

# **FY 2028 - FY 2032 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**



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# **Bay County Transportation Planning Organization**



## **FY 2028 - 2032 Project Priorities Document**

**Prepared by**



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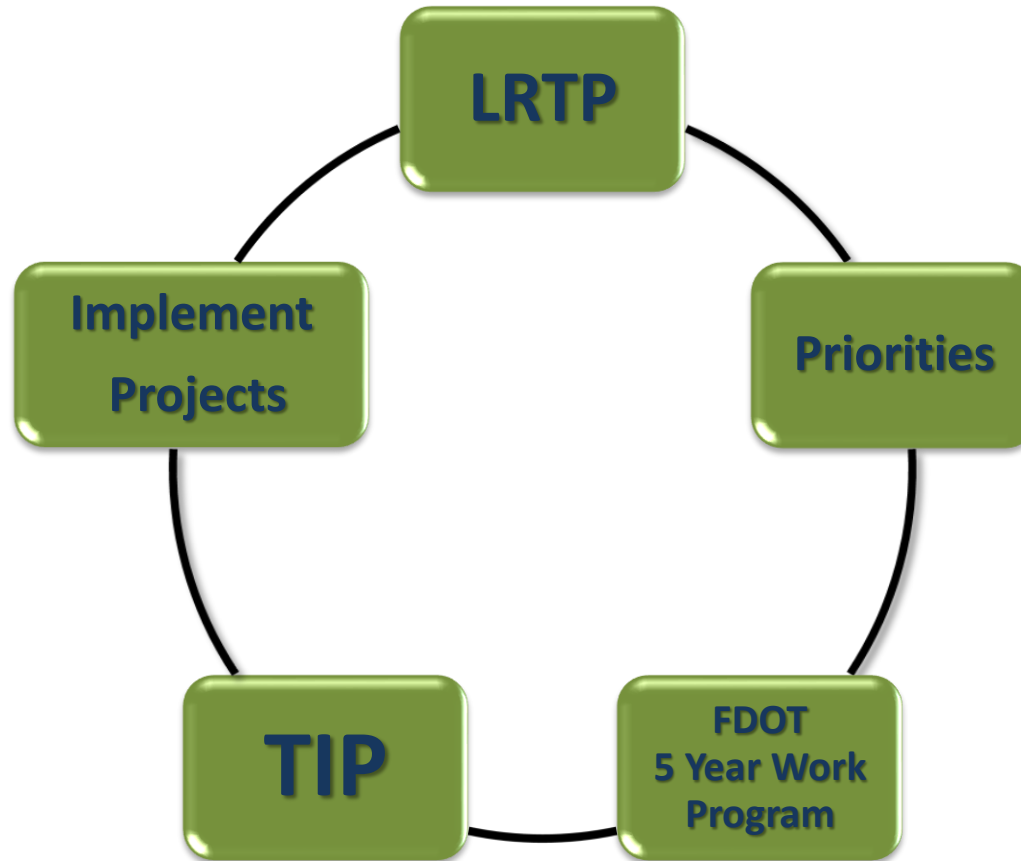
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## INTRODUCTION

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 1<sup>st</sup>. 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 2028-2032 Project Priorities took place from April 1, 2026— May 1, 2026 and a Public Outreach Summary is included in Appendix B. In addition, two TPO and Advisory Committee workshops (March 10 and April 22, 2026) and one public workshop (April 22, 2026) were part of the development of the FY 2028-2032 Project Priorities. Each of the workshops and the public outreach were advertised in the Florida Administrative 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 26-08 in Appendix C) with the following changes:

**Table 1 NON-SIS:**

- Non-SIS Priority #10. Roundabout at Harrison Street and 6<sup>th</sup> Street. Changed Harrison Street to Harrison Avenue.

**Table 3 TSM:**

- TSM Priority #6 Added State Avenue and 23<sup>rd</sup> Street with proposed improvement being a North Bound Right Turn Lane.

**Table 1- FY 28-32 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              | 2027      | 2028      | 2029      | 2030      | 2031      | 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)<br>SR 30A (US 98) Tyndall Pkwy. to Star Avenue | 4258031   | Phase              | 2027      | 2028      | 2029      | 2030      | 2031      | Widen to 4 Lanes                                       | 1.509          | ROW                               |
|               |                                                                     |           |                    |           |           |           |           |           |                                                        |                |                                   |
| 3             | Harvard Boulevard<br>SR 390 to Issac Byrd Park                      | NA        | Phase              | 2027      | 2028      | 2029      | 2030      | 2031      | CST. of Sidewalks or Bicycle Lanes                     | 1.55           | \$350,000 (Annual Setaside Funds) |
|               |                                                                     |           |                    |           |           |           |           |           |                                                        |                |                                   |
| 4             | Public Transportation Capital Improvements                          | 4282091   | Phase              | 2027      | 2028      | 2029      | 2030      | 2031      | Flex Funds                                             | NA             | \$350,000 (Annual Setaside Funds) |
|               |                                                                     |           | CAP                | \$350,000 | \$350,000 | \$350,000 | \$350,000 | \$350,000 |                                                        |                |                                   |
| 5             | Corridor Management Studies                                         | NA        | Phase              | 2027      | 2028      | 2029      | 2030      | 2031      | Corridor Management Study                              | 7.4            | \$150,000 (Annual Setaside Funds) |
|               |                                                                     |           |                    | *         |           |           |           |           |                                                        |                |                                   |
| 6             | Corridor Management Implementation                                  | NA        | Phase              | 2027      | 2028      | 2029      | 2030      | 2031      | Corridor Management Construction                       | 7.4            | \$500,000 (Annual Setaside Funds) |
|               |                                                                     |           |                    |           |           |           |           |           |                                                        |                |                                   |
| 7             | CR 389 (East Avenue)<br>CR 2312 (Baldwin Road to SR 390             | NA        | Phase              | 2027      | 2028      | 2029      | 2030      | 2031      | Widen to 4 Lanes                                       | 2              | PD&E                              |
|               |                                                                     |           |                    |           |           |           |           |           |                                                        |                |                                   |
| 8             | Star Avenue<br>SR 22 (Wewa Highway) to US 231 (SR 75)               | NA        | Phase              | 2027      | 2028      | 2029      | 2030      | 2031      | Widen to 4 Lanes<br>(ROW and CST not in 2045 CFP)      | 6.7            | PD&E                              |
|               |                                                                     |           |                    |           |           |           |           |           |                                                        |                |                                   |
| 9             | US 98 Pedestrian Underpass<br>US 98 at Frank Brown Park             | NA        | Phase              | 2027      | 2028      | 2029      | 2030      | 2031      | Construct New Pedestrian Underpass                     | TBD            | Feasibility Study                 |
|               |                                                                     |           |                    |           |           |           |           |           |                                                        |                |                                   |
| 10            | Roundabout<br>Harrison Avenue at 6th Street                         | NA        | Phase              | 2027      | 2028      | 2029      | 2030      | 2031      | Construct New Roundabout                               | 0.27           | PE                                |
|               |                                                                     |           |                    |           |           |           |           |           |                                                        |                |                                   |
| 11            | Bay Parkway Phase III<br>Clara Avenue to Chip Seal Parkway          | NA        | Phase              | 2027      | 2028      | 2029      | 2030      | 2031      | Construct New Roadway<br>(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)

**FULLY FUNDED PROJECTS NOT YET CONSTRUCTED**

|  |  |  |       |      |      |      |      |      |  |  |  |
|--|--|--|-------|------|------|------|------|------|--|--|--|
|  |  |  | Phase | 2027 | 2028 | 2029 | 2030 | 2031 |  |  |  |
|  |  |  |       |      |      |      |      |      |  |  |  |

**Table 2 - FY 28-32 Strategic Intermodal System (SIS) Project Priorities**

| Priority Rank | Project Name/Limits                                                  | FDOT WPI# | Programmed Funding |              |              |              |              |      | Project/Strategy                                  | County | Length (miles) | Funding Sought |
|---------------|----------------------------------------------------------------------|-----------|--------------------|--------------|--------------|--------------|--------------|------|---------------------------------------------------|--------|----------------|----------------|
| 1             | <b>SR 75 (US 231)</b><br>US 98 (15th St.) to SR 368 (23rd St.)       | 2179107   | Phase              | 2027         | 2028         | 2029         | 2030         | 2031 | Widen to 6 Lanes <sup>1</sup>                     | BAY    | 4.27           | CST            |
|               |                                                                      |           | ROW                | \$25,200,000 | \$28,612,280 | \$10,000,000 | \$10,000,000 |      |                                                   |        |                |                |
| 2             | <b>SR 75 (US 231)</b><br>SR 368 (23rd St.) to North of Pipeline Rd.  | 2179108   | Phase              | 2027         | 2028         | 2029         | 2030         | 2031 | Widen to 6 Lanes <sup>2</sup>                     | BAY    | 4.642          | ROW            |
|               |                                                                      |           | ROW                | \$500,000    |              |              |              |      |                                                   |        |                |                |
| 3             | <b>SR 390</b><br>SR 77 to US 231                                     | 4212252   | Phase              | 2027         | 2028         | 2029         | 2030         | 2031 | Widen to 6 Lanes<br>(CST not in 2045 CFP)         | BAY    | 4.308          | ROW            |
|               |                                                                      |           |                    |              |              |              |              |      |                                                   |        |                |                |
| 4             | <b>SR 75 (US 231)</b><br>N. of Pipeline Rd. to N. of Penny Rd.       | 2179103   | Phase              | 2027         | 2028         | 2029         | 2030         | 2031 | Widen to 6 Lanes                                  | BAY    | 6.12           | ROW            |
|               |                                                                      |           |                    |              |              |              |              |      |                                                   |        |                |                |
| 5             | <b>US 98 at Navy Boulevard</b>                                       | 2179951   | Phase              | 2027         | 2028         | 2029         | 2030         | 2031 | Interchange<br>(CST not in 2045 CFP)              | BAY    | 1.412          | PE             |
|               |                                                                      | 2179952   |                    |              |              |              |              |      |                                                   |        |                |                |
| 6             | <b>SR 368 (23rd St.)</b><br>US 98 (15th St.) to SR 390               | 4410371   | Phase              | 2027         | 2028         | 2029         | 2030         | 2031 | Widen to 6 Lanes                                  | BAY    | 1.812          | PE             |
|               |                                                                      |           |                    |              |              |              |              |      |                                                   |        |                |                |
| 7             | <b>East Avenue</b><br>Port Entrance to SR 30 (US 98B) 5th St.        | 4403006   | Phase              | 2027         | 2028         | 2029         | 2030         | 2031 | Enhanced 2 Lane Capacity                          | BAY    | 1.115          | ROW            |
|               |                                                                      |           |                    |              |              |              |              |      |                                                   |        |                |                |
| 8             | <b>SR 389 (East Avenue)</b><br>SR 30 (US 98B) 5th St. to Sherman Av. | 4403003   | Phase              | 2027         | 2028         | 2029         | 2030         | 2031 | Enhanced 2 Lane Capacity                          | BAY    | 2.189          | PE             |
|               |                                                                      |           |                    |              |              |              |              |      |                                                   |        |                |                |
| 9             | <b>SR 30 (US 98)</b><br>W. of Philips Inlet Bridge to SR 79          | 4210123   | Phase              | 2027         | 2028         | 2029         | 2030         | 2031 | Widen to 6 Lanes                                  | BAY    | 7.077          | PE             |
|               |                                                                      |           |                    |              |              |              |              |      |                                                   |        |                |                |
| 10            | <b>Transmitter Road</b><br>C Street to US 98 (SR 30)                 | NA        | Phase              | 2027         | 2028         | 2029         | 2030         | 2031 | Widen to 4 Lanes<br>(ROW and CST not in 2045 CFP) | BAY    | 2.12           | PD&E           |
|               |                                                                      |           |                    |              |              |              |              |      |                                                   |        |                |                |

<sup>1</sup> 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.

<sup>2</sup> 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.

**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**

|  |  |  |       |      |      |      |      |      |  |  |  |  |
|--|--|--|-------|------|------|------|------|------|--|--|--|--|
|  |  |  | Phase | 2027 | 2028 | 2029 | 2030 | 2031 |  |  |  |  |
|  |  |  |       |      |      |      |      |      |  |  |  |  |
|  |  |  |       |      |      |      |      |      |  |  |  |  |
|  |  |  |       |      |      |      |      |      |  |  |  |  |
|  |  |  |       |      |      |      |      |      |  |  |  |  |

**Table 3 - FY 28-32 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                | 0                                                                             | SR 77                                                                                                                                                                                                    | SR 388                     | Traffic Signal        | NA         | NA            |
|                  | FDOT Comments: Need Design and Construction Funds.                            |                                                                                                                                                                                                          |                            |                       |            |               |
| Recommended Rank | Previous Rank                                                                 | Major Street                                                                                                                                                                                             | Minor Street               | Proposed Improvements | Study Date | Cost Estimate |
| 3                | 0                                                                             | SR 30A (US 98)                                                                                                                                                                                           | CR 2327 (Transmitter Road) | Extend EBLT Lane      | NA         | NA            |
|                  | FDOT Comments: Need Design and Construction Funds.                            |                                                                                                                                                                                                          |                            |                       |            |               |
| Recommended Rank | Previous Rank                                                                 | Major Street                                                                                                                                                                                             | Minor Street               | Proposed Improvements | Study Date | Cost Estimate |
| 4                | 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 |
| 5                | 4                                                                             | SR 75                                                                                                                                                                                                    | North Bear Creek Road      | Construct SBLT lane   | NA         | NA            |
|                  | FDOT Comments: Design Complete; Construction Funded Needed. ID 220918-3-52-08 |                                                                                                                                                                                                          |                            |                       |            |               |
| Recommended Rank | Previous Rank                                                                 | Major Street                                                                                                                                                                                             | Minor Street               | Proposed Improvements | Study Date | Cost Estimate |
| 6                | 0                                                                             | State Avenue                                                                                                                                                                                             | 23rd Street                | Construct NBRT lane   | NA         | NA            |
|                  | FDOT Comments: No comments provided.                                          |                                                                                                                                                                                                          |                            |                       |            |               |

PE - Preliminary Engineering (Design)  
ROW - Right-of-Way  
RR and UT - Railroad and Utility  
CST - Construction

**FULLY FUNDED PROJECTS NOT YET CONSTRUCTED**

|                             |         |       |           |             |      |      |      |                |     |       |
|-----------------------------|---------|-------|-----------|-------------|------|------|------|----------------|-----|-------|
| SR 390 at Harvard Boulevard | 4563971 | Phase | 2027      | 2028        | 2029 | 2030 | 2031 | Traffic Signal | Bay | 0.105 |
|                             |         | ROW   | \$303,100 |             |      |      |      |                |     |       |
|                             |         | CST   |           | \$1,504,175 |      |      |      |                |     |       |

**Table 4 - FY 28-32 Transportation Alternatives (TA) Project Priorities**

| Priority | FDOT<br>WPI# | Project                      | Limits                                | Description | Phases                                                                      |
|----------|--------------|------------------------------|---------------------------------------|-------------|-----------------------------------------------------------------------------|
| 1        | NA           | Beulah Avenue<br>(Callaway)  | Cherry Street to John B. Gore<br>Park | Sidewalk    | Preliminary<br>Engineering /<br>Design,<br>Construction, &<br>CEI \$326,625 |
| 2        | NA           | Carolina Ave<br>(Lynn Haven) | SR 390 to 14th Street                 | Sidewalk    | Preliminary<br>Engineering /<br>Design,<br>Construction, &<br>CEI \$485,045 |

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

**FULLY FUNDED PROJECTS NOT YET CONSTRUCTED**

|                                      |         |       |           |             |             |      |      |                         |     |       |
|--------------------------------------|---------|-------|-----------|-------------|-------------|------|------|-------------------------|-----|-------|
| <b>BERTHE AVENUE</b>                 | 4499181 | Phase | 2027      | 2028        | 2029        | 2030 | 2031 | Sidewalks               | BAY | 0.267 |
| Forsythe Drive to Eagle Lake Way     |         | CST   | \$507,121 |             |             |      |      |                         |     |       |
| <b>LAKE DRIVE</b>                    | 4536041 | Phase | 2027      | 2028        | 2029        | 2030 | 2031 | Bike Lane/<br>Sidewalks | BAY | 0.99  |
| SR 30 (US 98) to South Berthe Avenue |         | CST   |           | \$1,382,048 |             |      |      |                         |     |       |
| <b>SOUTH GAY AVENUE</b>              | 4573511 | Phase | 2027      | 2028        | 2029        | 2030 | 2031 | Sidewalks               | BAY | 1.001 |
| Boat Race Road to Cherry Street      |         | PE    | \$222,606 |             |             |      |      |                         |     |       |
|                                      |         | CST   |           |             | \$1,003,432 |      |      |                         |     |       |

**Table 5: FY 28 – 32 Bay County Public Transportation Project Priorities by Grant**

| <b>FDOT Item Segment#</b> | <b>Funding Source</b>                    | <b>%</b>       | <b>Project Description</b>                                                                                                                | <b>Proposed FY 28 2027-2028</b> | <b>Proposed FY 29 2028-2029</b> | <b>Proposed FY 30 2029-2030</b> | <b>Proposed FY 31 2030-2031</b> | <b>Proposed FY 32 2031-2032</b> |
|---------------------------|------------------------------------------|----------------|-------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------|---------------------------------|---------------------------------|---------------------------------|---------------------------------|
| NA                        | TD – Bay Trip & Equip<br><br>Local Funds | 90%<br><br>10% | Paratransit Services - Provide non sponsored trips to transportation disadvantaged                                                        | 545,786<br>60,642               | 545,786<br>60,642               | 545,786<br>60,642               | 545,786<br>60,642               | 545,786<br>60,642               |
| NA                        | TD – Bay Planning                        | 100%           | For Planning agency to provide transportation planning related service                                                                    | 26,973                          | 26,973                          | 26,973                          | 26,973                          | 26,973                          |
| NA                        | FTA 5305<br>Toll Revenue Credit          | 80%<br>20%     | Bay County TPO Planning grant funds                                                                                                       | 81,328<br>20,332                | 81,328<br>20,332                | 81,328<br>20,332                | 81,328<br>20,332                | 81,328<br>20,332                |
| 422248-3                  | FTA 5307<br>Toll Revenue Credit          | 80%<br>20%     | Capital - prev. maint., replacement vehicles, expansion, vehicles, signage, shelters, transit centers, misc. equip, security and training | 1,325,000<br>331,250            | 1,325,000<br>331,250            | 1,325,000<br>331,250            | 1,325,000<br>331,250            | 1,325,000<br>331,250            |
| 428209-1 <sup>1</sup>     | FTA 5307 Flex<br>Toll Revenue Credit     | 80%<br>20%     | Capital - prev. maint., replacement vehicles, expansion, vehicles, signage, shelters, transit centers, misc. equip, security and training | 350,000<br>87,500               | 350,000<br>87,500               | 350,000<br>87,500               | 350,000<br>87,500               | 350,000<br>87,500               |
| 422247-3                  | FTA 5307<br>Local Funds                  | 50%<br>50%     | Operating Assistance (Operating costs for equipment and facilities & JARC projects)                                                       | 1,000,000<br>1,000,000          | 1,000,000<br>1,000,000          | 1,000,000<br>1,000,000          | 1,000,000<br>1,000,000          | 1,000,000<br>1,000,000          |

<sup>1</sup>Federal funds of \$350,000 correspond to the Non-SIS Priority 3 in Table 1.

**Table 5: FY 28 - 32 Bay County Public Transportation Project Priorities by Grant**

| <b>FDOT Item Segment#</b> | <b>Funding Source</b>            | <b>%</b>          | <b>Project Description</b>                                                 | <b>Proposed FY 28 2027-2028</b> | <b>Proposed FY 29 2028-2029</b> | <b>Proposed FY 30 2029-2030</b> | <b>Proposed FY 31 2030-2031</b> | <b>Proposed FY 32 2031-2032</b> |
|---------------------------|----------------------------------|-------------------|----------------------------------------------------------------------------|---------------------------------|---------------------------------|---------------------------------|---------------------------------|---------------------------------|
| 414281-2                  | FTA 5339<br>Toll Revenue Credits | 80%<br>20%        | Capital - bus and bus related facilities                                   | 425,546<br>106,381              | 425,546<br>106,381              | 425,546<br>106,381              | 425,546<br>106,381              | 425,546<br>106,381              |
| 433509-1                  | FTA 5310<br>State<br>Local       | 80%<br>10%<br>10% | Capital - Enhanced Mobility of Seniors and Individuals with Disabilities   | 166,815<br>20,852<br>20,852     | 166,815<br>20,852<br>20,852     | 166,815<br>20,852<br>20,852     | 166,815<br>20,852<br>20,852     | 166,815<br>20,852<br>20,852     |
| 433509-2                  | FTA 5310<br>Local                | 50%<br>50%        | Operating - Enhanced Mobility of Seniors and Individuals with Disabilities | 100,000<br>100,000              | 100,000<br>100,000              | 100,000<br>100,000              | 100,000<br>100,000              | 100,000<br>100,000              |
| 422246-1                  | FDOT Block Grant<br>Local Funds  | 50%<br>50%        | Operating Assistance - Block Grant                                         | 600,268<br>600,268              | 618,277<br>618,277              | 636,826<br>636,826              | 636,826<br>636,826              | 636,826<br>636,826              |
| 421367-5                  | FDOT 5311<br>Local Funds         | 50%<br>50%        | Operating-Rural Assistance                                                 | 111,821<br>111,821              | 123,225<br>123,225              | 134,971<br>134,971              | 134,971<br>134,971              | 134,971<br>134,971              |
| 422249-1                  | FDOT                             | 100%              | Urban Corridor                                                             | 270,000                         | 270,000                         | 274,000                         | 274,000                         | 274,000                         |

**Table 6: FY 28 - 32 Aviation Project Priorities – Northwest Florida Beaches International Airport  
2028**

| Priority | FDOT Item-Segment | Project Description                                        | FAA<br>Funding    | State<br>Funding | Local<br>Funding | Total Cost  |
|----------|-------------------|------------------------------------------------------------|-------------------|------------------|------------------|-------------|
|          |                   |                                                            | Estimated Funding |                  |                  |             |
| 1        | N/A               | Master Plan Update                                         | \$675,000         | \$37,500         | \$37,500         | \$750,000   |
| 2        | N/A               | Replacement of Terminal Building Emergency Power Generator |                   | \$800,000        | \$800,000        | \$1,600,000 |
| 3        | N/A               | Taxilane "F" Pavement Rehabilitation - DESIGN              | \$270,000         |                  | \$30,000         | \$300,000   |
| 4        | N/A               | CBP International Facility - DESIGN                        | \$370,566         | \$20,587         | \$20,587         | \$411,740   |
| 5        | N/A               | East Airfield Development - DESIGN                         | \$4,500,000       | \$250,000        | \$250,000        | \$5,000,000 |
| 6        | N/A               | West Bay Parkway Pavement Rehabilitation                   | \$5,760,000       | \$320,000        | \$320,000        | \$6,400,000 |
| 7        | N/A               | Taxiway "D" Pavement Rehabilitation - DESIGN               | \$1,620,000       |                  | \$180,000        | \$1,800,000 |
| 8        | N/A               | Replacement vehicle for ARFF and Extrication Equipment     | \$697,500         | \$38,750         | \$38,750         | \$775,000   |
| 9        | N/A               | Boom Lift                                                  |                   | \$50,000         | \$50,000         | \$100,000   |

**Table 6: FY 28 - 32 Aviation Project Priorities – Northwest Florida Beaches International Airport  
2029**

| Priority | FDOT Item-Segment | Project Description                                                | FAA<br>Funding    | State<br>Funding | Local<br>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               | East Airfield Development -- CONSTRUCTION                          | \$3,108,946       |                  | \$307,478        | \$3,416,424  |
| 7        | N/A               | Airport Operations and Maintenance Equipment                       |                   | \$300,000        | \$300,000        | \$600,000    |

**Table 6: FY 28 - 32 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 |

**2032**

**No Priorities**

**Table 7: FY 28 - 32 Seaport Project Priorities – Port Panama City  
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 and Engineering | 750,000    | 250,000    | 1,000,000  |

**2029**

| Priority # | Program | Description                                                       | Local     | State     | Total      |
|------------|---------|-------------------------------------------------------------------|-----------|-----------|------------|
| 1          | TBD     | East Avenue ROW Acquisition (SIS)                                 | TBD       | TBD       | TBD        |
| 2          | TBD     | West Terminal Bulkhead Refurbishment (Study and Engineering)      | 250,000   | 750,000   | 21,000,000 |
| 3          | TBD     | West Terminal Gate Operations, Truck Queuing, and Parking (Study) | 1,000,000 | 1,000,000 | 2,000,000  |

**2030**

| Priority # | Program | Description                          | Local     | State      | Total      |
|------------|---------|--------------------------------------|-----------|------------|------------|
| 1          | TBD     | East Avenue ROW Construction (SIS)   | TBD       | TBD        | TBD        |
| 2          | TBD     | Strategic Master Plan                | 400,000   | 400,000    | 800,000    |
| 3          | 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 7: FY 28 - 32 Seaport Project Priorities – Port Panama City**

**2032**

| 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 |
| 3        | TBD     | Cargo Handling Equipment (Cranes)    | 3,000,000 | 3,000,000  | 6,000,000  |

**Table 8: FY 28-32 SUN Trail Project Priorities Bay County TPO**

| Priority | FDOT<br>WP# | Project                                 | Limits                                                                                                                                            | Description                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | Phases                                                                                                           |
|----------|-------------|-----------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------|
| 1        | NA          | 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 Recovery Road. The Project will extend the Sun Trail 2.5 miles and bring Tyndall AFB into the Sun Trail System.                                                                                                                                                                                                                                                                                                                                                                                                                 | PE and 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        | 4552611     | 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.                                                                                                                                                                                                                                                                                                                     | Portion from Pacifica to SR 390 has PE funded in 2027 and CST funded in 2030. SR 390 to Beach Drive is unfunded. |
| 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 St. to roughly 800 ft before the intersection of US 231 & Ormond Ave. 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**

|  |  |  |  |  |  |  |  |  |  |  |
|--|--|--|--|--|--|--|--|--|--|--|
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## **Appendix A – Evaluation Criteria**

## 2045 LONG RANGE TRANSPORTATION PLAN EVALUATION CRITERIA

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

| Category and Criteria<br>(Description)                                                                                                                                                                                                                         | Criteria Rating Scale<br>(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)<br>To what extent will the project have social or environmental impacts as evaluated through an FDOT PD&E or equivalent study?                                                        | 0<br>Substantial                                                 | 0.5<br>Moderate | 1<br>Low          |
| Recreational Opportunity (Project is linked to water, campgrounds, parks, and trails)<br>To what extent might the project add, enhance, or otherwise benefit recreational opportunities for residents or visitors?                                             | 0<br>>2miles                                                     |                 | 1<br>0 to 2 miles |
| Local Planning (Project is located in a Local Government Comprehensive Plan or Master Plan)<br>Is the project identified or supported by an existing municipal comprehensive plan or other locally-adopted plan or study?                                      | 0<br>No                                                          |                 | 1<br>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)<br>To what extent will the project support planned development or provide economic benefits (e.g. job growth/retention)?                                   | 0<br>No                                                          | 0.5<br>>0 to 2% | 1<br>>2%          |
| Base Access (Project on the SIS for Military Access or the Strategic Highway Network (STRAHNET))<br>Does the project improve military base access directly or indirectly (e.g., along a connecting route)?                                                     | 0<br>No                                                          |                 | 1<br>Yes          |
| Intermodal Goods Movement (Project on the Strategic Intermodal System (SIS) or TPO 's Regional Freight Plan Network)<br>To what extent will the project enhance, expand, or benefit intermodal facilities or opportunities for goods movement?                 | 0<br>No                                                          |                 | 1<br>Yes          |
| Tourism (Project provides for tourism, recreation, or ecotourism enhancement)<br>To what extent does the project promote tourism, recreation, or ecotourism?                                                                                                   | 0<br>No                                                          |                 | 1<br>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)<br>Will the project directly enhance emergency response or improve emergency access for police, fire, ambulance, major utility center, etc? | 0<br>No                                                          |                 | 1<br>Yes          |
| Identified Security Issues (Project is within 2 miles of military installation, airport, port, and local government center)<br>Will the project help to address a previously-identified security issue or concern?                                             | 0<br>None                                                        |                 | 1<br>Yes          |
| Service Disruption (Project is within 5 miles of a hurricane evacuation route from the Hurricane Restudy above)<br>Does the proposed project provide alternative routes for natural disaster evacuation?                                                       | 0<br>No                                                          |                 | 1<br>Yes          |

| Category and Criteria<br>(Description)                                                                                                                                                              | Criteria Rating Scale<br>(Lesser Benefit < --- > Higher Benefit) |                   |           |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------|-------------------|-----------|
| Congestion Management - 20% [Goal 8; Objective 8.1]                                                                                                                                                 |                                                                  |                   |           |
| <b>Correct Deficiency (Project is deficient in the Existing Plus Committed Network)</b><br><i>Will the project appropriately address congestion as identified by studies or other observations?</i> | 0<br><1.0                                                        | 0.5<br>1.0 to 1.3 | 1<br>>1.3 |
| <b>Congestion Management Strategies (Volume to Capacity Ratio from the 2045 Needs Plan Network)</b><br><i>To what extent will the project incorporate congestion management strategies?</i>         | 0<br><1.3                                                        | 0.5<br>1.0 to 1.3 | 1<br><1.0 |
| <b>Facility Level of Service (LOS) (2018 FDOT LOS Tables)</b><br><i>What is the LOS of the proposed project area?</i>                                                                               | 0<br>A-B                                                         | 0.5<br>C          | 1<br>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  |               |        | <b>335</b> |

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**

|                                                                                                                                                         |          |
|---------------------------------------------------------------------------------------------------------------------------------------------------------|----------|
| <b>A. Level of Service (LOS) Issue Addressed</b>                                                                                                        |          |
| Current Deficiency                                                                                                                                      | 5 Points |
| Five Year Deficiency                                                                                                                                    | 3 Points |
| Ten Year Deficiency                                                                                                                                     | 1 Point  |
| Not deficient                                                                                                                                           | 0 Points |
| <b>B. Regional Significant Roadway (defined as a roadway that is included in the model for the metropolitan area's transportation network)</b>          |          |
| Yes                                                                                                                                                     | 2 Points |
| No                                                                                                                                                      | 1 Point  |
| <b>C. Crash Rate</b>                                                                                                                                    |          |
| 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  |
| <b>D. Has an existing TPO priority</b>                                                                                                                  |          |
| Yes                                                                                                                                                     | 2 Points |
| No                                                                                                                                                      | 1 Point  |
| <b>E. Significant Freight Corridor</b>                                                                                                                  |          |
| 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  |
| <b>F. Local Project Support</b>                                                                                                                         |          |
| Wide Support = Resolutions of support from 2 local governments<br>+ 2 letters of support from community organizations                                   | 5 Points |
| Moderate Support = Resolutions of support from 2 local government<br>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**

|             | <b>Evaluation Category</b>                                      | <b>Scoring<br/>(Maximum<br/>Points Possible)</b> | <b>Project<br/>Score</b> |
|-------------|-----------------------------------------------------------------|--------------------------------------------------|--------------------------|
| 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<br>Projects/ Historic Preservation | 5                                                |                          |
| Criterion 8 | Age of Project<br><i>1 point per year, capped at 5 years</i>    | 5                                                |                          |
|             | Total                                                           | 100                                              |                          |

## SHARED USE NON-MOTORIZED (SUN) TRAIL PROJECT CRITERIA

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

## **Appendix B – Public Outreach Summary and Public Comments**

# Outreach Snapshot



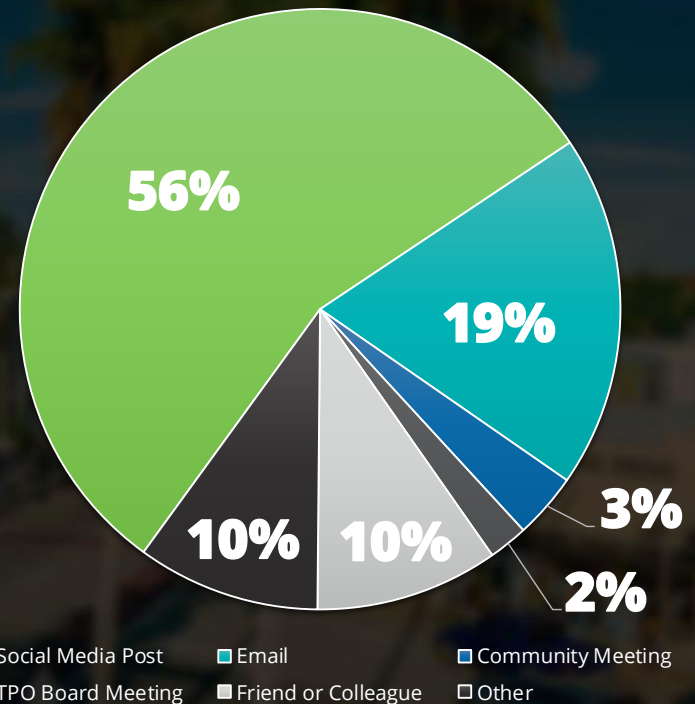
- **Survey & Comment Period**  
**Open April 1 – May 1, 2026**  
*Physical Copies and Digital*
- **Virtual Open House**  
[www.ecrc.org/BAYPriorities](http://www.ecrc.org/BAYPriorities)
- **Interactive Map**  
[www.ecrc.org/TPOPrioritiesMap](http://www.ecrc.org/TPOPrioritiesMap)
- **Public Workshop**  
**Wednesday, April 22, 2026 @ 10:00 a.m.**  
BayWay Transit Administration Building  
*With Option For Virtual Participation*
- **Email Promotion**  
Sent to Media and Interested Parties Subscribers
- **Social Media Geotargeting**

# Survey Snapshot

**142** Surveys Received

**115** Write-In Comments

**43** New Email Subscribers



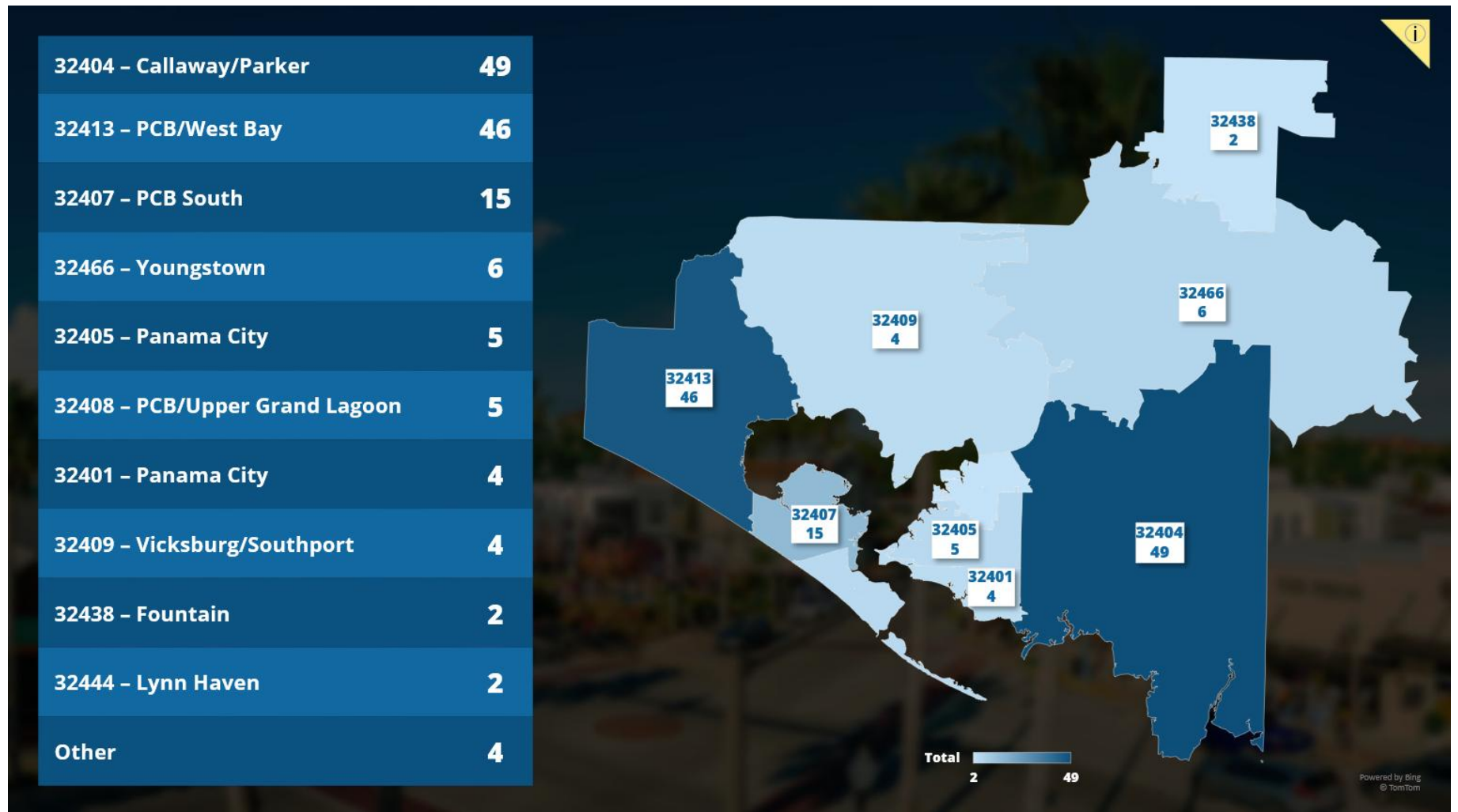
# Thank you!

## Shared On Facebook

- **City of Panama City**
- **Panama City Beach**
- **BayWay Transit**
- **Bay County Council on Aging**
- **The Callaway Citizen**

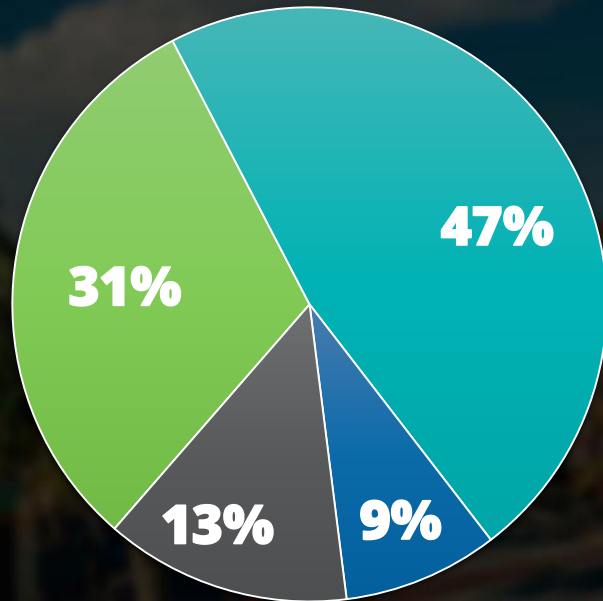
## Displayed Flyer

- **Bay County Library**
- **Bay County Health Department**
- **Children's Advocacy Center**
- **Lynn Haven City Hall**



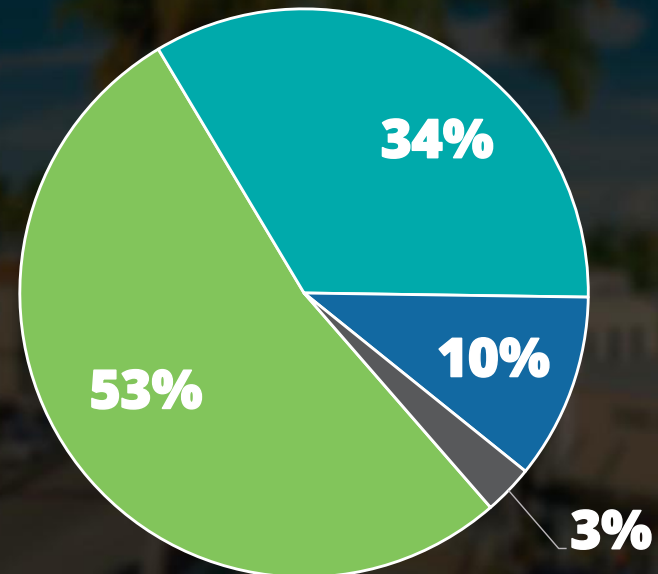
# Daily Experience

WHAT IS YOUR AVERAGE COMMUTE TIME ONE-WAY?



■ 30-45 Minutes      ■ 15-30 Minutes  
■ Over 45 Minutes      ■ Under 15 Minutes

HOW OFTEN DO YOU EXPERIENCE TRAFFIC CONGESTION ON YOUR USUAL ROUTES?



■ Daily      ■ Frequently  
■ Occasionally      ■ Rarely or Never

## What transportation improvements should be prioritized in your area?



## What transportation improvements should be prioritized in your area?





## 115 WROTE IN

- Congestion and construction delays dominate the comments
- Capacity is not keeping pace with growth
- Safety is a major concern
- There is also support for multimodal improvements



# Survey Comments

## US 231

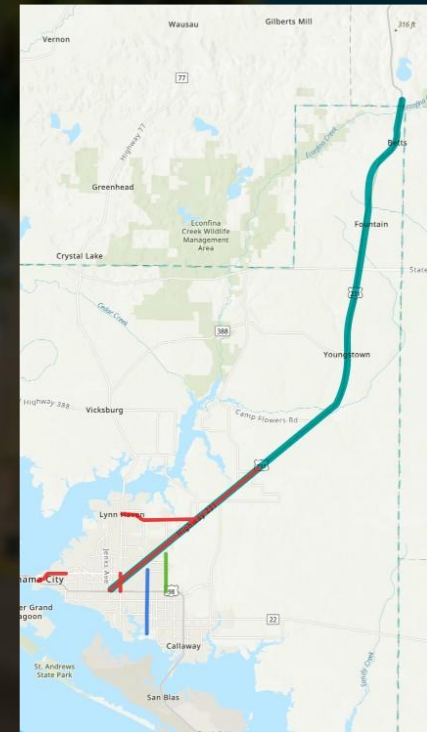
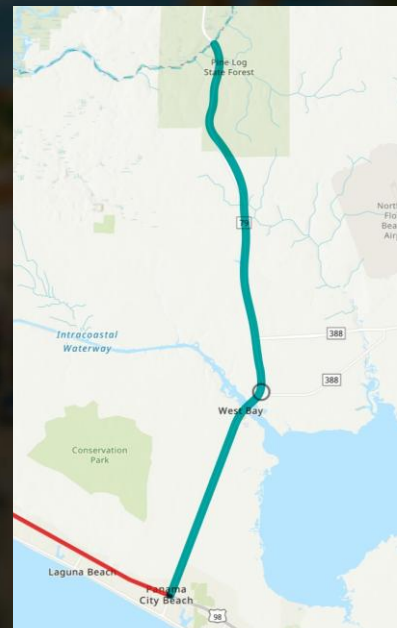
*Approx. 30 Comments*

Heavy congestion, frequent crashes, need for flyovers/limited access, widening, and better north-south alternatives

## HWY 79

*Approx. 15 Comments*

High-crash intersections, especially at West Bay Parkway and SR 388, signal confusion, and tourist traffic

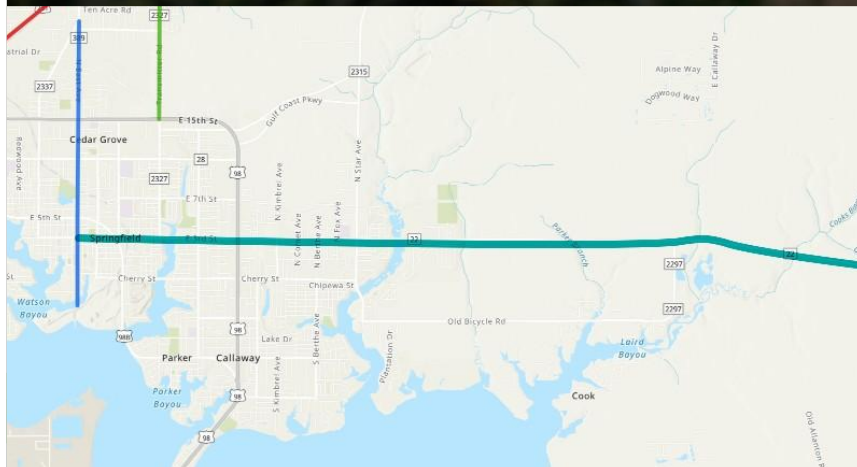


# Survey Comments

## HWY 22

*Approx. 25 Comments*

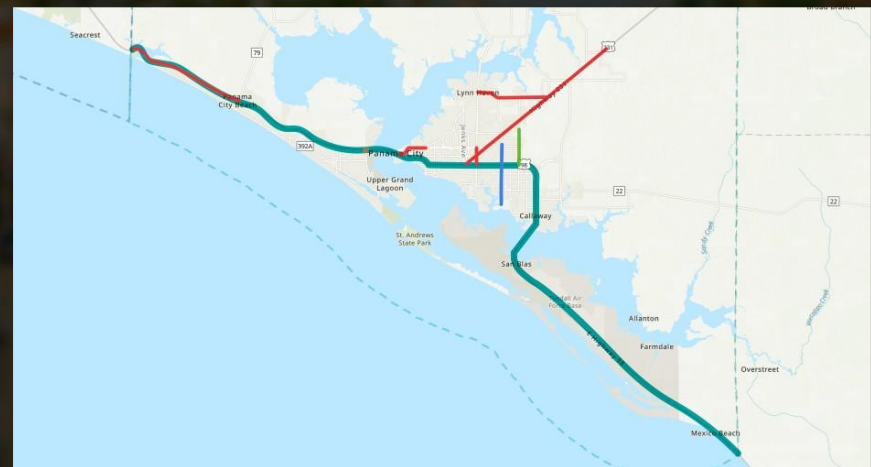
Strong calls for widening to 4 lanes, turn lanes, evacuation capacity, and congestion in Callaway



## HWY 98

*Approx. 20 Comments*

Prolonged construction, traffic backups, short signal timing, bottlenecks near beach corridors



### March 10, 2026 TPO, TCC, CAC Workshop Comments and Responses

1. **Table 1 – Non-Strategic Intermodal System (Non-SIS) Priority 2. SR 22 from US 98 (Tyndall Parkway) to Star Avenue. Where's the funding?**

*This roadway segment is the top ranked Non-SIS Capacity Project and FDOT is exploring various funding alternatives to procure funding for this project.*

2. **Table 1 – Non-SIS Priority 10. Roundabout for Harrison Street at 6<sup>th</sup> Street. Change Harrison Street to Harrison Avenue. Change will be made.**

3. **Table 3 – Transportation System Management (TSM) Project Priorities. It was requested that 23<sup>rd</sup> Street and State Avenue, with an improvement to construct a Westbound Right Turn Lane be included as Priority #6. Change will be made.**

4. **Table 4– Transportation Alternatives (TA). Can projects be added to this table?**

*The TA projects are completed through an application provided by the TPO with the rankings approved by the TPO prior to this workshop. TA application submittals and the subsequent rankings are completed on an annual basis. This year's cycle has been completed. When next year's call for TA projects is announced, that is the time a TA project needs to be submitted. Because of limited funding, the TPO only submits the top three TA projects to FDOT to be considered for TA funding each year.*

5. **Table 4– TA Priority 1. Beulah Avenue from Cherry Street to John B. Gore Park. There was discussion regarding whether Beulah Avenue should be changed to Berthe Avenue.**

*After reviewing the TA application for this project, Beulah Avenue is the correct roadway segment.*

6. **Under public comment, a pedestrian overpass on US 98 and Martin Luther King, Jr. Boulevard was discussed because of safety concerns crossing US 98.**

*This project should be recommended for inclusion in the 2050 Long Range Transportation Plan Needs Plan when the 2050 Long Range Transportation Plan is presented for action by the TPO and Advisory Committees at their May 27, 2026 meetings.*

April 23, 2025 Public Workshop Comments and Responses



## COMMENT CARD

Public input is crucial to the transportation planning process. Please write your comments below as legibly as possible. Your name and contact information are optional. **Thank you!**

**Name:** Karen Custer

**Email:** KarenCuster FL@gmail.com

**Zip Code:** 32404

**Comments:**

Thank you for holding this workshop. I am very concerned about the funding for ROW for SR-22 to Star Avenue, Callaway annexed in 1,098 acres for homes which will increase traffic during rush hour by 1,514 trips for 2,000 homes. Homes could be as close as 10 feet to each other which could allow fires to spread easily. A fire engine or emergency vehicle could not drive on the shoulder to get there. Please move this project to SIS list to increase possibility of funding sooner.



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

**1. Table 1 – What is meant by the funding identified in 2027, 2028, 2029, 2030, and 2031?**

*The funding in 2027, 2028, 2029, 2030, and 2031 reflects the dollar amounts that are funded in the FDOT FY 2027-2031 Work Program for the projects that are identified.*

**2. Table 1 – Non-SIS Priority 2. SR 22 from US 98 (Tyndall Parkway) to Star Avenue. What is the status of the SIS designation request for this segment?**

*FDOT is exploring opportunities to include US 231 to Star Avenue to SR 22 to Tyndall Parkway to Tyndall Air Force Base as a SIS Military Access Connector. If successful, the next versions of the SIS Needs and Cost Feasible Plans may contain the project costs as well as the funding phases for this proposed Military Access Connector.*

**3. Table 4 – Transportation Alternatives (TA) Project Priorities. Do the two TA Project Priorities reflect the TA Priority rankings that were approved by the TPO on February 25, 2026?**

*Yes, the TA Priority rankings reflect the rankings that were approved by the TPO on February 25, 2026.*

## **Appendix C – Resolution Bay 26-08**

## RESOLUTION BAY 26-08

### A RESOLUTION OF THE BAY COUNTY TRANSPORTATION PLANNING ORGANIZATION ADOPTING THE FY 2028-2032 PROJECT PRIORITIES

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**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), through the state of Florida and the Federal Highway Administration (FHWA); and

**WHEREAS**, public outreach occurred on March 10—April 30, 2026, TPO, advisory committee public workshops were held on March 10 and April 22, 2026, and a hybrid public workshop was held on April 22, 2026; and

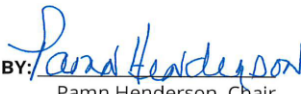
**WHEREAS**, the initial step in the development of the TIP is for the TPO to submit its transportation project priorities for all modes of travel to the Florida Department of Transportation (FDOT) prior to July 1<sup>st</sup>;

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

The TPO adopts the FY 2028 - FY 2032 Project Priorities, with any changes that may have been presented.

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

**BAY COUNTY TRANSPORTATION  
PLANNING ORGANIZATION**

BY:   
Pamn Henderson, Chair

ATTEST: 