

**Transit
Development
Plan (TDP)
2025 Annual Update**

bayway

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1. TDP Annual Progress Checklist

Checklist Item	Page Number
Included any updated modifications to the previous year's 10-Year Operating & Capital Program	19
Extended the current 10-Year Operating & Capital Program to a new tenth year	23
Included tables presented updated 10-year Schedule of Projects, Financial Plan, and List of Priority Projects	22
Presented to the local MPO Board	2
Submitted to FDOT by March 1st or a revised date as agreed by FDOT	3
Documented progress and achievements on coordination efforts with local MPO, including coordination on UPWP, TIP, and Corridor Development Studies	2

2. Introduction

The Annual Progress Report (APR) serves as a yearly assessment of a transit agency's progress towards implementing the recommendations in the major update of the TDP (FY2022-2031). As a result, this update has added a tenth year to the TDP implementation plan to provide a complete roadmap for the next ten years (FY25-34). This APR has been made for Bayway, Bay County's Public Transit System. The following APR covers the 2025 fiscal year and analyzes the current implementation plan. This analysis reviews the current implementation plan and accounts for a new 10th year in the implementation and financial plan. For a new 10th year in the implementation and financial plans.

The APR emphasizes the following:

- Past year's accomplishments compared to the original implementation program,
- Analysis of discrepancies between the plan and its implementation for the past year and steps that will be taken to attain original goals and objectives,
- Any revisions to the implementation program in the past year,
- Added recommendations for the plan,
- Any revisions to the financial plan, and
- A revised list of projects or services needed to meet stated goals and objectives.

3. Service Area Description

Bay County is located on the Gulf of America in Northwest Florida. The county's size (land, and its inland and territorial waters) is around 1,467 square miles. Bay County's urban area is bordered by Gulf County and Calhoun County to the East, Washington County and Jackson County to the North, and Walton County to the West. As of the 2020 census, the county has a population of 175,216 and the Panama City Urbanized Area has 162,060 residents. This is a 3.8% increase from 2010 where the population was recorded at 168,852 residents. Population density for the Panama City Urbanized Area from the 2020 census has increased from 222.6 in 2010 to 231.0 in 2020.

Bay County is made up of seven municipalities: The Cities of Callaway, Lynn Haven, Mexico Beach, Panama City, Panama City Beach, Parker, and Springfield, with Panama City serving as the county seat. The Bay County Transportation Planning Organization (TPO), established in 1981, represents both the county and its municipalities. Bay County is expected to continue growing, following a 1.1% population increase between 2010 and 2020, along with rising population density within the urbanized area.

A. Metropolitan Planning Organization (MPO) Coordination

Bayway maintains a collaborative relationship with the Bay County Transportation Planning Organization (TPO) through updates at each of the TPO meetings and participating in various planning efforts. Bayway's transit initiatives are integrated into regional planning documents such as the Unified Planning Work Program (UPWP), Long Range Transportation Plan (LRTP), Transportation Improvement Program (TIP), and the List of Priority Projects (LoPP). Bayway's CTD ISD Grant has been included in the LoPP, and the agency is expected to play an active role in the upcoming LRTP update process. The Bay County Public Transportation Project Priorities are listed by grant in **Table 12** and identifies initiatives seeking funding in the upcoming year.

The 2025 Transit Development Plan Annual Progress Report will be presented to TPO Board as an information item on November 5th, 2025. This item will provide a summary of Bayway's recent accomplishments and planned projects for the upcoming year. Board members will have the opportunity to review the updated 10-Year Operating and Capital Program and discuss future transit priorities. Following the meeting, the TDP will be submitted to the Florida Department of Transportation (FDOT) in accordance with the established timeline.

B. Bayway Services

Bayway provides approximately 401,229 trips per year with 297 transit stops based on 2024 ridership. Bayway is a fixed-route transit service consisting of seven routes that operate fixed-route service on weekdays and weekends with routes operating from 6:00 a.m. to 8:00 p.m. The majority of routes operate at a one-hour frequency. Bayway includes service on

Sunday which matches the Saturday fixed-route service timetables. The Bayway Sunday Service for FY25 will be operational between March 2nd to November 30th, 2025.

Bayway Flex is an additional service introduced by Bayway. This service began on March 4th, 2024 and has a total ridership of 66,792 and average daily ridership of 131.7 per day as of July 2025. This service acts as an on-demand service that can be scheduled by an app over the phone. This service costs only \$1.50 for each ride. Each ride has a 25-minute flexibility window to account for additional riders. The service currently covers the entirety of Panama City Beach, and Florida Scenic Highway 30A. The service also allows local university students and staff to use the service for free.

Bayway has focused on improving services and options for their residents, such as Bayway on Demand+ Uber, Bayway Flex, and the Token Transit App which allows their users to easily purchase and plan their transit trips in advance with cash free ticket options. Token Transit, Bayway Flex and Bayway on Demand+ Uber had 63,826, 50,873 and 8,136 users respectively. These numbers represent the first 10 months of operation during FY25. Bayway has applied for the CTD ISD Grant for the fourth consecutive year and has a well-established partnership with Uber.

The Bayway on Demand+ Uber service operates Monday through Saturday from 6:00 a.m. to 8:00 p.m., providing door-to-door transportation to and from areas like fellowship centers, the Respite Center, and several medical facilities. This service requires a Transportation Disadvantaged Eligibility Application form currently located on Bayway's website. Applicants must have no other means of transportation including not living within $\frac{3}{4}$ of a mile from a Bayway bus route and be either 60 or older, have an income that falls below current federal poverty guidelines, or have a disability preventing the use of a Bayway serviced bus route.

Listed below and featured in **Figure 1** and **2** shows the current fixed-route public transportation system serving the Panama City urbanized area, with the operations facility located on Wilson Avenue in Panama City. **Figure 3** shows the current operating zone for the Bayway Flex service.

- Route 1 – Lynn Haven to Panama City Mall
- Route 2 – Panama City Mall to Panama City Marina
- Route 3 – Panama City Mall to Callaway Walmart
- Route 4 – Callaway Walmart to Gulf Coast State College/FSU
- Route 5 – Panama City Mall to Gulf Coast State College/FSU
- Route 6 – Panama City Mall to Gulf Coast State College/FSU
- Route 7 – Gulf Coast State College/FSU to Winn Dixie

C. Farebox Recovery Ratio

The farebox recovery ratio for FY2024 was 7.72%, with a total farebox revenue of \$499,002. This includes a breakdown of \$450,974 for fixed-route motor bus services and \$48,028 for demand-responsive services. **Table 1** below shows the farebox income, expenses, and recovery ratio calculations.

Table 1. Farebox Recovery Ratio for FY2024

2024 Farebox Ratio	Farebox Income	Direct Expense	Direct Recovery Ratio	Total Operating Expense	Direct Recovery Ratio	2024 Recovery Ratio
Demand Response	\$48,028	\$2,100,518	2.29%	\$1,954,807	2.46%	1.18%
Motor Bus	\$450,974	\$59,809	754.02%	\$4,509,366	10.00%	9.87%
Total System	\$499,002	\$2,160,327	23.10%	\$6,464,173	7.72%	7.17%

Figure 1 Bayway Weekday Service Map

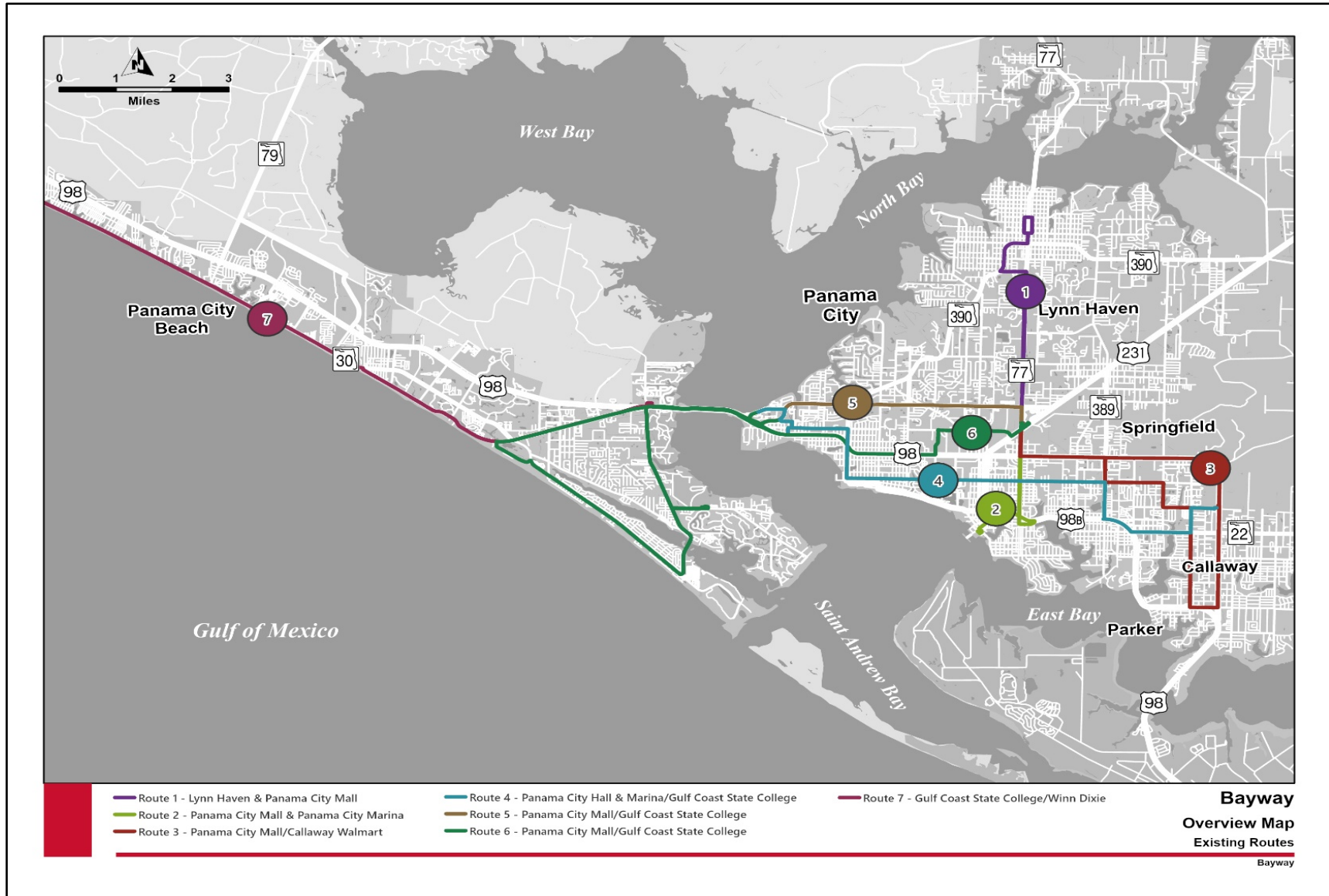


Figure 2 Weekend Service Map

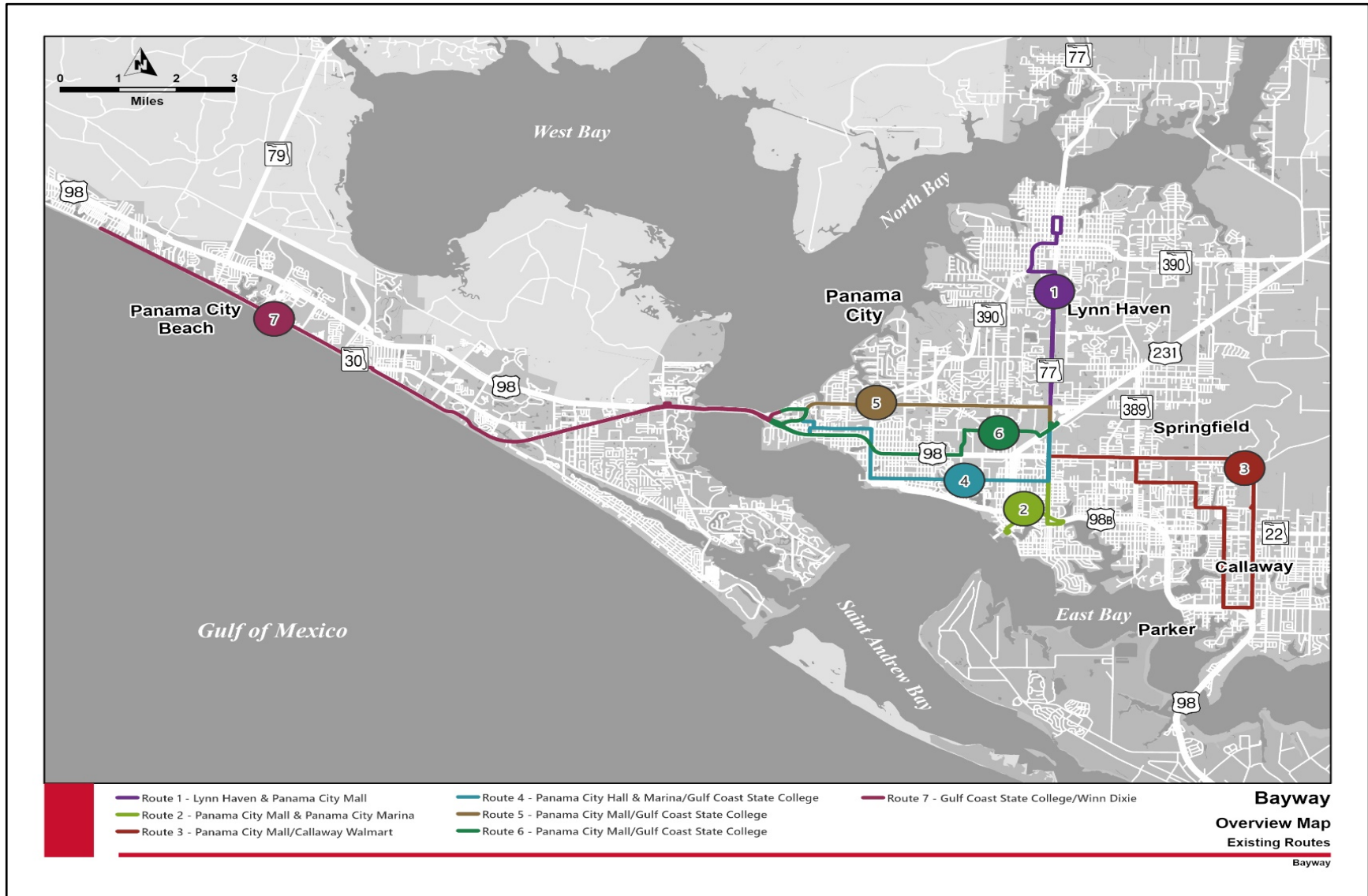
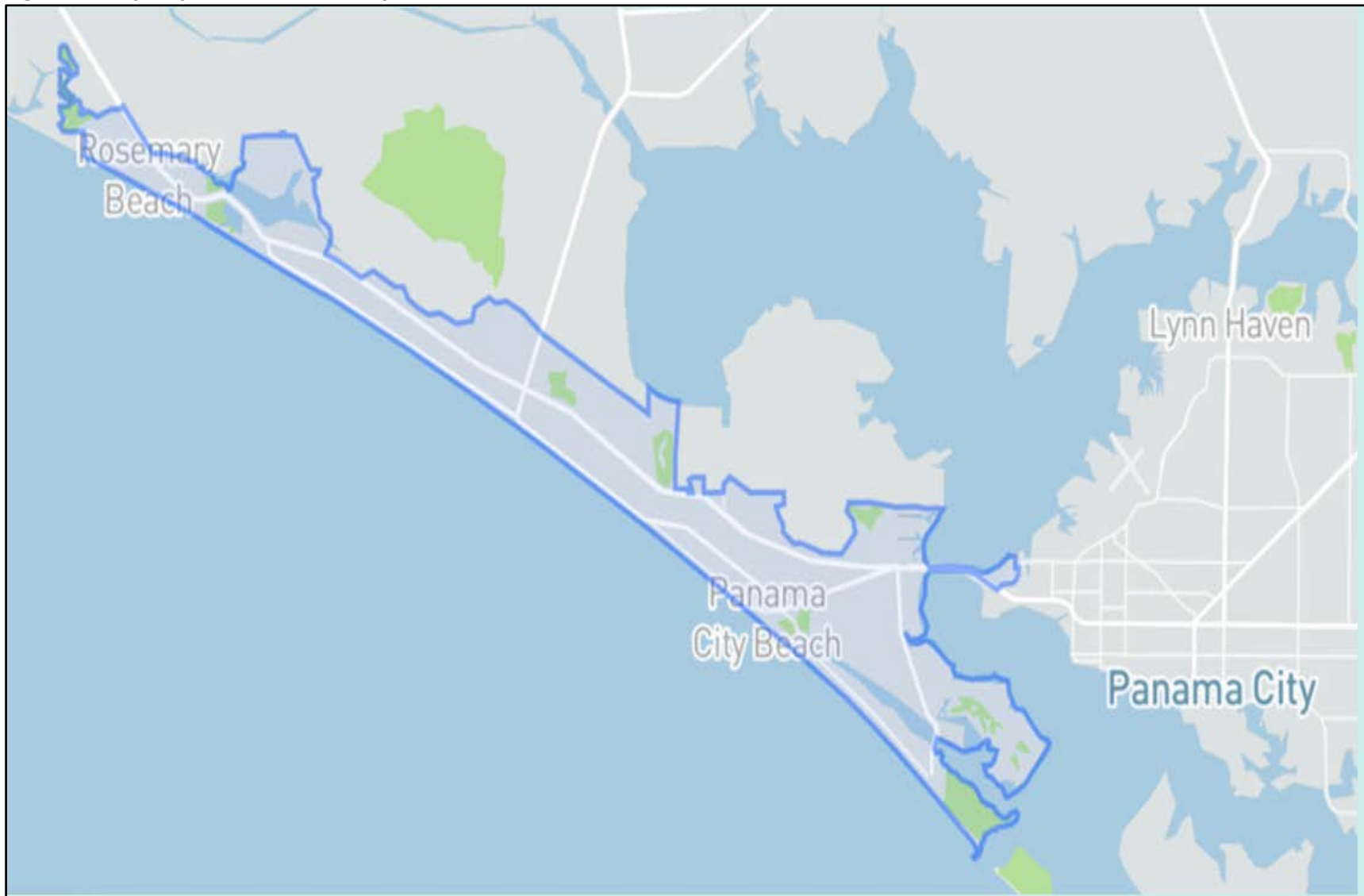


Figure 3 Bayway Flex Service Map



4. Achievements – Goals and Objectives

The following pages highlight accomplishments related to the Goals and Objectives during the reporting year, as the agency strives to make transit the transportation mode of choice for the Panama City – Panama City Beach Urbanized Area.

Table 2. Goal 1 - Ridership

Proposed Objectives	Accomplishments
Goal 1: RIDERSHIP - Improve ridership by ensuring that services are reliable, efficient, and safe/secure for all users.	
Objective 1.1: Enhance service reliability by achieving an on-time performance (OTP) goal of 90% on all routes by 2023.	Since implementation service reliability has increased from 64.2% OTP in 2023 to 67.1% OTP in 2024.
Objective 1.2: Continue to improve infrastructure including benches, shelters, signage, and accessibility to ensure bus stops are compliant with the Americans with Disabilities Act (ADA) by 2026.	100% of the bus stop signs at stops have been changed and are ADA compliant.
Objective 1.3: Completed the Bus Stop Placement and Amenity guide to determine the best location for bus stops and amenities.	Completed.
Objective 1.4: Have a shelter or a bench at 20% of the stops with an emphasis on major destinations, transfer points, high ridership, and/or significant elderly/disabled ridership by 2025.	Ongoing.
Objective 1.5: Review all new developments along Bayway routes to assess if transit infrastructure can be incorporated into the site plans. Implement Micro- Transit from Panama City Beach to Walton County.	The Panama City Beach to 30A transit route has been successfully implemented. Bayway is currently finalizing the launch of two additional micro-transit zones which will take Routes 1 and 2. Bayway has applied for additional grant funds to implement a third micro-transit zone in the Callaway, Parker, and Springfield areas.
Objective 1.6: Further integrate transit service with other transportation modes, including active modes, and ride-sharing options.	Bayway has successfully Bayway On Demand+ Uber. The partnership allows qualified TD riders a choice of utilizing an Uber vehicle or Bayway vehicle to provide the trip in real-time and countywide. As Bayway prepares for the upcoming launch of two additional micro-transit zones, current TD funded rides will begin to be co-mingled with micro-transit rides for better efficiency and use of transit assets.

Table 3. Goal 2 - Customer Service & Community Support

Proposed Objectives	Accomplishments
Goal 2: CUSTOMER SERVICE & COMMUNITY SUPPORT – Improve customer service and increase community support by developing a more robust communications program to support existing outreach strategies.	
Objective 2.1: Develop a marketing strategy to further promote the system and improve communication aimed at both current and future riders through increased digital and paid advertisements.	Complete.
Objective 2.2: Develop monthly media relations outreach to communicate system improvements and future initiatives to the public.	Ongoing.
Objective 2.3: Enhance brand exposure by highlighting community/business partnerships, as appropriate.	Partnerships with Florida State University and Gulf Coast State College have been implemented and are ongoing. The Collegiate School at Florida State University (TCS) has partnered with Bayway to implement a student ridership program for high school students who need transportation assistance to get to and from their school. Gulf Coast State College has partnered with Bayway to expand their student ridership program to now also include members of their staff. Bayway continues to partner with the Bay County Chamber of Commerce's Junior Leadership Program to provide free transportation for their participants to visit local business monthly. Bayway Day continues to partner with GCSC, FSU PC, and Bayway to host "Bayway Day" a fun event dedicated to celebrating the community and increasing awareness of public transit. This year, Bayway launched the "Music on the Move" summer concert series, along with local businesses that showcase musicians. The event aims to provide a more accessible way to discover new restaurants and musicians throughout Bay County.
Objective 2.4: Build a reputation for courteous and accommodative service across all the agency	Google rating increased from 3.9 to 4.1 stars. Ongoing.

operations. Evaluate it through conducting annual or biannual customer satisfaction surveys.	
Objective 2.5: Conduct periodic “lunch and learns” with different groups (Chamber of Commerce, realtors, etc.) to reinforce the value of transit and generate support.	Bayway has partnered with the Bay County Board of County Commissioners to participate in the Bay County Citizen’s Academy. The Bay County Citizens Academy is an informative series of classes about the many services provided by the Bay County Board of County Commissioners. Bayway has partnered with the Bay County Chamber of Commerce to participate in Bay County Leadership Bay. Leadership Bay provides leadership programs that are designed to cultivate informed, engaged, and forward-thinking individuals who are committed to strengthening Bay County.
Objective 2.6: Increase the number of people visiting the Bayway website and utilizing the trip planner tool.	Ongoing. Bayway’s website traffic continues to grow, with 49,305 sessions in 2024, a 56% increase. Organic search remains the top traffic source with 28,695 sessions, and mobile users make up 55% of total visitors. Top visited pages include the homepage, system map, and bus tracker. Year-over-year page views are up 36.5%, showing strong engagement with Bayway’s trip planning tools and transit resources.

Table 4. Goal 3 - Expanding the System

Proposed Objectives	Accomplishments
Goal 3: EXPANDING THE SYSTEM - Enhance the transit system by maximizing community benefits through increased mobility options and service equity.	
Objective 3.1: Implement more frequent service on corridors that have high existing ridership or high population and/or employment densities.	No Changes. Route 5 Frequency Improvements Planned for 2026 Route 7 Frequency Improvements Planned for 2031
Objective 3.2: Identify opportunities to provide new service/routes to key destinations and areas in the community not currently served by Bayway.	Uber partnership has been successful with over 21,673 rides from the service. Bayway has been awarded a new CTD ISD Grant for the current year in the amount of \$750,000. Bayway has again applied for the FDOT SD Grant to extend the micro-transit project throughout Bay County. Bayway has currently been approved for funding through FY2026.
Objective 3.3: Enhance connectivity and transfer opportunities by identifying locations for new transfer station(s).	Ongoing.
Objective 3.4: Extend services to concentrations of low-income households, zero-auto households, elderly, youth, and persons with disabilities.	The On Demand+ Uber service provides same-day rides for low-income households, seniors, people with disabilities, and others without transportation in Bay County.
Objective 3.5: Provide regional connections to facilitate movement to the surrounding counties.	Ongoing. The Bayway Flex operating zone connects Panama City Beach and Walton County.

Table 5. Goal 4 - Partnerships

Proposed Objectives	Accomplishments
Goal 4: PARTNERSHIPS - Continue to seek new and expand existing partnerships to support transit ridership growth.	
Objective 4.1: Engage the tourism industry by partnering with the Panama City Beach/Panama City Convention & Visitors Bureau and developing marketing strategies to share the transit program and service information.	Bayway partnered with the Panama City Beach Convention and Visitors Bureau to fund Sunday service for hospitality workers and tourists, aligning it with existing Saturday service. Funding is scheduled through the last Sunday of November. Although the Tourist Development Council (TDC) declined to extend funding beyond the initial two years, the program's success led the TPO to approve its indefinite continuation, supported by increased local contributions.
Objective 4.2: Partner with the local schools, facilities, and other educational institutions to inform the faculty and students about the system and its viability as an alternative commuting option.	Entered a partnership with Florida State University – Panama City Campus – in Fall 2021. An additional partnership with Gulf Coast State College provides student and employee transportation. The Collegiate School at Florida State University has partnered with Bayway to implement a student ridership program for those high school students need transportation assistance to get to and from their school.
Objective 4.3: Continue to develop partnerships with local and regional government agencies to integrate public transit needs into the land use planning and development process by pursuing the development of transit-friendly land use policies, regulations, and land development criteria.	Ongoing. Bayway is participating with FDOT, CUTR and other transit agencies to create a white paper on the uses of micro-mobility in Florida. As micro-mobility becomes more popular, FDOT wants to begin preparing for future growth and placement of funding.
Objective 4.4: Continue to work with FDOT to integrate public transit needs into the development process by coordinating with roadway improvement projects to ensure that transit-friendly infrastructure is appropriately considered and incorporated.	Ongoing. Bayway recently made a presentation to the Long-Range Transportation Planning Steering Committee (LRTP) in an effort to generate additional funding for public transportation now and in the future.

Table 6. Goal 5 - Technology/Services

Proposed Objectives	Accomplishments
Goal 5: TECHNOLOGY/SERVICES - Identify opportunities to pursue and implement transit technology options where needed.	
Objective 5.1: Increase the use of Intelligent Transportation Systems (ITS) technologies where appropriate to improve system reliability and accessibility.	Recent and ongoing upgrades include the installation of automatic passenger counters (APCs) on all fixed-route buses starting this fall, real-time GTFS tracking, pass purchases via the Token Transit app, and near-complete development of a white-label micro-transit app in partnership with Spare. In preparation for further improvements, Bayway is implementing Passio onboard mobile data terminals (MDTs) on the fixed-route system buses. Beginning October 1, 2025 GTFS management will transition and rider alerts will go from Trillium to Passio. Simultaneously, real-time predictions, on-time performance monitoring, interactive maps, and APC data currently managed through Swiftly will also be transferred to Passio. This consolidation will allow us to streamline GTFS real-time data, AVL, GPS, APCs, and annunciation services through a single vendor, improving operational efficiency and enhancing the rider experience.
Objective 5.2: Explore the viability of mobile fare systems to improve boarding efficiency by 2025.	Completed. Bayway has continued to expand our partnership with Token Transit to now offer "Send a Pass". The new program allows people for all over to buy and send passes to riders without having to come into a transit center. Bayway has also opened up the "Send a Pass" program up to local health organizations interested in providing their clients with access to public transportation for the purposes of making their medical and health appointments. Bayway has partnered with the Salvation Army to provide public transportation to victims of domestic violence who reside in their DV shelter. Clients are able to schedule their rides using the Bayway On Demand+ Uber service

	and their trips are paid for by the Salvation Army on a monthly basis.
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Table 7. Goal 6 - Safety & Efficiency

Proposed Objectives	Accomplishments
Goal 6: SAFETY & EFFICIENCY - Implement performance target measures to maintain a state of good repair of the transit system by increasing safety and efficiency.	
Objective 6.1: Implement and maintain performance measures for revenue vehicles age useful life benchmark and mileage useful life benchmark.	Ongoing. Most revenue service vehicles, service vehicles, and maintenance vehicles are within their useful life. Vehicles outside of useful life are being removed from service and sold as surplus.
Objective 6.2: Implement and maintain a performance measure for non-revenue vehicles.	Ongoing
Objective 6.3: Implement and maintain a performance measure for facilities.	Ongoing

5. Plan Implementation, Discrepancies, and Looking Forward

Bayway continues to make steady progress toward implementing the initiatives outlined in the original Transit Development Plan. While several projects have been successfully launched or are nearing completion, others have experienced delays due to shifting priorities, resource constraints, or evolving community needs. As Bayway looks ahead, continued focus will be placed on aligning service improvements with rider demand, advancing technology integration, and adapting plans to ensure long-term system efficiency and sustainability. There are no new recommendations for the 10th year.

6. Implementation Program Revisions

Table 8. TDP Implementation Timeline Revisions

TDP Improvement	2022 TDP Implementation Year	Revision 2023	Revision 2024	Revision 2025
Maintain Existing System	2022	On-going; No Change	No Change	No Change
Spare Buses	2022	Implemented and Ongoing	No Change	No Change
Marketing Campaign	2022	Implemented and Ongoing	No Change	No Change
Transfer Center Relocation	2023	Moved to 2026	No Change	Moved to 2029
Route 5 Frequency Improvement	2024	Moved to 2026; No Change	No Change	No Change
Converting Routes 1 and 2 to Bayway Flex	2024		New Consideration	Moved to 2025
Specialized Beach Micromobility Service	2024	No Change	No Change	Cancelled
Bay County/St. Joe Partnership (Service to Walton County)	2024	Ongoing; No Change	30A has been implemented.	No Change
Saturday to match Weekday	2025	No Change	No Change	Cancelled
Route 7 Frequency Improvement	2026	No Change	No Change	Moved to 2031
Extended Weekday Hours	2027	No Change	No Change	Moved to 2028
Micromobility Hubs/ New Micro-Transit Zones in Callaway, Parker, and Springfield	2027	No Change	No Change	Moved to 2028
Premium Transit on Front Beach Road	2030	No Change	No Change	Cancelled
Service to Tyndall AFB	2031	No Change	No Change	Cancelled
Service to Airport	2031	No Change	No Change	Cancelled

A. Cancelled Projects

Saturday Service Match Weekday

On Saturdays, Bayway is currently operating at two-hour frequencies. This adversely affects those who use the fixed-route system during atypical hours. The proposal to align Saturday service frequencies with weekday levels is now planned a year out from its original implementation year.

Specialized Beach Micro-Mobility Service/Premium Transit on Front Beach Road

As Identified in the Emerald Coast Regional Council (ECRC) Long-Range Transportation Plan (LRTP) and supported by the high congestion along Front Beach Road, there was a need to add premium transit to Front Beach Road. The project would only serve the Front Beach Road corridor on an express route schedule operating every 30 minutes throughout the week excluding Sundays. The project would also connect Bus stops which were on the Back Beach Road to beach access points and connect to the businesses along Front Beach Road. The project was cancelled due to changes in local priorities.

Service to Tyndall

Tyndall Air Force Base was identified by stakeholders as a priority for fixed-route expansion. The proposed service would roll out in two phases: Phase one would connect Routes 3 and 4 near East 7th Street and serve residential areas up to the Tyndall bridge via Highway 98; Phase two would extend service over the bridge to the base's Visitor Center. Routes would run hourly on weekdays and every two hours on weekends. The project will be re-evaluated during the next major update.

Service to the Airport

New Service to the Airport would include a two-hour frequency with two routes that alternate on the hour. The first route would run at the top of the hour from Gulf Coast State College to the Airport along Highway 98; the second would run from the Airport to the Panama City Mall. The airport service will be re-evaluated during the next major update.

B. Unchanged Projects

Increase Frequency on Route 5

Route 5 travels east-west between Panama City Mall and Gulf Coast Community College on 23rd Street. More frequent buses on this busier route would mean shorter headways for riders.

Transfer Center Relocation

The FDOT has plans to construct a flyover that will displace the existing Bayway Panama City Mall Transfer Center. This location is currently a connection point for five routes. It is recommended to seek out FDOT assistance to acquire new land and build a new transfer center. Due to scheduling adjustments, implementation of this project has been postponed to a later date.

Converting Routes 1 and 2 to Bayway Flex

There has been consideration given to convert Routes 1 and 2 over to Bayway Flex service, which operates throughout the Panama City Beach area. Bayway Flex launched on March 4th, 2024, and has had a total ridership of 66,792 as of July 31st, 2025. Average daily ridership for the service is 131.7 per day. While the eventual goal is to transition routes 1 and 2 to this flexible service model, implementation has not yet occurred. This initiative is now scheduled to launch October 2025.

Bay County/ St. Joe Partnership (Service to Walton County)

The Bayway FLEX zone provides service throughout Panama City Beach and along 30A in Walton County, operating daily from 6:00 a.m. to 8:00 p.m. Although the project did not receive financial support from St. Joe, Bayway, in partnership with FDOT, recognized the value of this service and made the decision to move forward. To strengthen long-term sustainability, the funding match requirement was adjusted from a 50/50 share to an 80/20 split.

Increase Frequency on Route 7

Route 7 is a northwest-southeast route running from Gulf Coast State College and providing service along Front Beach Road in Panama City Beach. This route serves shopping centers, resorts, and the Panama City Beach Government Complex. The implementation of this project has been deferred to a later phase of the schedule due to lack of funding.

Extend Weekday Hours of Operation

This planned weekday route hour extension aims to improve service for those relying on public transportation outside of traditional business hours. This project was revised and has been pushed back on the implementation schedule.

Micromobility Hubs/ New Micro-Transit Zones in Callaway, Parker, and Springfield

Micro transit is a growing trend in the state of Florida, with many agencies piloting micromobility hubs or zones in densely populated areas. This project would provide on-demand transit within a two-mile radius of three key locations in Bay County. The estimated cost will be shown in **Table 10**. This project also involves the establishment of new micro-transit zones serving the communities of Callaway, Parker, and Springfield. The initiative aims to enhance localized transportation options by providing flexible, on-demand transit services that better connect residents to key destinations within these areas. Funding support has been pursued through a Service Development grant, which has been recommended for approval by FDOT District 3. This project complements existing transit services and supports regional mobility goals by improving accessibility and reducing reliance on traditional fixed-route buses. The project is being pushed out to 2028 to allow for additional time to plan and design the proposed service.

C. New Projects

No new projects.

D. Revised 10-Year Implementation Program

Table 9. Revised TDP Implementation Plan

TDP Improvement	Implementation Plan
Spare Buses	2023
Marketing Campaign	2023
Bay County (Service to Walton County)	2024
Maintain Existing System	2025
Converting Routes 1 and 2 to Bayway Flex	2025
Route 5 Frequency Improvement	2026
Extended Weekday Hours	2028
Micromobility Hubs/ New Micro-Transit Zones in Callaway, Parker, and Springfield	2028
Transfer Center Relocation	2029
Route 7 Frequency Improvement	2031

7. 10-Year Financial Plan

Table 10. 10-Year Cost Summary

Alternatives	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	Total
Maintain Existing Service	\$4,986,977	\$5,143,025	\$5,188,451	\$5,725,734	\$5,900,003	\$5,506,026	\$5,595,326	\$6,261,131	\$6,321,673	\$5,959,899	\$56,588,243
Route #5 Increase Frequency	\$-	\$442,899	\$460,172	\$478,119	\$496,765	\$516,139	\$536,269	\$557,183	\$578,913	\$601,491	\$4,667,949
Route #5 Increase Frequency MR Buses - Route Improvements	\$408,510	\$442,899	\$-	\$-	\$-	\$-	\$-	\$-	\$-	\$-	\$851,409
Route #7 Increase Frequency	\$-	\$-	\$-	\$-	\$-	\$-	\$802,764	\$834,072	\$866,601	\$900,398	\$3,403,836
Route #7 Increase Frequency MR Buses - Route Improvements	\$-	\$-	\$-	\$-	\$-	\$451,028	\$-	\$-	\$-	\$-	\$451,028
Sunday Service	\$122,736	\$125,322	\$137,664	\$143,033	\$148,611	\$154,407	\$160,429	\$166,685	\$173,186	\$179,940	\$1,512,013
Sunday Service ADA	\$30,684	\$31,331	\$34,416	\$35,758	\$37,153	\$37,153	\$37,153	\$37,153	\$37,153	\$37,153	\$355,105
Bayway Flex Expansion (Routes 1-2)	\$874,855	\$908,974	\$944,424	\$981,256	\$1,019,525	\$1,059,287	\$1,100,599	\$1,143,523	\$1,188,120	\$1,234,457	\$10,455,020
New Micro Transit Zones in Callaway, Parker, and Springfield	\$-	\$-	\$1,433,820	\$1,494,475	\$1,541,789	\$1,591,126	\$1,642,043	\$1,694,588	\$1,748,815	\$1,804,777	\$12,951,433
New Micro-mobility hubs	\$-	\$-	\$689,211	\$-	\$-	\$-	\$-	\$-	\$-	\$-	\$689,211
Route Savings (Route 3, 4, 5, & 6 realignment)	\$-	\$-	\$358,455	\$373,619	\$385,747	\$398,091	\$410,830	\$423,977	\$437,544	\$451,545	\$3,239,809
Bayway Flex (Highway 30A)	\$829,701	\$862,059	\$895,679	\$930,611	\$966,904	\$1,004,614	\$1,043,794	\$1,084,502	\$1,126,797	\$1,170,742	\$9,915,402
Extend Weekday Hours of Operation	\$-	\$-	\$-	\$354,297	\$368,115	\$382,472	\$397,388	\$412,886	\$428,989	\$445,719	\$2,789,866
Transfer Center	\$-	\$-	\$-	\$-	\$3,943,805	\$-	\$-	\$-	\$-	\$-	\$3,943,805
Expand Marketing/Awareness Campaign	\$22,082	\$22,523	\$22,974	\$23,433	\$23,902	\$24,380	\$24,380	\$25,365	\$25,872	\$26,390	\$241,300
TOTAL EXPENSES	\$7,275,545	\$7,979,032	\$10,165,266	\$10,540,335	\$14,832,319	\$11,124,723	\$11,750,975	\$12,641,065	\$12,933,663	\$12,812,511	\$112,055,429

Table 11. Revenue and Unfunded Needs Summary

Anticipated Revenue Sources	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	Total
Federal											
FTA 5307	\$2,734,856	\$2,841,515	\$2,952,334	\$3,067,475	\$3,187,107	\$3,311,404	\$3,440,549	\$3,574,730	\$3,714,144	\$3,858,996	\$32,683,109
FTA 5340 Growing States	\$247,207	\$256,848	\$266,865	\$277,273	\$288,087	\$299,322	\$310,995	\$323,124	\$335,726	\$348,819	\$2,954,267
FTA 5310	\$166,815	\$166,815	\$166,815	\$166,815	\$166,815	\$166,815	\$166,815	\$166,815	\$166,815	\$166,815	\$1,668,150
FTA 5339	\$216,995	\$225,458	\$234,251	\$243,386	\$252,879	\$262,741	\$272,988	\$283,634	\$294,696	\$306,189	\$2,593,216
FTA 5311	\$400,000	\$400,000	\$400,000	\$400,000	\$400,000	\$400,000	\$400,000	\$400,000	\$400,000	\$400,000	\$4,000,000
FTA 5340 High Density	\$438,527	\$455,630	\$473,399	\$491,862	\$511,044	\$530,975	\$551,683	\$573,199	\$595,553	\$618,780	\$5,240,652
State											
FDOT Urban Corridor	\$230,000	\$238,970	\$248,290	\$257,973	\$268,034	\$278,487	\$289,348	\$300,633	\$312,358	\$324,540	\$2,748,633
State Block Grant	\$507,207	\$526,988	\$547,541	\$568,895	\$591,082	\$614,134	\$638,085	\$662,970	\$688,826	\$715,690	\$6,061,418
FDOT Serv Dev - Incr. Freq.	\$408,510	\$250,000	\$750,000	\$250,000	\$-	\$-	\$250,000	\$250,000	\$250,000	\$-	\$2,408,510
FDOT Serv Dev - New Route	\$-	\$-	\$515,249	\$515,249	\$515,249	\$-	\$-	\$-	\$45,000	\$38,000	\$1,628,746
FDOT Serv Dev - Extend Hours	\$-	\$-	\$95,000	\$95,000	\$475,000	\$760,000	\$1,330,000	\$-	\$-	\$-	\$2,755,000
Local											
Bay County Local Contribution	\$70,000	\$70,000	\$70,000	\$70,000	\$70,000	\$70,000	\$70,000	\$70,000	\$70,000	\$70,000	\$700,000
Panama City Local Contribution	\$45,500	\$45,500	\$45,500	\$45,500	\$45,500	\$45,500	\$45,500	\$45,500	\$45,500	\$45,500	\$455,000
Lynn Haven Local Contribution	\$15,500	\$15,500	\$15,500	\$15,500	\$15,500	\$15,500	\$15,500	\$15,500	\$15,500	\$15,500	\$155,000
Callaway Local Contribution	\$15,500	\$15,500	\$15,500	\$15,500	\$15,500	\$15,500	\$15,500	\$15,500	\$15,500	\$15,500	\$155,000
Parker Local Contribution	\$8,972	\$8,972	\$8,972	\$8,972	\$8,972	\$8,972	\$8,972	\$8,972	\$8,972	\$8,972	\$89,720
Springfield Local Contribution	\$5,000	\$5,000	\$5,000	\$5,000	\$5,000	\$5,000	\$5,000	\$5,000	\$5,000	\$5,000	\$50,000
TD Commission	\$447,554	\$470,000	\$470,000	\$470,000	\$470,000	\$470,000	\$470,000	\$470,000	\$470,000	\$470,000	\$4,677,554
Route Savings (Routes 3, 4, 5, & 6 realignment)	\$-	\$-	\$358,455	\$373,619	\$385,747	\$398,091	\$410,830	\$423,977	\$437,544	\$451,545	\$3,239,809

Advertising Revenue	\$89,000	\$89,000	\$89,000	\$89,000	\$89,000	\$89,000	\$89,000	\$89,000	\$89,000	\$89,000	\$890,000
Broker	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$500,000
FSU / GSC Revenue	\$25,000	\$25,000	\$25,000	\$25,000	\$25,000	\$25,000	\$25,000	\$25,000	\$25,000	\$25,000	\$250,000
Farebox Revenue	\$393,686	\$409,040	\$424,992	\$441,567	\$458,788	\$476,681	\$495,271	\$514,587	\$534,656	\$555,507	\$4,704,776
Farebox Revenue Increase	\$69,962	\$72,391	\$175,393	\$224,777	\$185,098	\$186,858	\$267,926	\$275,329	\$320,164	\$305,682	\$2,083,582
Private Contributions	\$189,000	\$189,000	\$189,000	\$189,000	\$189,000	\$189,000	\$189,000	\$189,000	\$189,000	\$189,000	\$1,890,000
Cash Balance	\$600,000	\$-	\$-	\$-	\$-	\$-	\$-	\$-	\$-	\$-	\$600,000
TOTAL REVENUE	\$7,374,791	\$6,827,127	\$8,592,056	\$8,357,363	\$8,668,402	\$8,668,980	\$9,807,962	\$8,732,470	\$9,078,954	\$9,074,035	\$85,182,142
TOTAL COST	\$7,275,545	\$7,979,032	\$10,165,266	\$10,540,335	\$14,832,319	\$11,124,723	\$11,750,975	\$12,641,065	\$12,933,663	\$12,812,511	\$112,055,429
TOTAL UNFUNDED NEEDS	\$99,246	\$(1,151,905)	\$(1,573,210)	\$(2,182,972)	\$(6,163,917)	\$(2,455,743)	\$(1,943,013)	\$(3,908,595)	\$(3,854,709)	\$(3,738,476)	\$(26,873,287)

Table 12. FY2027 – 2031 Bay County List of Priority Projects by Grant

FDOT Item Segment#	FDOT Item Segment#	FDOT Item Segment#	FDOT Item Segment#	FDOT Item Segment#	FDOT Item Segment#	FDOT Item Segment#	FDOT Item Segment#	FDOT Item Segment#
NA	TD – Bay Trip & Equip Local Funds	90% 10%	Paratransit Services - Provide non-sponsored trips to transportation disadvantaged	\$524,362 \$58,262	\$524,362 \$58,262	\$524,362 \$58,262	\$524,362 \$58,262	\$524,362 \$58,262
NA	TD – Bay Planning	100%	For Planning agency to provide transportation planning related service	\$26,232	\$26,232	\$26,232	\$26,232	\$26,232
NA	FTA 5305 Toll Revenue Credit	80% 20%	Bay County TPO Planning grant funds	\$85,845 \$21,461	\$85,845 \$21,461	\$85,845 \$21,461	\$85,845 \$21,461	\$85,845 \$21,461
422248-3	FTA 5307 Toll Revenue Credit	80% 20%	Capital - prev. maintenance, replacement vehicles, expansion, vehicles, signage, shelters, transit centers, misc. equip, security and training	\$1,325,000 \$331,250	\$1,325,000 \$331,250	\$1,325,000 \$331,250	\$1,325,000 \$331,250	\$1,325,000 \$331,250
428209-1	FTA 5307 Flex Toll Revenue Credit	80% 20%	Capital - prev. maintenance, replacement vehicles, expansion, vehicles, signage, shelters, transit centers, misc. equip, security and training	\$350,000 \$87,500	\$350,000 \$87,500	\$350,000 \$87,500	\$350,000 \$87,500	\$350,000 \$87,500
422247-3	FTA 5307 Local Funds	50% 50%	Operating Assistance (Operating costs for equipment and facilities & JARC projects)	\$1,000,000 \$1,000,000	\$1,000,000 \$1,000,000	\$1,000,000 \$1,000,000	\$1,000,000 \$1,000,000	\$1,000,000 \$1,000,000
414281-2	FTA 5339 Toll Revenue Credits	80% 20%	Capital - bus and bus related facilities	\$425,546 \$106,381	\$425,546 \$106,381	\$425,546 \$106,381	\$425,546 \$106,381	\$425,546 \$106,381
433509-1	FTA 5310 State Local	80% 10% 10%	Capital - Enhanced Mobility of Seniors and Individuals with Disabilities	\$166,815 \$20,852 \$20,852	\$166,815 \$20,852 \$20,852	\$166,815 \$20,852 \$20,852	\$166,815 \$20,852 \$20,852	\$166,815 \$20,852 \$20,852
433509-2	FTA 5310 Local	50% 50%	Operating - Enhanced Mobility of Seniors and Individuals with Disabilities	\$100,000 \$100,000	\$100,000 \$100,000	\$100,000 \$100,000	\$100,000 \$100,000	\$100,000 \$100,000
422246-1	FDOT Block Grant Local Funds	50% 50%	Operating Assistance - Block Grant	\$620,861 \$620,861	\$639,488 \$639,488	\$658,717 \$658,717	\$658,717 \$658,717	\$658,717 \$658,717
421367-5	FDOT 5311 Local Funds	50% 50%	Operating-Rural Assistance	\$295,000 \$295,000	\$310,000 \$310,000	\$325,000 \$325,000	\$325,000 \$325,000	\$325,000 \$325,000
422249-1	FDOT	100%	Urban Corridor	\$270,000	\$270,000	\$270,000	\$270,000	\$270,000