIORITY
4.08
Reducing traffic congestions
4.06
Improving intersections and signals
3.65
Expanding travel options
3.44
Enhancing road safety
3.44
0.00
0.50
1.00
1.50
2.00
2.50
3.00
3.50
4.00
4.50
WEIGHTED AVERAGE RANKING: FROM 1 (LOWEST PRIORITY) TO 5 (HIGHEST PRIORITY)

Survey Comments

Received **73 open comments** via the survey
(Themes reflect an initial review; full analysis is still in progress)

Early themes mentioned by participants included:

- **Highway 231 and Highway 22** were frequently mentioned for congestion, safety issues, and the need for more lanes and better traffic flow, especially in Callaway and Bayou George.
- **Pedestrian and bike safety** came up often, with requests for sidewalks, safer crossings, and protected lanes on roads like Beach Drive and Harrison Avenue.
- Many expressed frustration with **construction delays** and **long project timelines**, especially on Back Beach Road and 15th Street.
- Some called for **expanded transit options**, like trolleys or park-and-ride, particularly for North Bay County commuters.
-

March 5, 2025 TPO, TCC, CAC Workshop Comments and Responses

1. **Table 1 – Non-SIS Priority 1, ITS – Operations and Maintenance of the current ITS System. The SMART Bay Project was referenced as a possible project for the increase to $700,000 from the $600,000 increase for this Project Priority.**
   Comment noted.
2. **Table 1 – Non-SIS Priority 2, SR 22 (Wewa Highway) from SR 30A (US 98) Tyndall Parkway to Star Avenue. A question was asked if this project is funded because a FDOT Identification Number is identified.**
   It was clarified that FDOT Identification Number is the identification number from the Design Phase for this project which is complete. This priority for this project is for the Right-of-Way Phase.
3. **Table 1 – Non-SIS Priority 8. Star Avenue from SR 22 (Wewa Highway) to US 231 (SR 75). The growth along the US 231/Titus Road/Star Avenue Corridor and the increased traffic and development on the SR 22 Corridor justify the need for this project was stated and it was mentioned the project should be moved up on the priority list.**
   Comment noted.
4. **Table 1 – Non-SIS Priority 10. Roundabout at Harrison Street and 6th Street. It was expressed that this project should be removed. The origin of the project was requested.**
   The FY 2027-2031Project Priorities will be an action item at the May 28, 2025 Bay County TPO Meeting. This project is identified in this City of Panama City Planning Document
   CPC Downtown Strategic Vision 100819 ONLINE.pdf on pages 43 and 89. As a result, it was included in the TPO's 2045 Long Range Transportation Plan Needs Plan and ultimately the TPO's 2045 2045 Long Range Transportation Plan Cost Feasible Plan.
5. **Table 1 – Non-SIS Priority 11. Bay Parkway Phase III from Clara Avenue to Chip Seal Parkway. It was mentioned that a public workshop on this project for the PD&E Study and Design Plans will be held on March 6, 2025.**
   Comment noted.
6. **Table 3– TSM Priority 3. SR 390 at Harvard Boulevard Traffic Signal. An email was received after the meeting requesting the origin of this project.**
   The TPO staff receives a candidate list of TSM projects for every project priority cycle from FDOT. This project was included in the candidate list of projects received from FDOT for the FY 2027-2031 Project Priorities and was ranked based on TPO approved criteria.

7. **Table 5– Bay County TPO Public Transportation Priority FTA Section 5307 Toll Revenue Credit. BayWay has requested the 80% and 20% matches for this project be changed from $1,625,000 and $406,250 to $1,325,000 and $331,250 for all five fiscal years 27-31.**
   Changes will be made.
8. **Table 5 – Bay County TPO Public Transportation Priority FTA Section 5307 Local Funds. BayWay has requested the 50% and 50% matches for this project be changed from $700,000 and $700,000 to $1,000,000 and $1,000,000 for all five fiscal years 27-31.**
   Changes will be made.

April 23, 2025 Public Workshop Comments and Responses

1. **Table 1 – Non-SIS Priority 2. SR 22 from US 98 (Tyndall Parkway) to Star Avenue. What can be done to fund this project and what is the reason Priority 4 has funding and SR 22 does not?**
   It was mentioned that funding projects on the Non-SIS is very difficult for FDOT. Past examples of segmentation, letters of support, and local contributions were mentioned, but the right-of-way cost is very expensive. Priority 4 is less than $500,00 per year while the right of way cost for SR 22 would be several million dollars.
2. **Table 4 – TA. What is the possibility of funding these priorities?**
   When the tentative work program is presented in November, the priorities that FDOT has chosen to fund will be identified. There is about $3,000,000 per year for FDOT to fund the TA program across the 16 counties of FDOT District III.
3. **Table 4 – TA Priority 2. South Gay Avenue from Boat Race Road to Cherry Street. What is the improvement?**
   The improvement is to construct an East Bound Left Turn Lane.
4. **Advisory Committee Membership was mentioned by an attendee.**
   Membership of the Advisory Committees is referenced in the bylaws which are on the ECRC website. It was explained that the Technical Advisory Committee consists of planners and engineers for the municipalities and the Citizens Advisory Committee represents the composition of the area based on area profiles.
5. **The function of the ECRC was explained by an attendee.**
   The ECRC serves as the staff for the Bay County Transportation Planning Organization and prepares the documents and the meeting materials for the Transportation Planning Organization and Advisory Committees. The Transportation Planning Organization members provide guidance on the transportation projects for the region not just projects in their individual jurisdiction.

April 23, 2025 TPO, TCC, CAC Workshop Comments and Responses

1. **Table 1 – Non-SIS Priority 2. SR 22 from US 98 (Tyndall Parkway) to Star Avenue. What can be done to fund this project?**
   It was mentioned that funding projects on the Non-SIS is very difficult for FDOT. Past examples of segmentation, letters of support, and local contributions were mentioned by members, but the right-of-way cost is very expensive.
2. **Table 1 – Non-SIS Priority 3. Harvard Boulevard from SR 390 to Issac Bryd State Park. Support for this project was mentioned.**
   Comment noted.
3. **Table 1 – Non-SIS Priority 6. Corridor Management/Complete Streets Implementation. What segment would be identified for implementation?**
   SR 77 from Baldwin Avenue to Bailey Bridge is the segment that would be identified for implementation.
4. **Table 1 – Non-SIS Priority 8. Star Avenue from SR 22 (Wewa Highway) to US 231 (SR 75). The growth along US 231/Titus Corridor and the increased traffic from the new Gulf Coast Parkway and development on the SR 22 Corridor justify the need for this project was stated and it was mentioned the project should be moved up on the priority list. The cost and length of the project were discussed for the possibility of local contribution for the Project Development and Environmental Study.**
   Comment noted.
5. **Table 1 – Non-SIS Priority 9. Elevated US 98 Pedestrian Structure at US 98 and Frank Brown Park. It was mentioned that an underpass such as the recently completed underpass on US 98 in Walton County would be cheaper and better utilized instead of a Pedestrian Overpass. Grants and a Feasibility Study were mentioned as possible priorities because of the development at US 98/Pier Park. It was also mentioned that the overpass could be an obstruction for the airport traffic. The cost of the Feasibility Study was also discussed.**
   Comment noted.
6. **Table 2 – SIS Priorities 1 and 2. US 231 from US 98 to 23rd Street and US 231 from 23rd Street to Pipeline Road. What is the funding in the work program and when will construction be funded?**
   The funding in the work program is for Right-of Way. Construction is the next phase to be funded but it is not currently in the five year work program.

7. **Table 2 – SIS Priority 3. SR 75 (US 231) from North of Pipeline Road to North of Penny Road and SIS 4. SR 390 from SR 77 to US 231. It was mentioned that these two priorities should be switched.**
   Comment noted.
8. **Table 2 – SIS Priority 5. US 98 at Thomas Drive. It was mentioned that the portion of Thomas Drive that runs north to south from US 98 to the curve has been renamed as Navy Boulevard.**
   Change will be made.
9. **Table 2 –SIS Priority 7. East Avenue from Port Entrance to SR 30 (US 98) 5th Steet. Support for this project was mentioned.**
   Comment noted.
10. **Table 2 –SIS Priority 8. East Avenue from SR 30 (US 98) 5th Steet to Sherman Avenue. The location of this project was requested.**
    The location of the project was provided.
11. **Table 2 – SIS Priority 9. SR 30 (US 98) from West of Phillips Inlet Bridge to SR 79. Support for this project was mentioned.**
    Comment noted.
12. **Table 5 – Transportation Alternatives. What is the possibility of a funding increase for this program?**
    Transportation Alternatives is a Federally funded program. A funding increase for approximately $3,000,000 for the 16 counties in the FDOT District III region is not expected at this time.
13. **Table 8 – SUN Trail Priority 1. Crooked Sound Drive to Drone Recovery Road. It was asked what entity submitted this project request.**
    Bay County submitted the project request.

Appendix C – Resolution Bay 25-09

RESOLUTION BAY 25-09

A RESOLUTION OF THE BAY COUNTY TRANSPORTATION PLANNING ORGANIZATION ADOPTING THE FY 2027-2031 PROJECT PRIORITIES

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

WHEREAS, the Transportation Improvement Program (TIP) is adopted annually by the TPO and submitted to the governor of the state of Florida, to the Federal Transit Administration (FTA), through the State of Florida and the Federal Highway Administration (FHWA); and

WHEREAS, public outreach occurred on March 24—May 9, 2025, TPO, advisory committee public workshops were held on March 5 and April 23, 2025, and a hybrid public workshop was held on April 23, 2025; and

WHEREAS, the initial step in development of the TIP is for the TPO to submit its transportation project priorities for all modes of travel to the Florida Department of Transportation (FDOT) prior to July 1st;

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

The TPO adopts the FY 2027 - FY 2031 Project Priorities, with any changes that may have been presented.

Passed and duly adopted by the Bay County Transportation Planning Organization on this 28th day of May 2025.

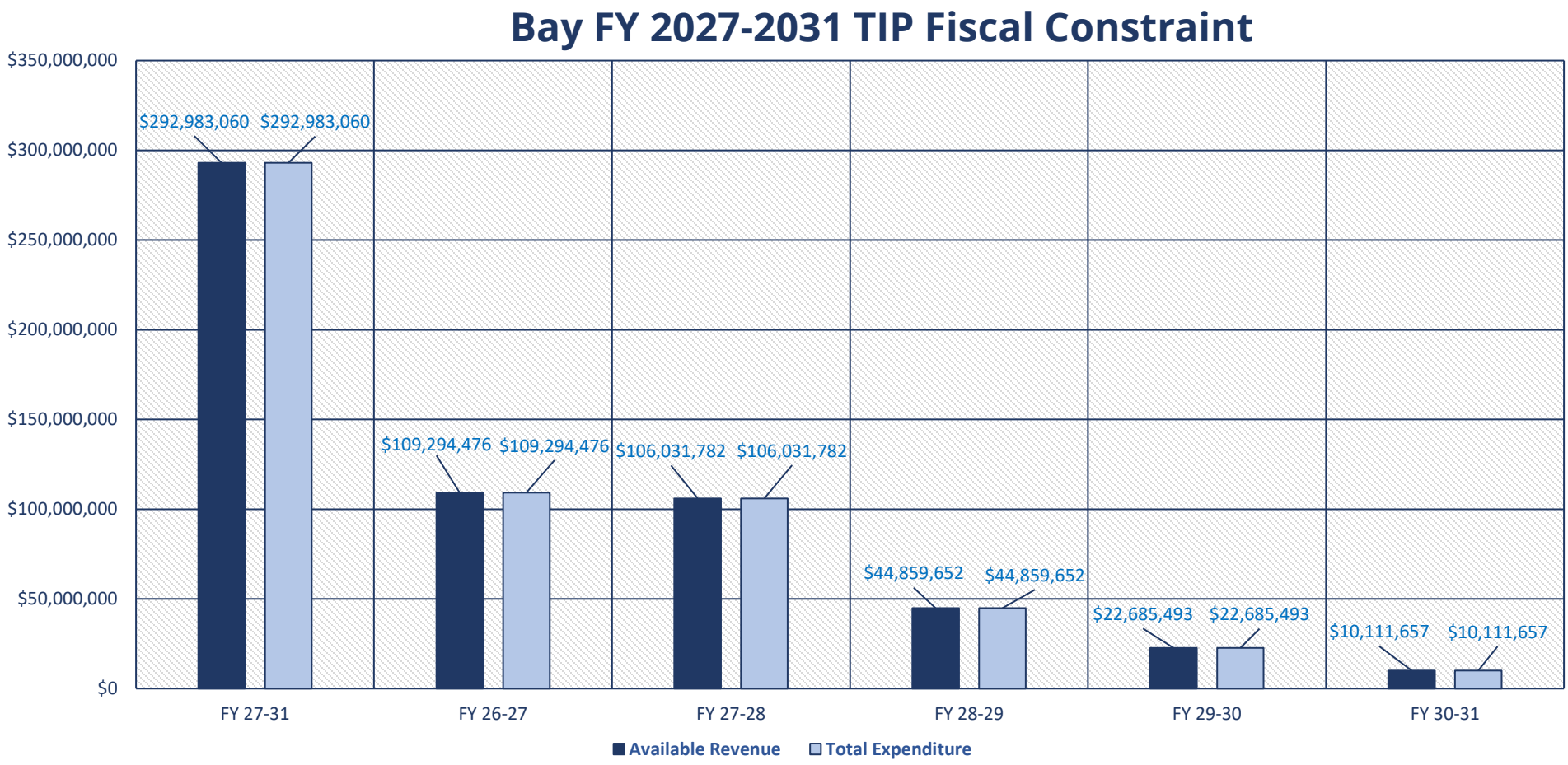
BAY COUNTY TRANSPORTATION PLANNING ORGANIZATION

BY: Pamn Henderson
Pamn Henderson, Chair

ATTEST: _____

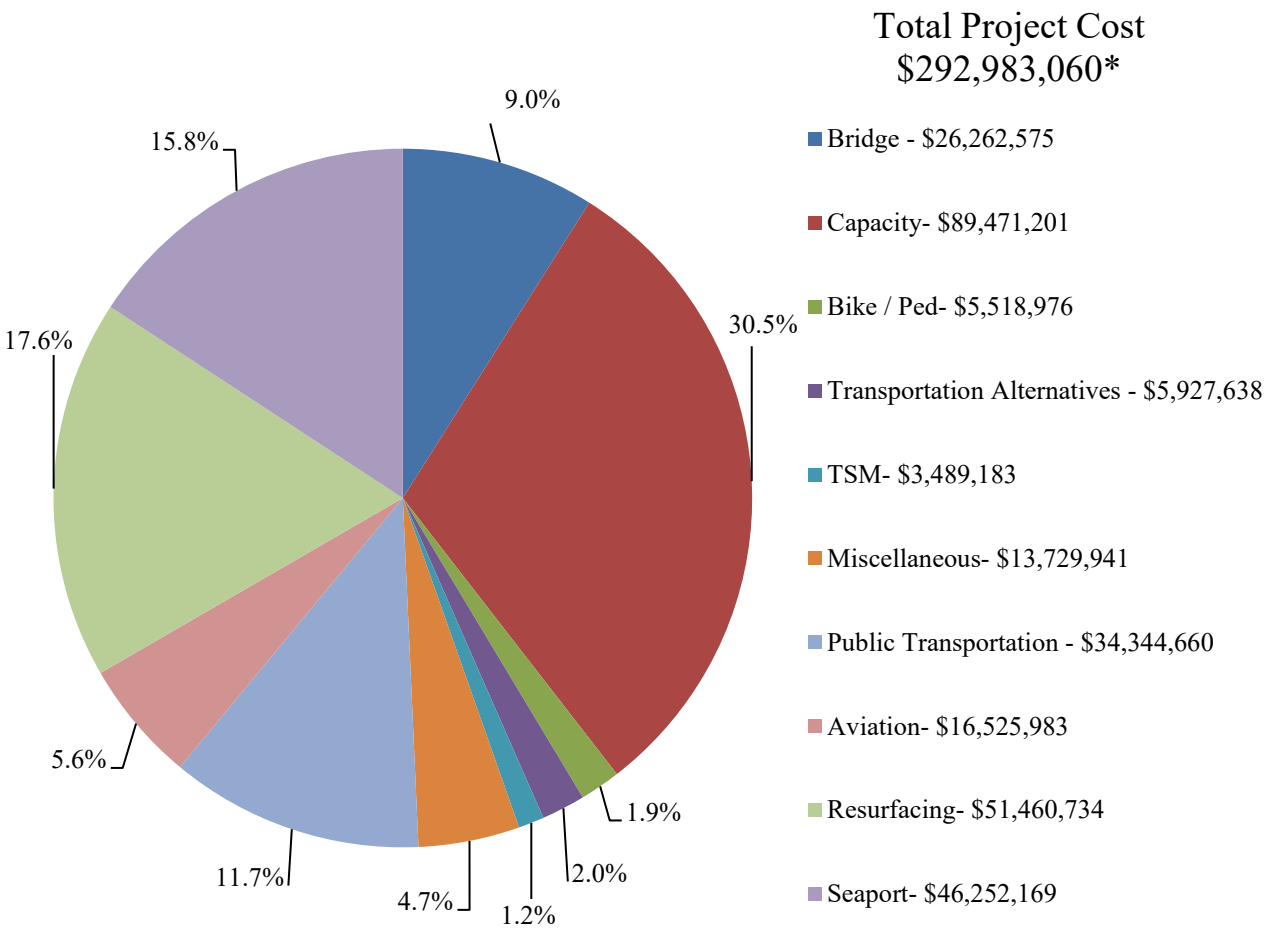
Appendix F

Fiscal Constraint Demonstration


Bay FY 2027-2031 TIP Fiscal Constraint
$350,000,000
$300,000,000
$250,000,000
$200,000,000
$150,000,000
$100,000,000
$50,000,000
$0
$292,983,060
$292,983,060
$109,294,476
$109,294,476
$106,031,782
$106,031,782
$44,859,652
$44,859,652
$22,685,493
$22,685,493
$10,111,657
$10,111,657
FY 27-31
FY 26-27
FY 27-28
FY 28-29
FY 29-30
FY 30-31
Available Revenue
Total Expenditure

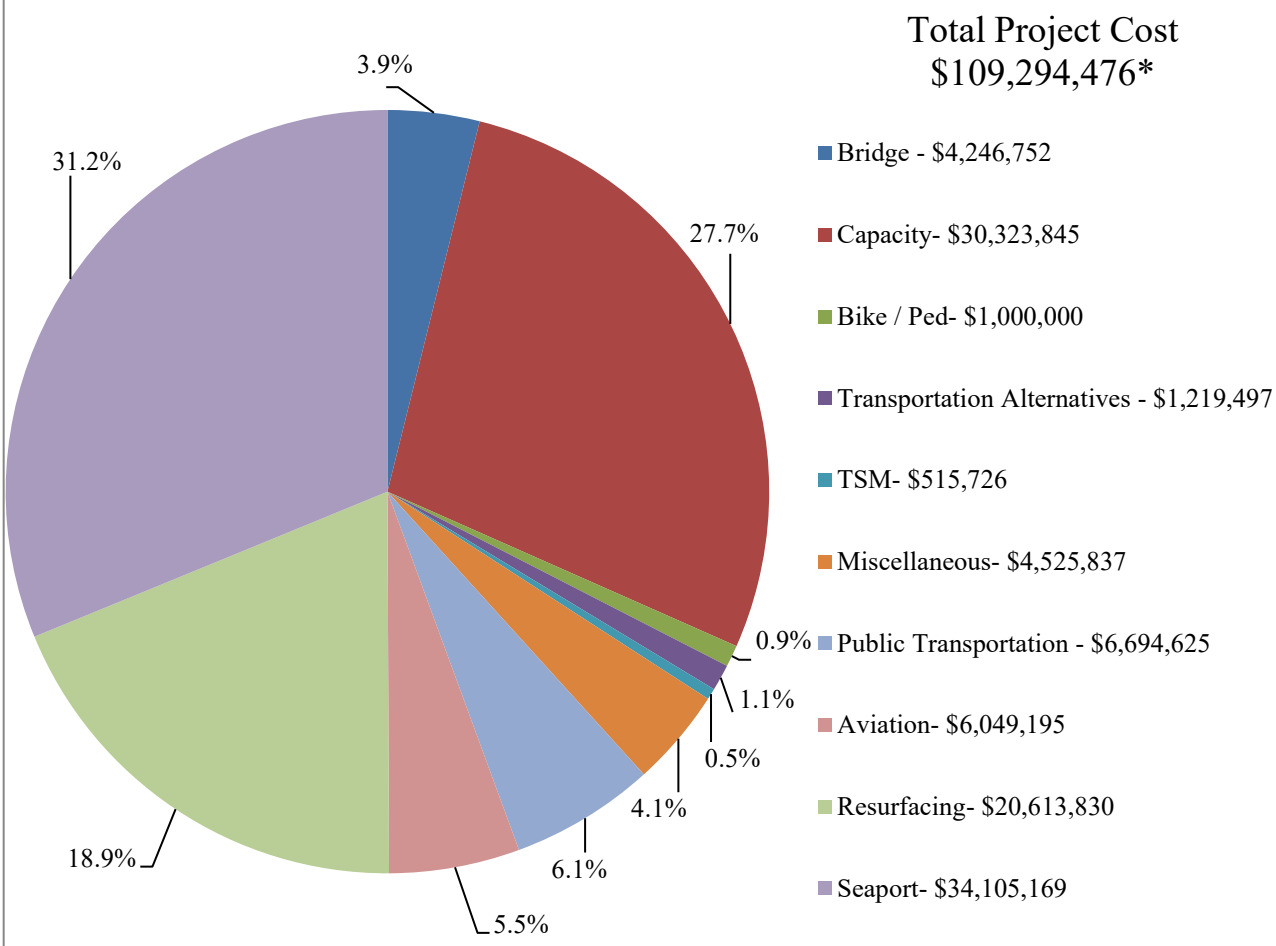
5 Year Summary of Available Funding by Funding Source						
Funding Source	**2026/27**	**2027/28**	**2028/29**	**2029/30**	**2030/31**	**Total**
Federal	29,485,436	32,293,518	18,677,904	5,676,333	3,514,431	**89,647,622**
Local	21,487,869	16,828,889	6,783,337	2,701,132	2,469,835	**50,271,062**
State	52,958,080	56,852,235	9,398,411	9,101,860	4,127,391	**132,437,977**
State 100%	5,363,091	57,140	10,000,000	5,206,168	0	**20,626,399**
Total	**109,294,476**	**106,031,782**	**44,859,652**	**22,685,493**	**10,111,657**	**292,983,060**

Project Cost by Project Type for Fiscal Years 2027 to 2031



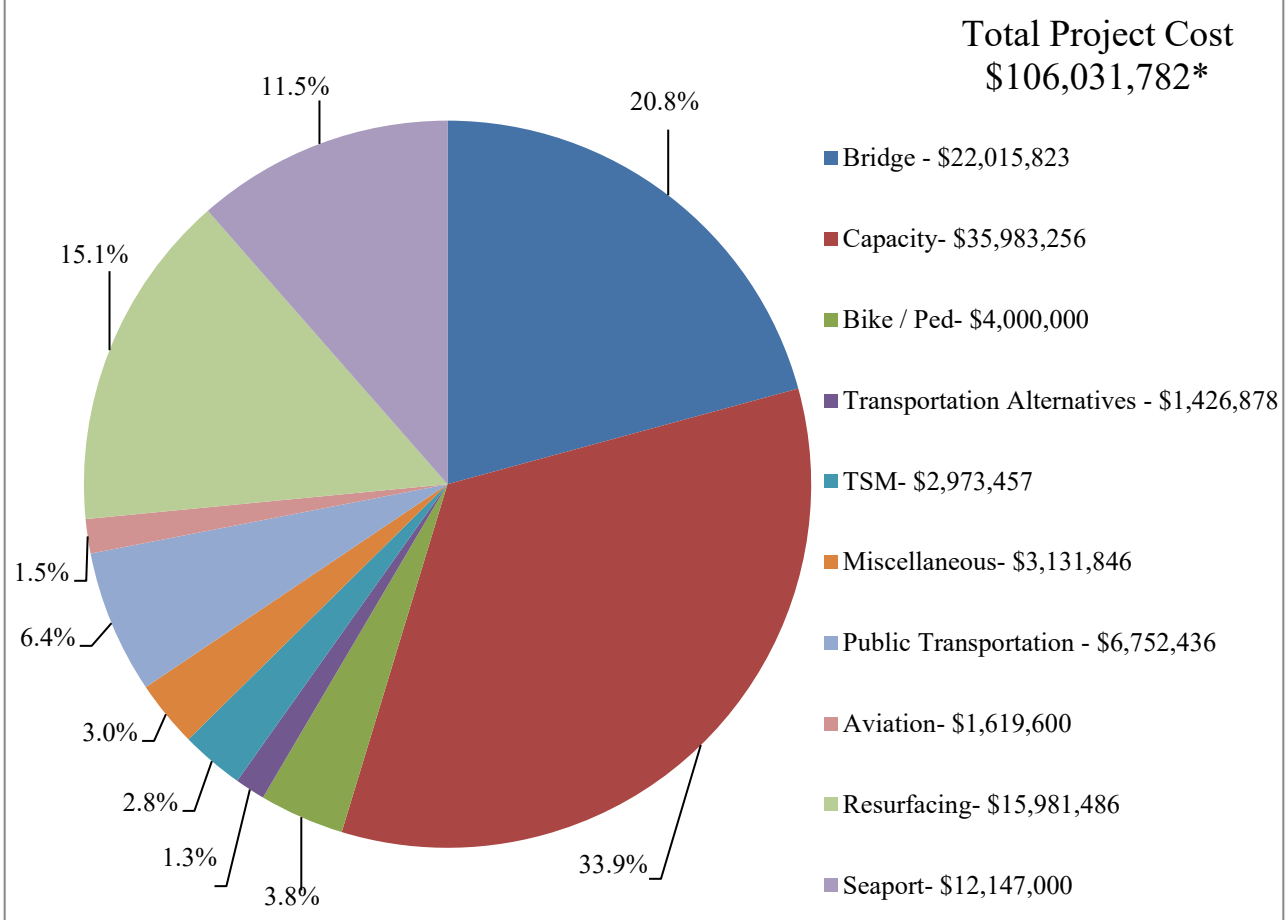
*Total Estimated Allocations includes funding from FDOT and Local Governments

Project Cost by Project Type for Fiscal Year 2027



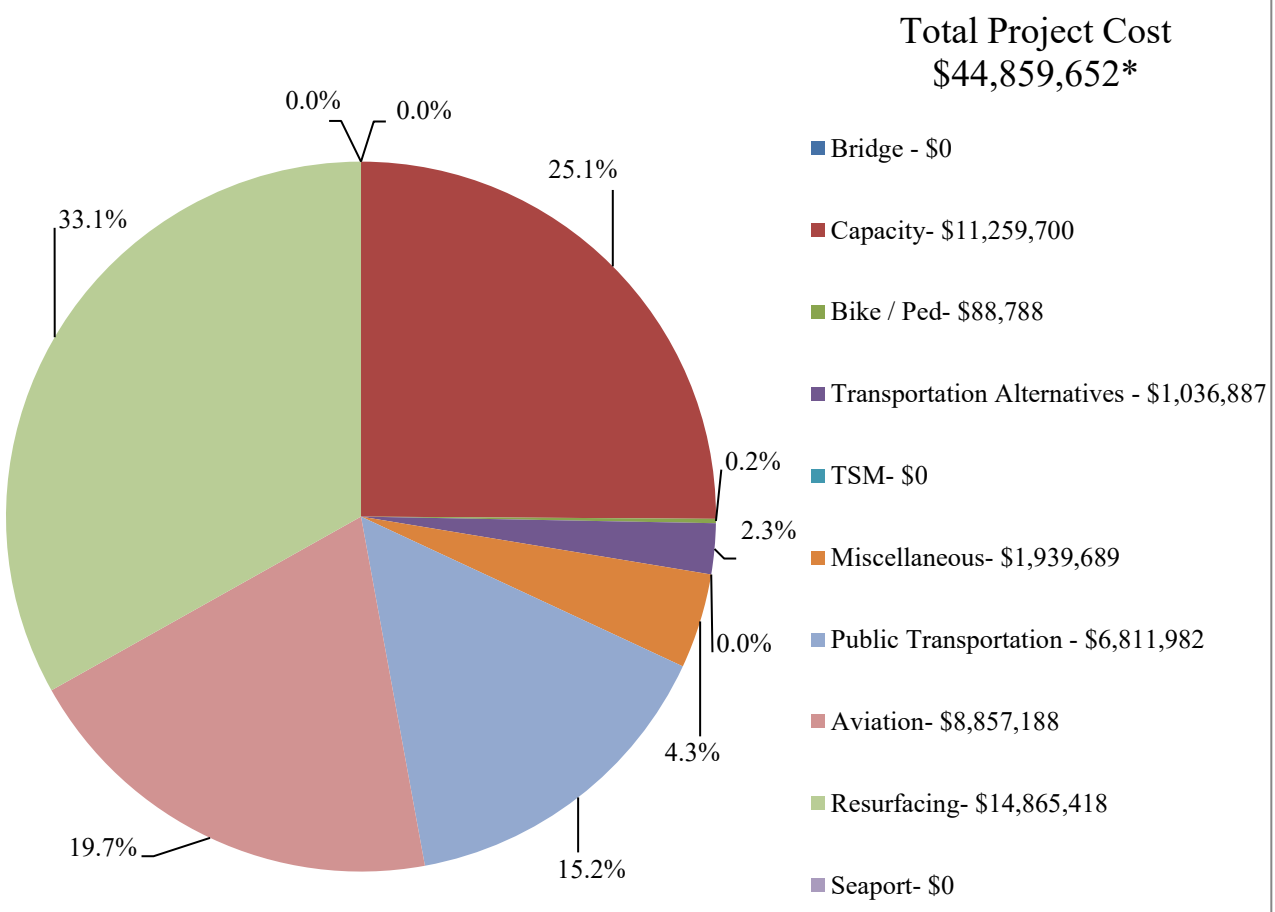
*Total Estimated Allocations includes funding from FDOT and Local Governments

Project Cost by Project Type for Fiscal Year 2028



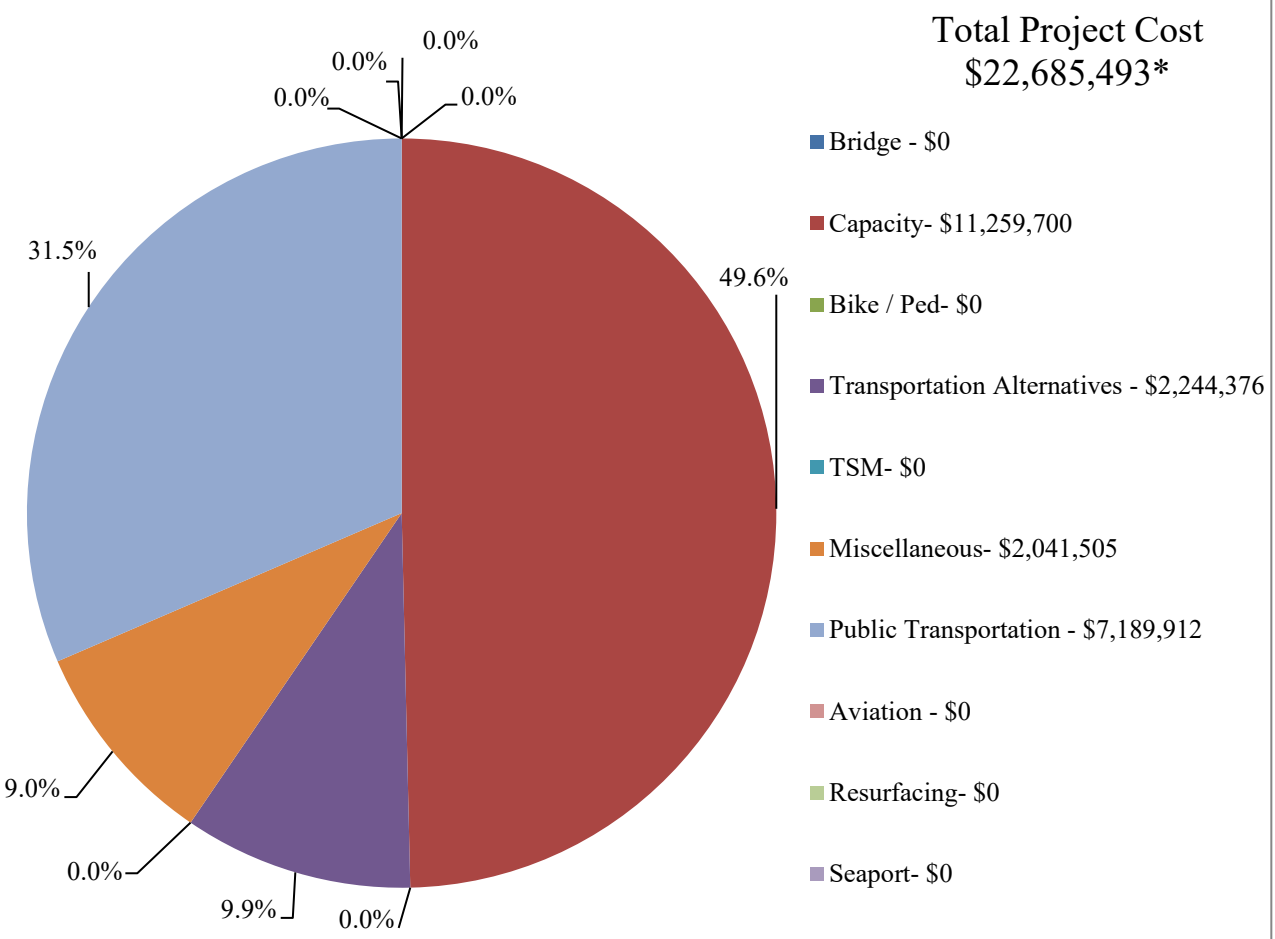
*Total Estimated Allocations includes funding from FDOT and Local Governments

Project Cost by Project Type for Fiscal Year 2029



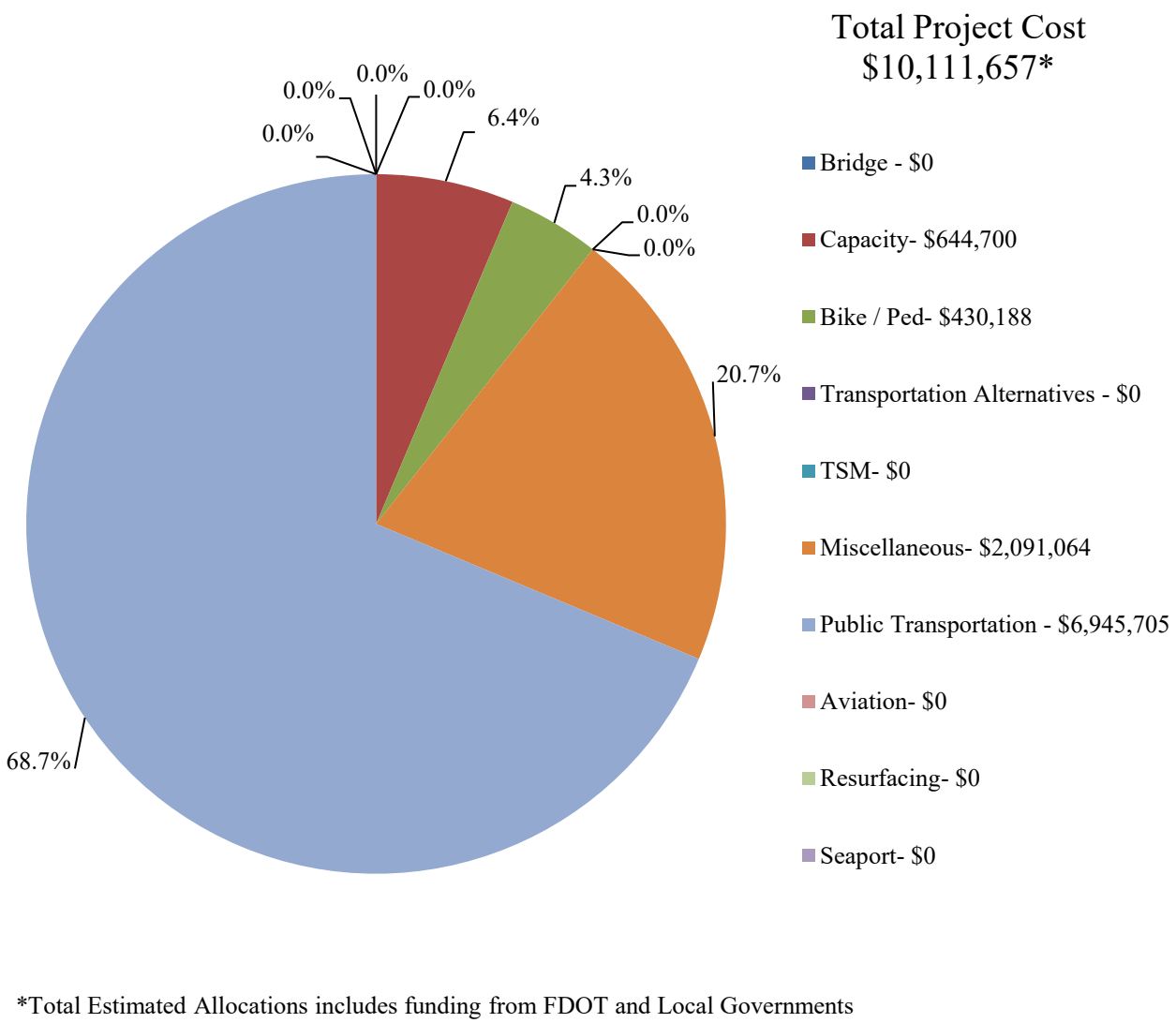
*Total Estimated Allocations includes funding from FDOT and Local Governments

Project Cost by Project Type for Fiscal Year 2030



*Total Estimated Allocations includes funding from FDOT and Local Governments

Project Cost by Project Type for Fiscal Year 2031



*Total Estimated Allocations includes funding from FDOT and Local Governments

County:	Bay
CTC:	Bay County Board of County Commissioners
Contact:	Lamar Hobbs 1010 Cone Avenue Panama City, FL 32401 850-248-8161
Email:	lhobbs@baycountyfl.gov

Demographics	Number
Total County Population	0
Unduplicated Head Count	722

Florida Commission for the Transportation Disadvantaged

Trips By Type of Service	2023	2024	2025
Fixed Route (FR)	0	0	0
Deviated FR	5	0	17
Complementary ADA	0	0	0
Paratransit	60,956	54,259	92,260
TNC	0	7,724	12,643
Taxi	0	0	0
School Board (School Bus)	0	0	0
Volunteers	0	0	0
TOTAL TRIPS	**60,961**	**61,983**	**104,920**

Passenger Trips By Trip Purpose			
Medical	11,729	15,155	14,745
Employment	7,918	7,767	25,194
Ed/Train/DayCare	12,248	0	19,948
Nutritional	4,719	6,674	5,698
Life-Sustaining/Other	24,347	32,387	39,335
TOTAL TRIPS	**60,961**	**61,983**	**104,920**

Passenger Trips By Revenue Source			
CTD	20,013	31,708	35,057
AHCA	49	6	0
APD	13,748	13,662	13,206
DOEA	6,211	4,844	5,813
DOE	0	0	0
Other	20,940	11,763	50,844
TOTAL TRIPS	**60,961**	**61,983**	**104,920**

Trips by Provider Type			
CTC	0	0	0
Transportation Operator	48,713	61,983	104,920
Coordination Contractor	12,248	0	0
TOTAL TRIPS	**60,961**	**61,983**	**104,920**

Vehicle Data	2023	2024	2025
Vehicle Miles	376,581	518,256	911,382
Roadcalls	7	10	11
Accidents	6	5	6
Vehicles	29	24	25
Drivers	26	23	48

Financial and General Data			
Expenses	$2,249,799	$2,872,808	$3,023,472
Revenues	$2,280,193	$2,262,211	$3,128,461
Commendations	12	13	104
Complaints	6	14	3
Passenger No-Shows	756	1,135	3,328
Unmet Trip Requests	0	54	115

Performance Measures			
Accidents per 100,000 Miles	1.59	0.96	0.66
Miles between Roadcalls	53,797	51,826	82,853
Avg. Trips per Passenger	88.48	91.15	145.32
Cost per Trip	$36.91	$46.35	$28.82
Cost per Paratransit Trip	$36.91	$50.25	$30.68
Cost per Total Mile	$5.97	$5.54	$3.32
Cost per Paratransit Mile	$5.97	$5.91	$3.58

Appendix G

Department of Economic Opportunity
Letter of Consistency

The Department Economic Opportunity Letter of Consistency

Will be inserted here upon receipt

Appendix H

Florida Department of Transportation Letter of Consistency and Florida Department of Transportation Checklist

Docusign Envelope ID: EB3F9F34-6649-8663-83DF-C6C847B93021

Florida Department of Transportation

RON DESANTIS
GOVERNOR

605 Suwannee Street
Tallahassee, FL 32399-0450

JARED W. PERDUE, P.E.
SECRETARY

August 3, 2026

Mr. Jamie Christian, P.E.
Division Administrator
Federal Highway Administration
3500 Financial Plaza, Suite 400
Tallahassee, Florida 32312

Re: Approval of FFY 2026-27 through FFY 2030-31 Transportation Improvement Programs

Dear Mr. Christian:

The Department has completed the review of the Transportation Improvement Programs for Florida's 27 Metropolitan Planning Organizations and has concluded that all are consistent with federal and state law. Although federal law requires a four-year Transportation Improvement Program, Metropolitan Planning Organizations in Florida, per 339.175(8)(c)(1), Florida Statute, are required to develop and approve a five-year Transportation Improvement Program.

Through the authority delegated by the Governor, I hereby approve the Transportation Improvement Programs for the Metropolitan Planning Organizations in Florida. These Transportation Improvement Programs will be effective upon the joint approval of the 2026-2027 State Transportation Improvement Program by the Federal Highway Administration and Federal Transit Administration. Per Title 23 450.218(b), Code of Federal Regulations, all locally funded projects contained in the Transportation Improvement Programs are incorporated by reference into the State Transportation Improvement Program.

The required Florida Department of Transportation District Secretary certifications are included as attachments, as well as the additional required certification documents. If the Department can be of further assistance in providing additional information, please contact Ms. Donna M. Green, Statewide MPO Administrator, Office of Policy Planning at 850-414-4610.

Sincerely,

DocuSigned by:
[signature]
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Jared W. Perdue, P.E., Secretary
Florida Department of Transportation

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Attachments:

Certification of Projects for Federal Fiscal Year 2026-2027 (District Memos)
Certification for Grants, Loans and Cooperative Agreements
Certification Regarding Debarment, Suspension, and Other Responsibility Matters-Primary Covered Transactions

cc: Teresa Parker, Florida Division, FHWA
Erika Thompson, Florida Division, FHWA
Dana Knox, Florida Division, FHWA
Robert Sachnin, AICP, Region Four, FTA
John Crocker, PhD, Region Four, FTA
Michael Sherman, Region Four, FTA
Aries Little, Region Four, FTA
Jessica Ottaviano, Chief of Staff, FDOT
Will Watts, P.E., Chief Operations Officer, FDOT
Lisa Saliba, Chief Finance and Administration Officer, FDOT
Alison Stettner, Chief Planner, FDOT
Dana Reiding, Director, Office of Policy Planning, FDOT
Stephanie Certain, Manager, Work Program Development and Operations, Office of Work Program and Budget, FDOT
Sabrina Aubrey, Manager, Federal Aid Management Office, Office of Work Program and Budget, FDOT
Kendra Sheffield, Director, Office of Work Program and Budget, FDOT
Donna M. Green, Statewide MPO Administrator, Office of Policy Planning, FDOT
Amanda Carpenter, Executive Director, MPOAC

Transportation Improvement Program (TIP) Review Checklist

MPO Name:	Bay County TPO	TIP Submittal Date:	04/23/26
Review #:	1	Date of Review:	05/06/26
Reviewed By:	Kaylor Collins		

Federal and State Requirements

TIP Development and Approval

See: 23 USC 134 (c)(1), 23 USC 134(g)(2), 23 USC 134(j)(1)(A), 23 USC 134(j)(D), 23 CFR 450.326(a), s.339.175(8) FS, s.339.175(8)(c)1 FS, s.339.175(8)(c)7-8 FS, s.339.175(14) FS

	Response	Page Number(s)	Comment Type	Comments
Does the TIP include projects and project phases recommended for advancement in the next fiscal year and the 4 subsequent fiscal years (for a total of 5 fiscal years)?	Yes	Section 1-10		
Was the TIP approved by the MPO? (This could be an MPO resolution or signed signature block on the TIP cover page.)	N/A		Editorial	Draft TIP

Was the TIP developed:	Response	Page Number(s)	Comment Type	Comments
By the MPO in cooperation with the state and any affected public transportation operator(s)?	Yes	ES-1		
Using estimates of available federal and state funds provided to the MPO by the state?	Yes	ES-1		
In coordination with other MPO(s) (If there are multiple MPOs located within a U.S. Census Bureau designated urban area or if there is a project within the boundaries of multiple MPOs)?	N/A			

Plan Consistency

See: 23 USC 134(g)(3)(B), 23 USC 134(j)(1)(A)(i), 23 USC 134(j)(3)(C), 23 CFR 450.326(i), 23 CFR 450.326(n)(1), s.339.175(8)(a), s.339.175(8)(c)1-2 FS, s.339.175(8)(c)5-7 FS

Does the TIP:	Response	Page Number(s)	Comment Type	Comments
Describe how it was developed with due consideration of other types of planning activities within the MPO's area, including how projects are consistent, to the maximum extent feasible, with affected seaport, airport, and spaceport master plans and with public transit development plans?	Yes	ES-9 - ES-10		
Demonstrate how the projects align with the goals, policies, and investment priorities of the MPO's current Long Range Transportation Plan (LRTP)? This can be accomplished by providing the page number or identification number where each project can be found in the MPO's LRTP.	Yes	Section 1-10		
Describe the criteria and process for prioritizing LRTP projects for inclusion, including any changes from previous TIPs? This may be addressed through a brief description of, or a reference to, the MPO's LOPP.	Yes	ES-10, Appendix E		
Describe how projects are consistent, to the maximum extent feasible, with approved local government comprehensive plans within the MPO's area?	Yes	ES-9 - ES-10		
Provide justification for any project or project phase that is inconsistent with an approved local government comprehensive plan in the MPO's area (if applicable)?	N/A			

Public Participation

See: 23 USC 134(j)(1)(B), 23 USC 134(j)(4), 23 USC 134(j)(7), 23 CFR 450.326(b), s.339.175(8)(e) FS, 339.175(8)(h)

	Response	Page Number(s)	Comment Type	Comments
Were all interested parties provided with a reasonable opportunity to comment on the proposed TIP?	Yes	ES-10 - ES-11		
Was the TIP published or otherwise made readily available for public review (including electronically accessible formats, to the maximum extent practicable)?	Yes	ES-10 - ES-11		
Did the MPO make the Annual List of Obligated Projects for the previous year available for public review?	Yes	Appendix D		

Project Information Requirements

See: Title 23 USC, Title 49 USC, 23 CFR 450.326(f), 23 CFR 450.326(g)(1)-(4), 23 CFR 667, s.339.175(8)(c)(1) FS

Does the TIP include:	Response	Page Number(s)	Comment Type	Comments
All projects and project phases to be funded with federal, state, and local funds within the time period of the TIP?	Yes	Sections 1-10		
All regionally significant projects requiring FHWA/FTA action, regardless of funding source?	Yes	Sections 1-10		
All regionally significant projects proposed to be funded with other Federal funds and with non Federal funds (as required)?	Yes	Sections 1-10		
Projects listed in FDOT's 23 CFR PART 667 Report?	N/A		Editorial	Bay TPO has no projects listed in 23 CFR Part 667 Report
All Federal discretionary grants that fund capital projects under Title 23 or Title 49, USC, per the Infrastructure Investment and Jobs Act (IIJA)? (Federal discretionary grants that fund capital projects must be in the TIP before executing a grant agreement with USDOT.)	Yes	Sections 1-10		

Does each project in the TIP include:	Response	Page Number(s)	Comment Type	Comments
Sufficient descriptive information to identify the project (type of work, termini, length, etc.)?	Yes	Sections 1-10		
Estimated total project cost?	Yes	Sections 1-10		
Amount and source of federal and nonfederal funds by year?	Yes	Sections 1-10		
Responsible agency?	Yes	Sections 1-10		
Financial Project Number (FPN)?	Yes	Sections 1-10		

Performance Requirements

See: 23 USC 134(j)(1)(A)(iii), 23 USC 134(j)(2)(D), 23 CFR 450.326(c)-(d), s.339.175(10)(b)

Does the TIP:	Response	Page Number(s)	Comment Type	Comments
Incorporate the Transportation Performance Measures (TPM) template provided by FDOT's Systems Forecasting and Trends Office? If yes, the response to the following TPM questions should also be yes.	Yes	ES-17 - ES-28		
Describe, to the maximum extent practicable, the anticipated effect of achieving the performance targets listed below, linking investment priorities to those targets? i. Highway Safety Performance Measures (PM 1) ii. Pavement & Bridge Condition Measures (PM 2) iii. System Performance and Freight Measures (PM 3) iv. Transit Asset Management Measures v. Transit Safety Performance Measures	Yes	ES-17 - ES-28		
Report on progress toward establishing performance targets for performance measures established in 339.175(10)(b), FS? These are the same as the federal performance measures.	Yes	ES-17 - ES-28		

Financial Plan/Financial Constraint

See: 23 USC 134(j)(2)(B), 23 USC 134(j)(3)(D), 23 CFR 450.326(j)-(k), s.339.175(8)(c)(3) FS, s.427.015(1) FS

NOTE: Florida's TIPs are developed consistent with the FDOT Five-Year Work Program, demonstrating fiscal constraint and including only those projects and phases for which full funding can reasonably be anticipated within the planned timeframe for completion. (Select "Yes" unless the MPO is doing something outside normal procedures.)

Does the TIP:	Response	Page Number(s)	Comment Type	Comments
Demonstrate that there are sufficient funds (federal, state, local, and private) to implement proposed transportation system improvements?	Yes	Appendix F		
Compare funding sources and amounts, by year, to total project costs? (It is recommended to include a table(s) to demonstrate this.)	Yes	Appendix F		
Use year-of-expenditure dollars (inflation applied based on reasonable principles and information) for revenue and cost estimates?	Yes	ES-1		
Discuss the development of Transportation Disadvantaged (TD) services, a description of costs and revenues from TD services, and a list of improvements funded with TD funds?	Yes	Appendix F		

Recommended Content Framework

	Response	Page Number(s)	Comment Type	Comments
Was the TIP developed using the Official TIP Snapshot? Include the date the MPO downloaded the Snapshot in the Comments box.	Yes			4/2/2026
Does the TIP's cover page include:	Response	Page Number(s)	Comment Type	Comments
MPO name	Yes	Cover Page		
MPO address	Yes	Cover Page		
Correct fiscal years	Yes	Cover Page		
Date of adoption	N/A		Editorial	Draft Review
Does the TIP include:	Response	Page Number(s)	Comment Type	Comments
A table of contents that shows the title of each section with the correct page number?	Yes	Table of Contents		
A list of definitions, abbreviations, codes, and acronyms?	Yes	Appendix A		
Discussion of the MPO's current FDOT/MPO Annual Joint Certification and past FHWA/FTA quadrennial certification (for TMA MPOs)?	Yes	ES-11		
The anticipated date of the next FHWA/FTA quadrennial certification (for TMA MPOs)?	N/A			
Discussion of the congestion management process?	Yes	ES-12		

Appendix I

FY 2027-2031 TIP Process and Comments Received

FY 2027-2031 TIP Process

The TPO updates and adopts the TIP each year for submittal to FDOT, Federal Highway Administration (FHWA), and the Federal Transit Administration (FTA). Projects within the urbanized area must appear in the TIP in order to receive state and federal funding.

The FY 2027-2031 TIP process began in June 2025 when Project Priorities were adopted by the TPO and then submitted to FDOT. The Project Priorities are then used to develop the FDOT FY 2027-2031 Tentative Five-Year Work Program. The Tentative Five-Year Work Program is the primary source of information for the TIP. The FDOT Work Program and the TIP are consistent with the TPO's adopted priorities to the extent feasible. Projects are based on FDOT maintenance requirements, the TPO Long Range Transportation Plan (LRTP), Transportation Systems Management (TSM) studies, Transportation Alternatives (TA) Project Priorities, and Aviation, Port, and Transit Master Plans. Projects listed in the TIP are subject to amendment as necessary by the TPO at any time during the year. The TIP has been developed through coordination with FDOT and local governments.

The agendas and meeting minutes for the TPO and Advisory Committees are located at **https://www.ecrc.org/programs/transportation_planning/bay_county_tpo/agendas_and_reports.php.** The updated draft Bay County TPO FY 2027-2031 Transportation Improvement Program was posted online prior to the June 2026 TPO and Advisory Committee Meetings. An e-mail with the draft TIP link on the TPO web site was sent to the TPO and Advisory Committee Members. The draft Bay County TPO FY 2027-2031 Transportation Improvement Program is accessible by clicking on the link below. The advertisements for the meetings can be requested by contacting the TPO's Marketing Team, **marketing@ecrc.org**. The Meeting minutes can be obtained by contacting the TPO's Transportation Team **transportation@ecrc.org.**

https://www.ecrc.org/programs/transportation_planning/bay_county_tpo/plans_and_documents/index.php#outer-56

The following is the Public Involvement element for the Transportation Improvement Program.

- Provide reasonable public access to technical and policy information used
- Provide adequate public notice of public involvement activities and time for public review and comment at key decisions, such as but not limited to the approval of the TIP
- Demonstrate explicit consideration and response to public input received during plan development process
- Make the TIP drafts and final documents available on the TPO website at, **www.ecrc.org**, a print copy of the current plan is available upon request
- Hold public meetings at convenient times and accessible locations

- Seek out and consider the needs of those traditionally underserved by existing transportation systems, including but not limited to, low-income and minority households
- Coordinate with the statewide transportation planning public involvement and consultation processes under 23 C.F.R. Subpart B, as described in the FDOT MPO Program Handbook
- Periodically review the effectiveness of the procedures and strategies contained in the participation plan
- When significant written and oral comments are received on a draft TIP as a result of public involvement, a summary, analysis, and report on the disposition of comments shall be made part of the final documents
- If the final TIP differs significantly from the one made available for public comment or raises new material issues, an additional opportunity for public comment must be made available
- When the Metropolitan Planning Area (MPA) includes Indian Tribal Lands, the TPO shall appropriately involve the Indian Tribal Government(s)
- When the MPA includes federal public lands, the TPO shall appropriately involve the federal government

COMMENTS ON DRAFT FY 2027-2031 BAY COUNTY TIP

Florida Department of Transportation—Chipley Office

1. **No corrections needed for this TIP.**
   Commented noted.

Florida Department of Transportation—Urban Liaison Office

1. **Provided TIP Review Check List on May 22, 2026.**
   The TIP Checklist identified no follow-up comments since the TIP included the required material identified by the Florida Department of Transportation.