









2045 BAY COUNTY TRANSPORTATION PLANNING ORGANIZATION

EMERALD COAST REGIONAL COUNCIL

Long Range Transportation Plan Update
June 2021 (Published September 2021)

Bay County Transportation Planning Organization

Florida Department of Transportation (FDOT), District Three

This report was financed in part by the U.S. Department of Transportation, Federal Highway Administration, the Florida Department of Transportation, and local participating governments, in partial fulfillment of Task C.2 of the FY 2019-2020. Unified Planning Work Program (UPWP). This document does not necessarily reflect the official views or policies of the U.S. Department of Transportation.

Prepared by:

Emerald Coast Regional Council (ECRC)
Staff to the Bay TPO and
HDR Engineering,
General Planning Consultant (GPC)

2045

Bay County

Transportation Planning Organization

LONG RANGE TRANSPORTATION PLAN UPDATE

Bay County Transportation Planning Organization (TPO), and the
Florida Department of Transportation (FDOT), District Three

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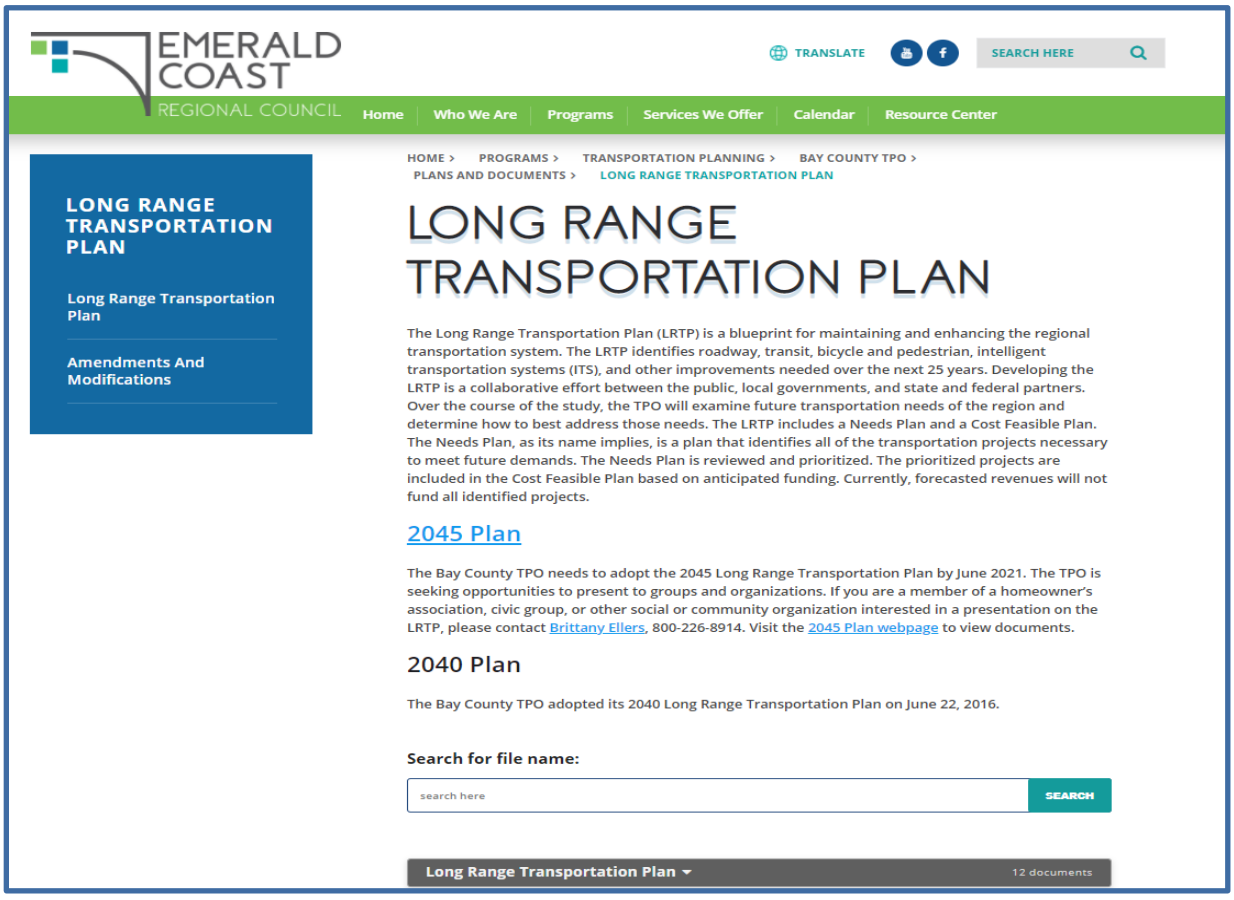
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Supporting Documents

The following technical reports and support documents are published on the ECRC web page:
https://www.ecrc.org/programs/transportation_planning/bay_county_tpo/plans_and_documents/long_range_transportation_plan/index.php

- Scope of Services (July 24, 2019)
- Public Participation Plan (July 24, 2019)
- Goals and Objectives (February 5, 2020)
- Financial Resources (May 27, 2020)
- Evaluation Criteria (May 27, 2020)
- Congestion Management Process (September 23, 2020)
- Needs Plan (January 27, 2021)
- Cost Feasible Plan (June 16, 2021)
- Systems Performance Report (April 2021)
- Northwest Florida Regional Transportation Plan Validation Report



ECRC Bay TPO Long Range Transportation Plan (LRTP) web page.

Abbreviations

A
AADT - Annual Average Daily Traffic
ACES - Automated, Connected, Electric, and Shared-Use Vehicles
ACS – American Community Survey
ADA – Americans with Disabilities Act
AFB – Air Force Base
ATMS – Advanced Traffic Management System
AV – Automated Vehicle

B
BTT - Bay Town Trolley
BAT - Bay Area Transportation
BEBR - Bureau of Economic and Business Research

C
3-C – Continuing, Comprehensive and Cooperative
CAC – Citizens Advisory Committee
CFR – Code of Federal Regulations
CR – County Road
CST – Construction
CEI – Construction Engineering Inspection
CTC - Community Transportation Coordinator
CV – Connected Vehicle

D
DB or DSB – Design - Build
DCFC – Direct Current Fast Charging
DOT – Department of Transportation

E
ECRC – Emerald Coast Regional Council
EJ – Environmental Justice
EST – Environmental Screening Tool
ETAT – Environmental Technical Advisory Team
ETDM – Efficient Transportation Decision Making
ENV – Environmental
EV – Electric Vehicle

F
FAST Act – Fixing America's Surface Transportation Act
FDACS – FL Department of Agriculture and Consumer Services
FDEP – FL Department of Environmental Protection
FDOT – FL Department of Transportation
FHWA – Federal Highway Administration
FL – Florida
FTA – Federal Transit Administration
FTP – FL Transportation Plan
FY – Fiscal Year

G
GARVEE – Grant Anticipation Revenue Vehicle

H
HSIP – Highway Safety Improvement Program

I
ITS – Intelligent Transportation System

L
LRTP – Long-Range Transportation Plan

M
MaaS – Mobility as a Service
MAP-21 – Moving Ahead for Progress in the 21st Century
MPA – Metropolitan Planning Area
MPO – Metropolitan Planning Organization
MPOAC - Metropolitan Planning Organization Advisory Council

N
NSA PC – Naval Support Activity Panama City
NEPA – National Environmental Policy Act
NHFP – National Highway Freight Program
NHTSA – National Highway Traffic Safety Administration

P
PD&E – Project Development and Environment
PE – Preliminary Engineering
PEA – Planning Emphasis Area

R
RTP – Regional Transportation Partnership
R/W – Right-of-Way (also ROW)

S
§ - section or paragraph
SAFETEA-LU – Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users
SHSP – Strategic Highway Safety Plan
SIS – Strategic Intermodal System
SR – State Road
STIP – State Transportation Improvement Program
STTF – State Transportation Trust Fund
SUN - Shared Use Non-Motorized Trail Program

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

U
UPWP – Unified Planning Work Program
US – United States
U.S.C. – United States Code
UWF – University of West Florida

V
VMT – Vehicle Miles Travelled

W
WMD – Water Management District

Y
YOE – Year of Expenditure

1 Introduction

The federal requirement for urban transportation planning emerged during the early 1960's. The Federal-Aid Highway Act of 1962 created the federal requirement for urban transportation planning largely in response to the construction of the Interstate Highway System and the planning of routes through and around urban areas. The Federal Aid Highway Act required, as a condition attached to federal transportation financial assistance, that transportation projects in urbanized areas of 50,000 or more in population be based on a continuing, comprehensive and cooperative (3-C) planning process.

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

There are currently 27 TPOs in Florida. The Bay County TPO is in the Northwest Florida region of the United States, where the Emerald Coast Regional Council (ECRC) provides regional planning services to seven counties: Escambia, Santa Rosa, Okaloosa, Walton, Bay, Washington, and Holmes. The region includes Baldwin County, Alabama (associated with the Florida-Alabama TPO) and extends from Mobile, Alabama to Tallahassee, Florida, and consists of five International Airports, four deep water ports, five railroads, one major east-west Interstate (I-10), and six TPOs. On the eastern boundary, ECRC adjoins the Apalachee Regional Planning Council (Calhoun, Franklin, Gadsden, Gulf, Jackson, Jefferson, Liberty, Leon and Wakulla counties) and the Capital Region Transportation Planning Agency (Gadsden, Jefferson, Leon and Wakulla counties). To the north, ECRC also included the Bay, Gulf, Holmes, and Washington Regional Transportation Partnership (RTP), established primarily for regional coordination, and to apply for FDOT Transportation Regional Incentive Program (TRIP) funding.

The Bay County TPO was established by designation of the governor and an interlocal agreement in 1981, following the 1980 Census. The Intergovernmental Coordination and Review (ICAR) and Public Transportation Coordination Joint Participation Agreement was most recently reaffirmed at the May 27, 2020 TPO meeting. The Bay County Metropolitan Planning Area (MPA) Boundary includes all of Bay County. This was established by the TPO and approved by the governor. Federal and state metropolitan planning regulations require the Bay County Transportation Planning Organization develop a regional transportation plan every five years. The 2040 Plan was adopted June 22, 2016. The 2045 Plan was adopted June 16, 2021. The resolution is provided in **Appendix A**.

The Long-Range Transportation Plan (LRTP) defines the 20-year transportation vision for the region, establishes goals and objectives that will lead to achieving the vision, and allocates projected revenues to transportation programs and projects that implement those goals and objectives.

1.1 Emerald Coast Regional Council

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

1.2 Bay County Transportation Planning Organization

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

- five members from the Bay County Commission
- five members from the Panama City Commission
- two members from the Callaway City Commission
- two members from the Panama City Beach City Commission
- one member from the Parker City Commission
- two members from the Lynn Haven City Commission
- one member from the Springfield City Commission
- one member from the Mexico Beach City Commission.

Additional information on the organization and management of the Bay County TPO is found in the Unified Planning Work Program (UPWP). The Bay County TPO is required by state and federal law to establish a cooperative, comprehensive, and continuing planning process. The TPO also works to increase safety, security, accessibility, mobility, and connectivity for people and goods. ECRC serves as staff to the Bay County TPO. In addition to the TPO board, the Bay County TPO has a Technical Coordinating Committee (TCC), and the Citizens Advisory Committee (CAC). The TCC is made up of local government staff and other stakeholders. The CAC is comprised of members of the general public who express an interest in transportation planning.

For more information about ECRC, and links to the Bay County TPO, visit: ***https://www.ecrc.org***

1.3 LRTP Process and Products

The LRTP is a blueprint for maintaining and enhancing the regional transportation system. The LRTP identifies roadway, transit, bicycle and pedestrian, intelligent transportation systems (ITS), and other improvements needed over the next 25 years in accordance with federal and state requirements (**Appendix B**). Developing the LRTP is a collaborative effort between the public, local governments, and state and federal partners. The LRTP examines future transportation needs of the region and determines how to best address those needs.

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

The Bay County 2045 LRTP Update began when the Bay County TPO approved the Scope of Services on July 24, 2019. The 2045 LRTP consists of eight primary tasks that are identified below:

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

For supporting LRTP documents, visit the
Bay County 2045 LRTP web page
accessible from:
https://www.ecrc.org

1.3.1 LRTP Amendment and Modification Process

The *FDOT MPO Program Management Handbook* (October 2020)[1] defines the process for revising the LRTP, either by administrative modification, or amendment.

- An administrative modification is a minor revision to the LRTP (or TIP) that includes minor changes to project/project phase costs, minor changes to funding sources of previously included projects, and minor changes to project/project phase initiation dates. An administrative modification is a revision that does not require public review and comment, a re-demonstration of fiscal constraint, or a conformity determination (in nonattainment and maintenance areas).

- An amendment means a revision to a long-range statewide or metropolitan transportation plan, TIP, or STIP, that involves a major change to a project included in a LRTP, TIP, or STIP, including the addition or deletion of a project or a major change in project cost, project/project phase initiation dates, or a major change in design concept or design scope (e.g., changing project termini or the number of through traffic lanes or changing the number of stations in the case of fixed guideway transit projects). Changes to projects that are included only for illustrative purposes do not require an amendment. An amendment is a revision that requires public review and comment and a re-demonstration of fiscal constraint. If an amendment involves "nonexempt" projects in nonattainment and maintenance areas, a conformity determination is required.

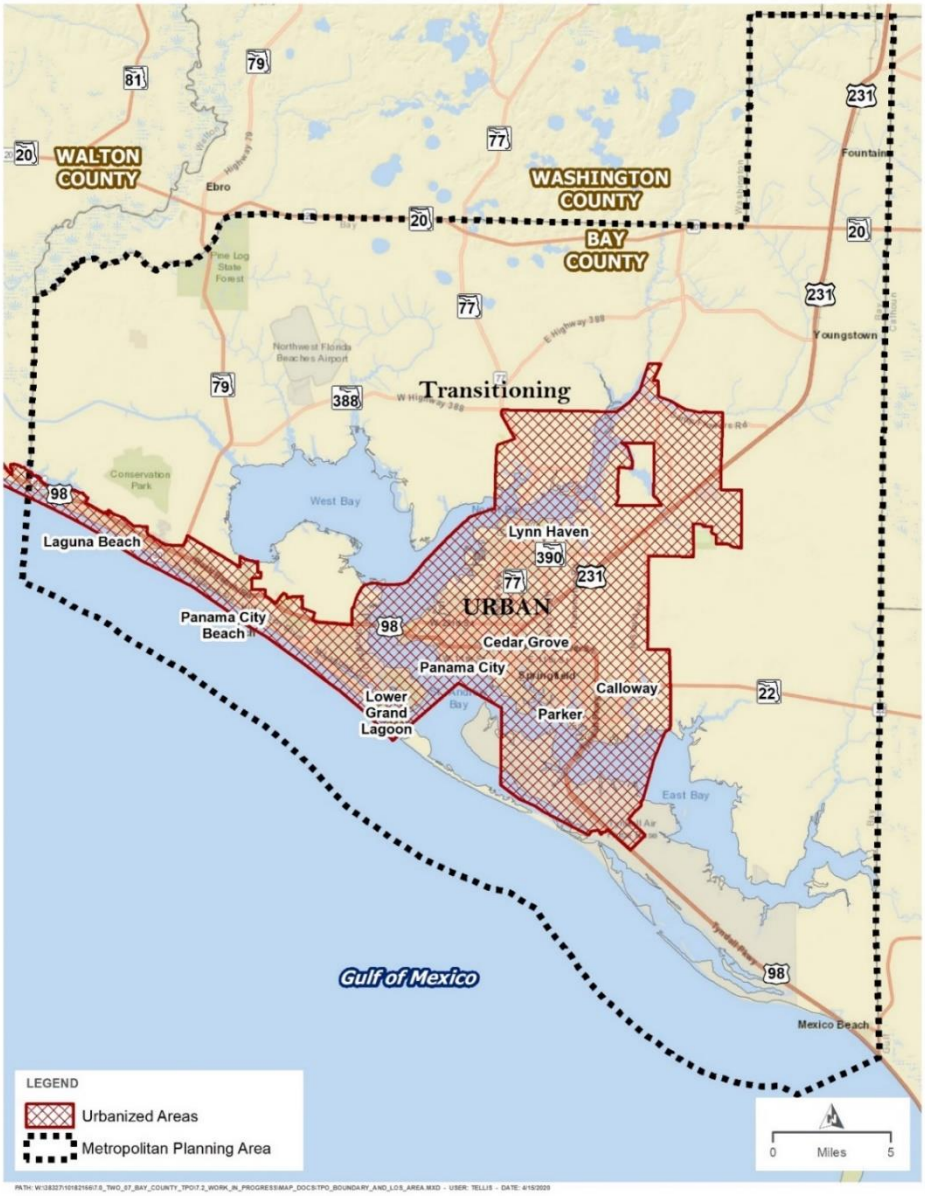
The LRTP can be revised at any time. It is important to note the MPO does not have to extend the LRTP planning horizon out another 20 years for administrative modifications and amendments. That is required only for the periodic (e.g., 5-year) update. Florida Statute requires the MPO Board adopt any amendments to the LRTP by a recorded roll-call vote or hand-counted vote of the majority of the membership present.

[1] https://www.fdot.gov/planning/policy/metrosupport/default.shtm

1.4 Study Area

The Bay County Metropolitan Planning Area (MPA) Boundary includes all of Bay County. The boundary is determined by the Federal Highway Administration (FHWA) based on the 2010 Census. Data gathering for the 2020 Census occurred in mid-2020, during the preparation of this LRTP Update. Any changes to the TPO boundary or MPA boundary resulting from the 2020 Census will be considered in a subsequent plan update, as discussed in **Section 8.3** of this report.

Figure 1. Transportation Planning Area



1.5 Area Profile Summary

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

- The Bay Area has grown substantially over the last 25 years, but experiences intermittent trimming by natural setbacks such as hurricanes. However, the growth rates are below corresponding state averages. Bay County population increased by almost 48,000 during the 1990 to 2019 timeframe, reaching the estimated total of 174,700 in 2019 (the latest year of available data). This equated to a compound average annual growth rate of 1.1 percent, which is somewhat below the corresponding Statewide rate of 1.8 percent, but exceeded the U.S. national average pace of 1.0 percent per annum since 1990.

- Bay County's growth is expected to continue through 2045, but at a decelerated pace, with the population maturing, and the workforce becoming increasingly more oriented to the service industry. According to the Bureau of Economic and Business Research (BEBR) latest projections, the population in Bay County is expected to reach 210,900 in year 2045. This is a 36,200 increase (or 0.7 percent annually on average) from the 2019 level.

- The average density was around 246 people per square mile, which is lower than the statewide average of 396, but over twice as dense as the U.S. as a whole. As expected, the density within the County is unevenly distributed, with concentrations in Panama City, Panama City Beach, and along the major transportation corridors. It is naturally going to grow with further clustering over time, with increases in demand for transportation infrastructure to accommodate it.

- Tourism is central to much of the economic and transportation-related activities in Bay County. The related number of hotel and motel units is a measure of the County's visitors accommodation capacity. This number increased slightly in the 2009 through 2018 decade, peaking at around 8,100 units, and then dropped by over a thousand (or by 13 percent) to under 7,100 in 2019 following Hurricane Michael.

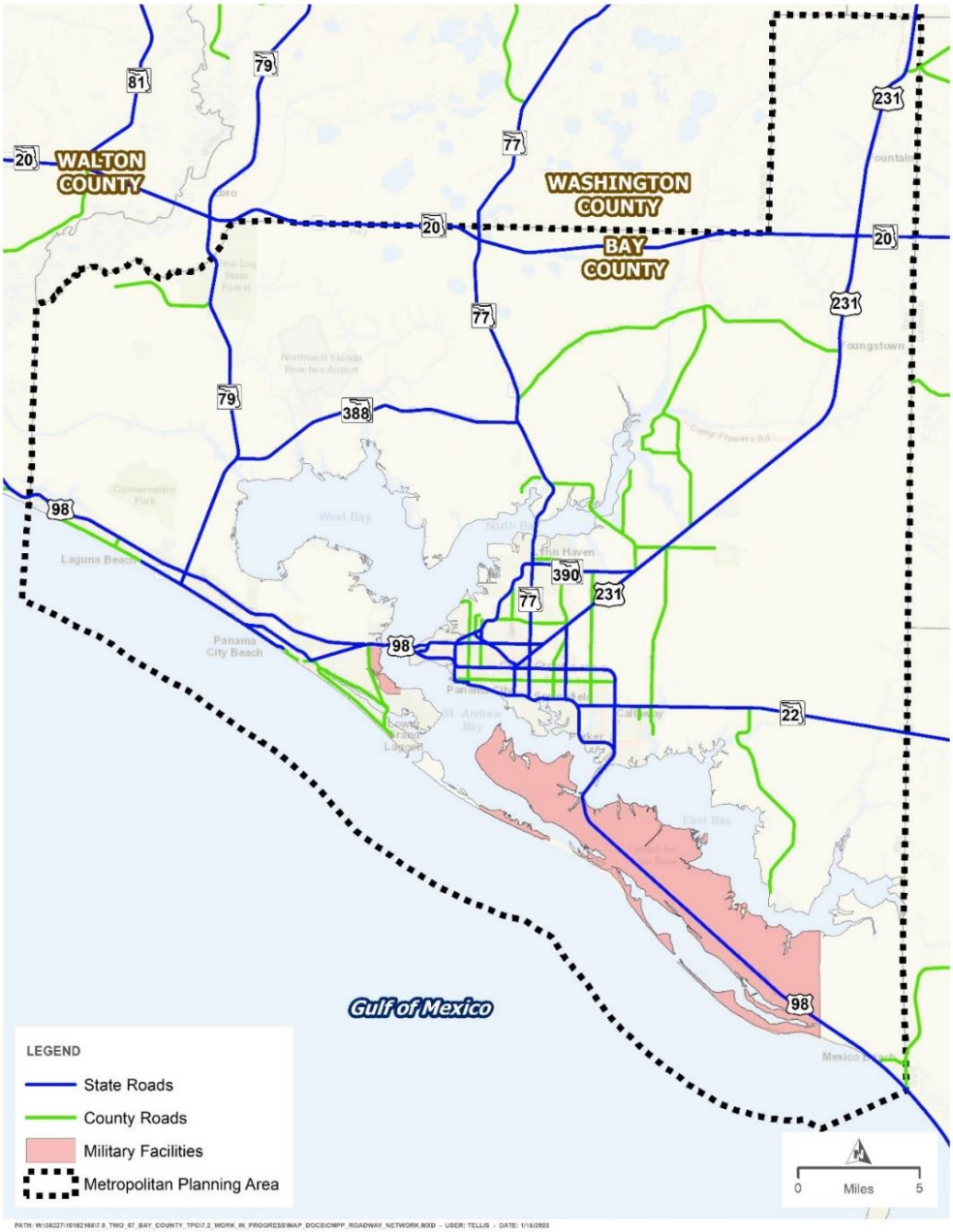
- Vehicle registrations in the County grew following the Great Recession, but then peaked around year 2017, and have since declined to a recent level of about 157,000, based on FL HSMV data. This is an average decline of 0.2 percent since 2008, compared to a positive 1.2 percent annual growth for the State. That is a substantial difference, some of which can be attributable to the effects of Hurricane Michael.

Category 5 Hurricane Michael had a significant impact to Bay County. Hurricane Michael made landfall on October 10, 2018 between Mexico Beach and Tyndall Air Force Base, leaving a swath of destruction encompassing Bay County and 17 other Florida Panhandle counties. Recovery efforts and projects have been incorporated into this 2045 LRTP and are further documented in the Bay County Long-Term Recovery Plan July 2019). However, *Bay County is resilient and anticipated to see growth, with density unevenly distributed in areas such as tourist-oriented areas of Panama City Beach, areas of increasing suburban growth such as to the east of Star Avenue, and areas associated with St. Joe development projects such as the Bay-Walton Sector Plan build-out and the Latitude Margaritaville WaterSound residential community on the western side of the Bay TPO boundary, adjoining into the Okaloosa-Walton TPO area.*

1.6 Roadway Network

The roadway network is the one designated by the TPO as Major Road Network. The classification of roadways is per the FHWA defined functional classification system. There are three major types of facility systems: (1) Freeways and Tolls; (2) Arterials; and (3) Collectors. According to the 2018 FDOT Source Book, total roadway network in Bay County is 215.1 miles. Residential and local roads are not included. The roadway network is shown in **Figure 2**.

Figure 2. Roadway Network



1.7 Transit Network

The Bay County Transit Division administers two transit programs within Bay County: Bay Town Trolley (BTT) and Bay Area Transportation (BAT). The TPO serves as the governing body for BTT, and the Bay County Board of County Commissioners serves as the governing body for BAT.

1.7.1 Bay Town Trolley

The BTT is a public transportation fixed route system that provides service in Bay County as shown in **Figure 3**. The service provides eight routes throughout the urbanized areas of Bay County and provides nearly 630,000 trips per year with over 300 transit stops. The service operates Monday through Saturday, with no service on Sunday, from 6:00 a.m. to 8:00 p.m. The entire fleet of trolleys are wheelchair accessible and have bike racks. The regular, one way fare is $1.50, but students, ADA-certified transportation ID card holders, seniors and Medicare card holders all have discounted rates. Bay Town Trolley offers real-time bus tracking through apps and also by SMS/voice for use without a smartphone. Multiple smartphone apps are available for making the most of this feature offered by the Bay Town Trolley.

At the time of preparation of this LRTP, Bay Town Trolley is also preparing a Transit Development Plan update and a Comprehensive Operations Analysis update. System changes are in progress as of development of this 2045 LRTP.

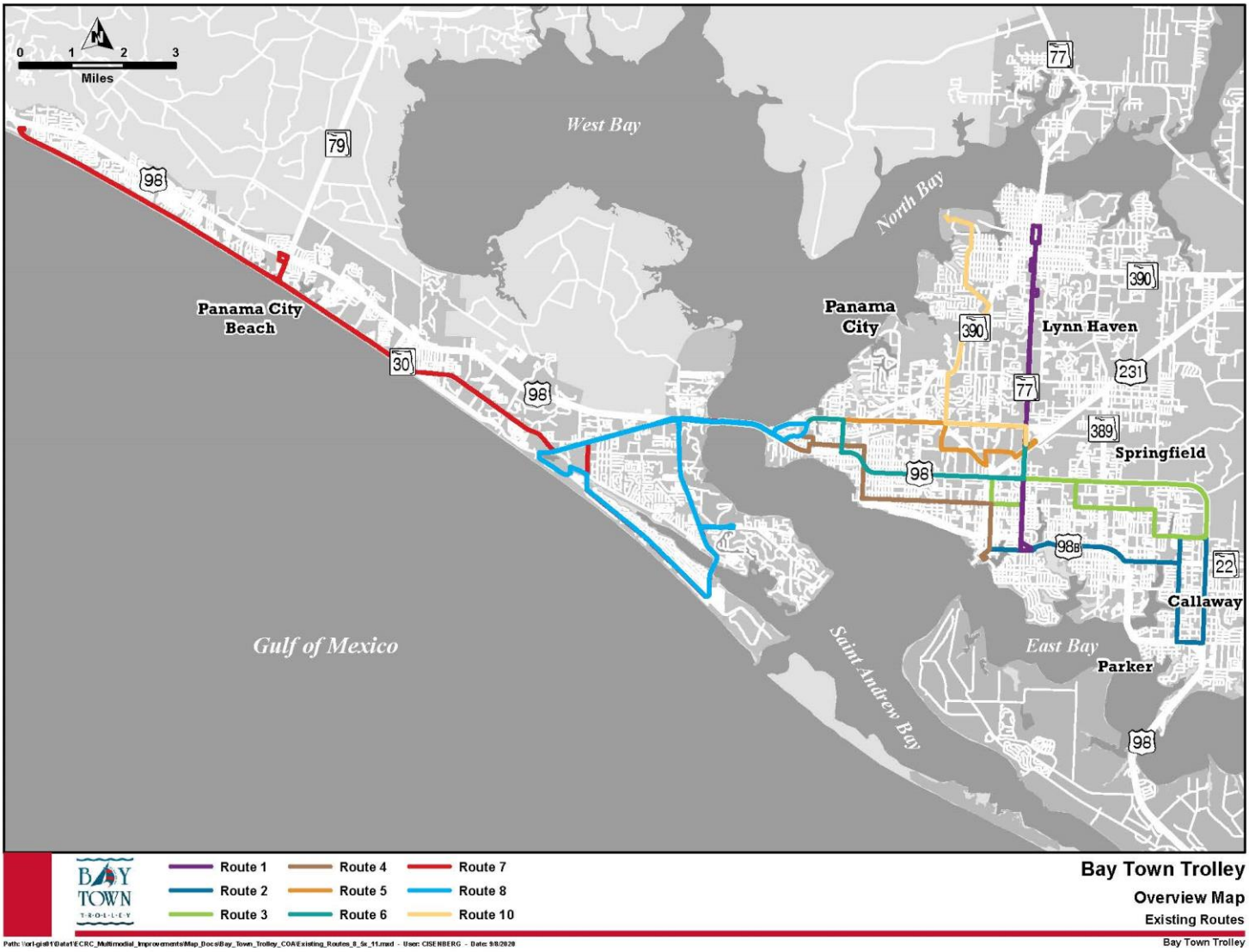
1.7.2 Bay Area Transportation Demand Response

The Bay County Board of County Commissioners serves as the Community Transportation Coordinator pursuant to criteria developed by the State of Florida Commission for the Transportation Disadvantaged. Bay Area Transportation (BAT) provides a shared curb-to-curb ride service for those who are transportation disadvantaged and do not have access to transportation. BAT provides nearly 93,000 trips a year throughout Bay County and maintains over 30 vehicles. This service is demand responsive and is available on a first-come, first-serve basis depending on availability. In order to be eligible, an individual must have no other means of transportation available to them and either be age 60 or older, income below current federal poverty guidelines, or have a disability preventing them from using the Bay Town Trolley's fixed route service. The service operates Monday through Saturday, with no service on Sunday, from 6:00 a.m. to 8:00 p.m.

1.7.3 rideOn Program

The Emerald Coast Regional Council (ECRC) promotes ridesharing through their rideOn program, which is funded by the FDOT. This service encourages commuters to carpool or take alternative means of transportation, such as walking or biking, to reduce congestion. The system matches riders into carpool or vanpool groups based on destinations and work times. To make the system more appealing, rideOn offers an Emergency Ride Home Program for riders. This allows riders the opportunity to travel home in case of emergency.

Figure 3. Bay Town Trolley System Map



At the time of preparation of this LRTP, Bay Town Trolley is also preparing a Transit Development Plan (TDP) / Comprehensive Operations Analysis update for FY 2022-2031. This figure is the current Bay Town Trolley system map from the July 2021 TDP. System refinements are proposed in the TDP, subject to approval by Bay County. The planning process were coordinated between the TDP and LRTP development.

1.7.4 Park and Ride

Park and Ride lots are managed by the rideOn program and locations are provided throughout the 10-county region.[2] These Park and Ride facilities serve as central meeting points where people can park to ride the bus, carpool, or vanpool. There are six park and ride parking facilities in Bay County. Most of the lots are constructed by FDOT, but occasionally property owners will designate spots for Park and Ride. The current Park and Ride locations are listed below and identified in **Figure 4.**

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

1.8 Bicycle Network

The Bicycle network consists of the following facility types:

- On-Road Facilities: On-road bike facilities typically consist of the entire roadway identical to the network excluding freeways, ramps, HOV, and toll facilities where biking is prohibited. Primarily on-road facilities comprise of paved shoulders and bike lanes, or shared lanes marked with *sharrows*.

- Off-Road Facilities: Off-road bike facilities mainly consist of trails and shared-use paths. These facilities are usually separated from a roadway by a curb or painted border.

Figure 5 shows the bicycle and pedestrian network.

1.9 Pedestrian Network

The pedestrian facility network consists of areas along the side of the roadway network except the prohibited areas for pedestrians such as freeways, limited access facilities, ramps, and toll facilities. The pedestrian routes and trails can be classified into two categories: sidewalks and shared-use paths. **Figure 5** and **Table 1** provide the bicycle and pedestrian network.

For additional reference, FDOT maintains ConnectPed Public – an on-line mapping application to display pedestrian and bicycle data. ***https://www.fdot.gov/roadway/bikeped/connectped/***

Data include crash locations, bike lanes, transit stops, schools, roundabouts, sidewalk gaps, SUN Trail, Context Classification, speed limit, and demographics such as disability status, poverty status, language spoken at home, populations over 65 and under 18.

[2] https://www.ecrc.org/programs/transportation_planning/park_and_ride.php

Figure 4. Park and Ride Lots

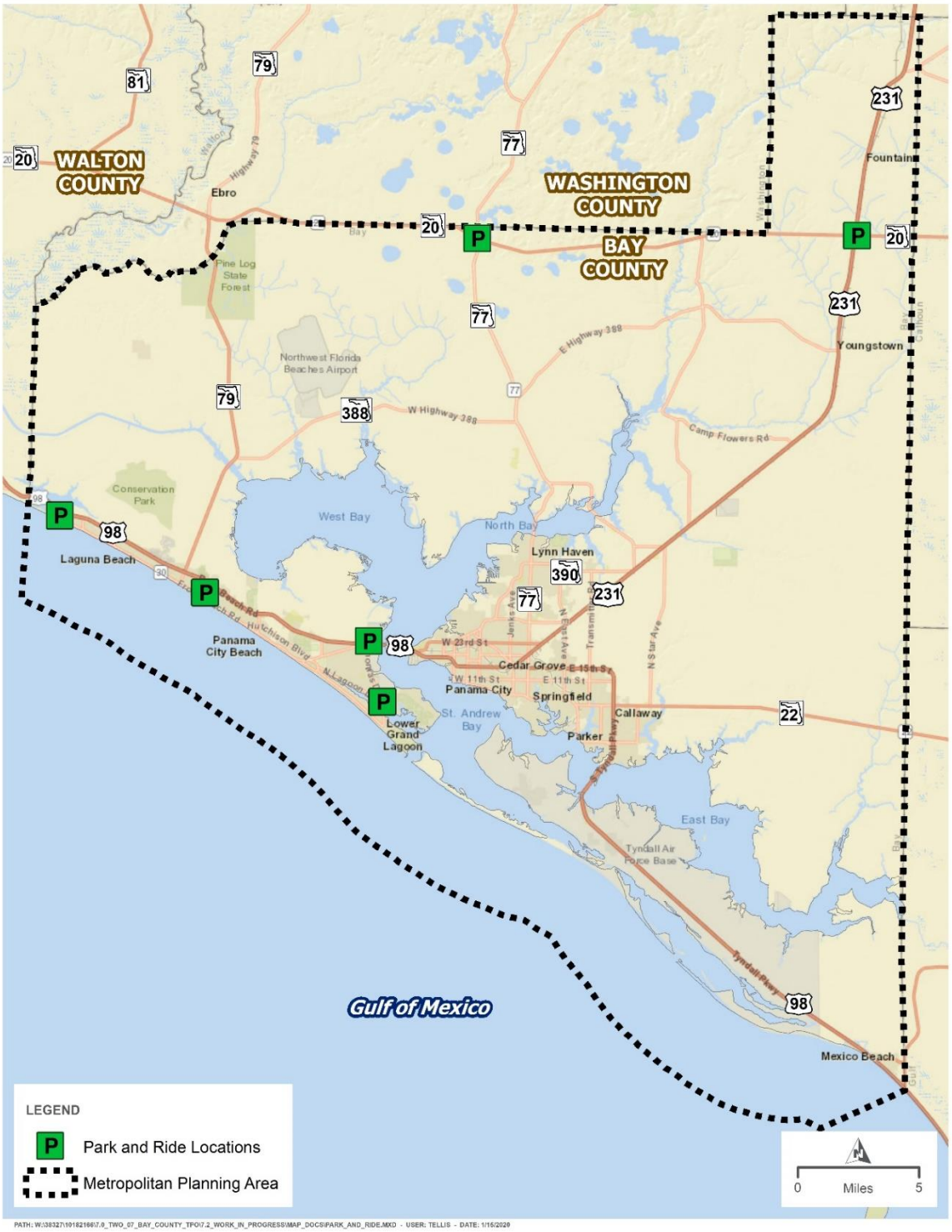


Figure 5. Bicycle and Pedestrian Network

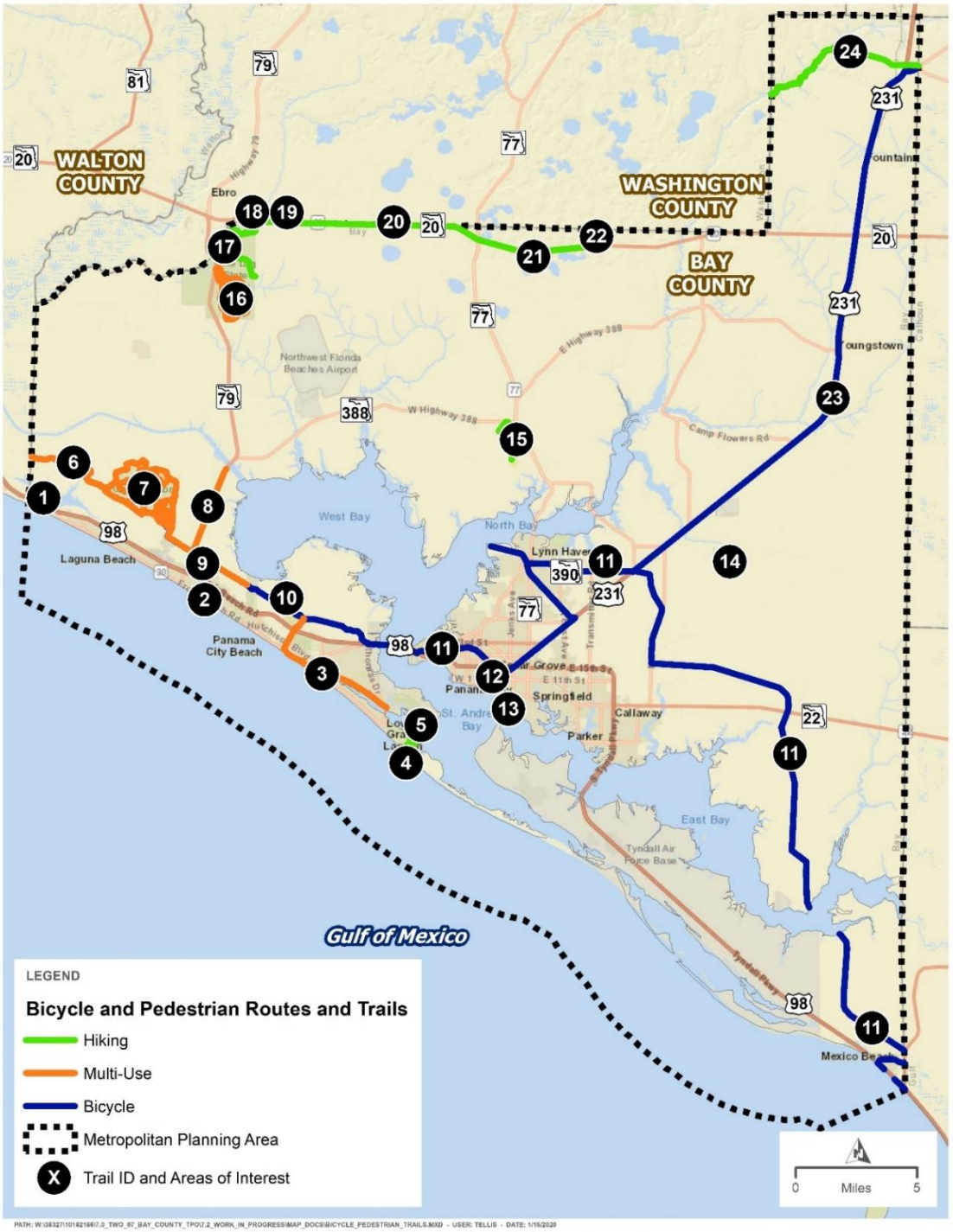


Table 1. Bicycle and Pedestrian Paths and Trail Network

Trail ID	Trail Name	Trail Location
1	Camp Helen State Park Trail	Bay County, Florida
2	Aaron Bessant Trail	Bay County, Florida
3	Great NW Coastal Trail Corridor	Bay County, Florida
4	Saint Andrews State Park/Gator Lake Trail	Bay County, Florida
5	Saint Andrews State Park Trail	Bay County, Florida
6	Watersound Trail	Bay County, Florida
7	Panama City Conservation Park	Bay County, Florida
8	State Road 79 Trail	Bay County, Florida
9	Frank Brown Park Trail	Bay County, Florida
10	Gayle's Trail	Bay County, Florida
11	Great NW Coastal Trail	Bay County, Florida
12	Bay Memorial Hiking Park	Bay County, Florida
13	Panama City Ramble Trail	Bay County, Florida
14	Harders Park Walking Trail	Bay County, Florida
15	Teachee Trail	Bay County, Florida
16	Pine Log State Forest Trail	Bay County, Florida
17	Pine Log State Forest Trail	Bay County, Florida
18	Pine Log SF Boundary Road	Bay County, Florida
19	Powerline Trail	Bay County, Florida
20	SR 20 Connector Trail	Bay County, Florida
21	Ecofina Creek Water Management to Nokuse Plantation Connector	Bay County, Florida
22	Ecofina Creek Trail	Bay County, Florida
23	Panama City Marianna	Bay County, Florida
24	Betts Road to Scott Road Connector	Bay County, Florida

1.10 Freight Network

While there are other alternatives for moving goods, such as rail, water, and air cargo, the primary movement of goods in the area is done by truck. The FAST Act, signed into law on December 4, 2015, built upon the requirement for statewide freight planning laid out in MAP-21, required DOTs to develop a state freight plan. In response, FDOT has developed the *Freight Mobility and Trade Plan*.[3] The FDOT Freight & Multimodal Operations Office completed the Freight Mobility & Trade Plan update in Spring 2020. The FMTP is a comprehensive plan that identifies freight transportation facilities critical to the state's economic growth and guides multimodal freight investments in the state. The FMTP update will drive innovation in order to provide a safe, efficient, and resilient transportation system that enhances Florida's economy and communities while preserving the quality of our environment. Additionally, FDOT developed *the Strategic Intermodal System Policy Plan* that laid out a series of strategic transportation facilities including airports, roadways, and ports that provide the framework for the movement of people and goods across the state. **Figure 6** and **Figure 7** show the freight network plan for the Bay TPO. These build on the routes previously identified by the TPO as Regional Highways of Commerce.

1.11 Level of Service

A level of service analysis was completed on all major state and county roads of Bay County consistent with the methodologies in the FDOT 2013[4] Quality/Level of Service Handbook and the Generalized Service Volume Tables. The analysis outlined the annual average daily traffic (AADT), peak hour peak direction volume, and LOS. It also incorporates an analysis of the maximum service volume, which is the capacity of each facility operating at the LOS level. The complete analysis can be found in the Congestion Management Process document. **Figure 8** highlights the Bay County roadway segments that are operating below FDOT LOS targets in 2018, focusing on US 98, Business US 98, SR 77, SR 389, and SR 390.

[3] https://www.fdot.gov/rail/plandevel/freight-mobility-and-trade-plan

[4] This was the current reference at time of development of the 2020 Bay TPO Congestion Management Plan.

Figure 6. Truck Volumes

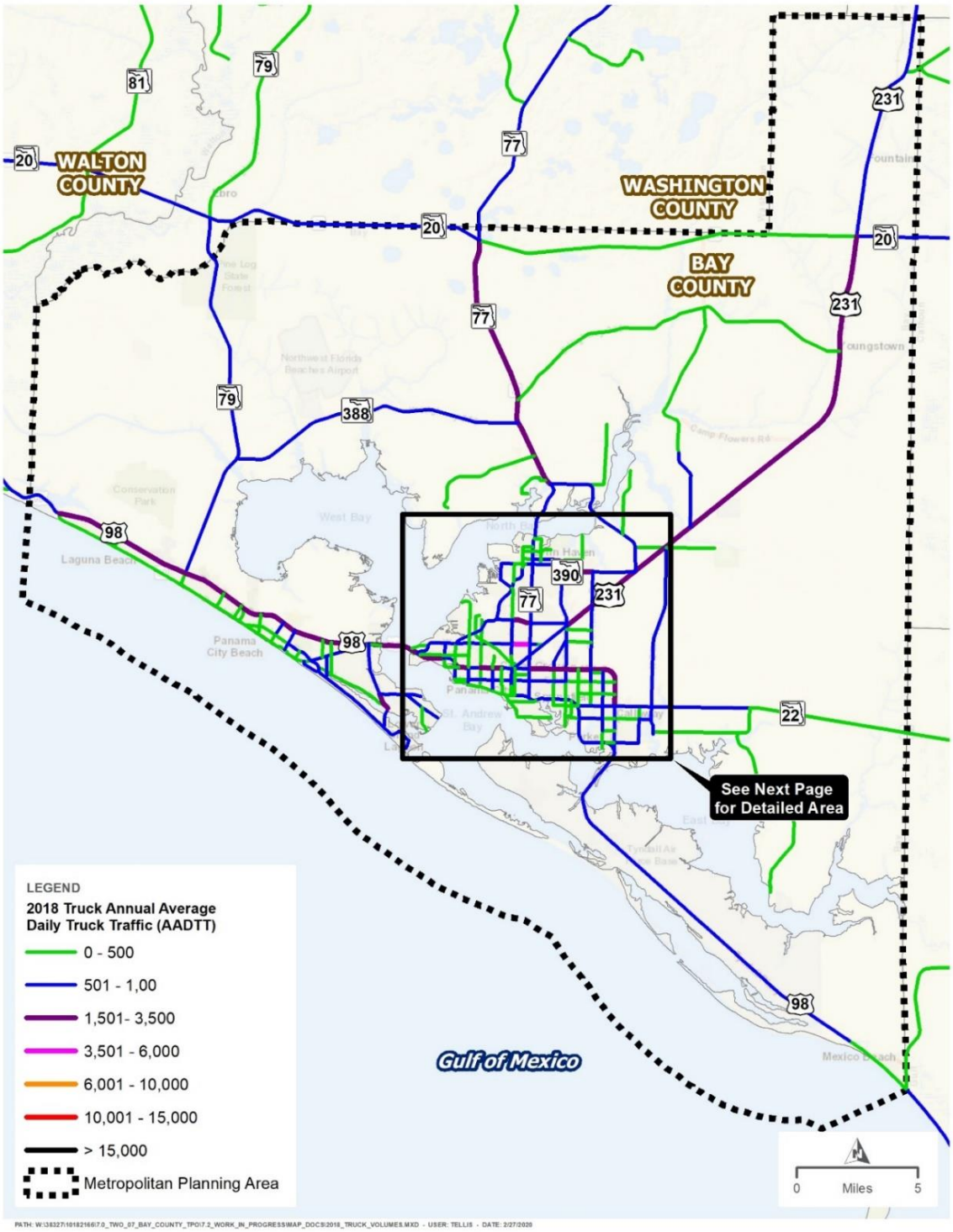


Figure 7. Truck Volumes, Panama City Inset

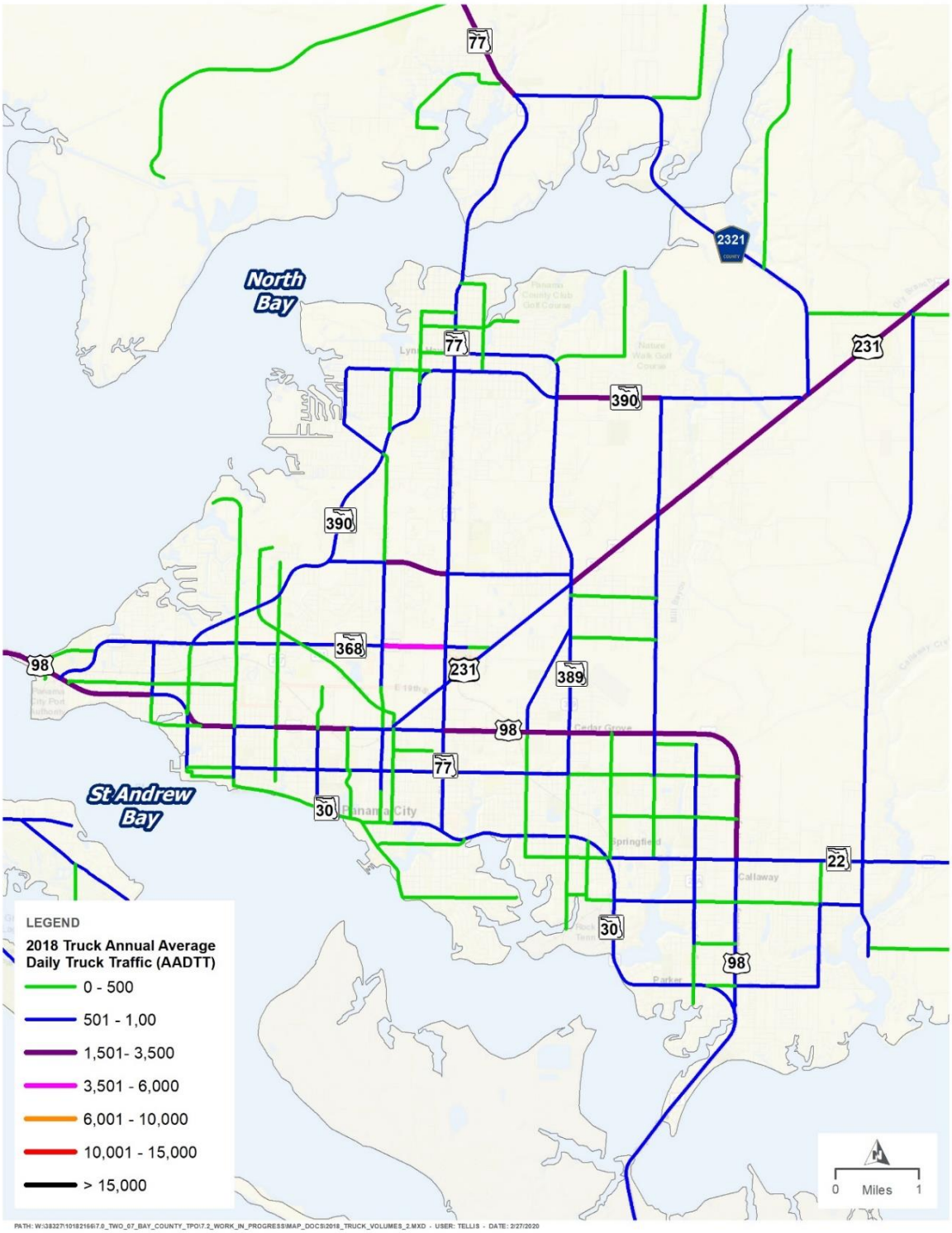


Figure 8. Segments Operating Below FDOT LOS Targets



1.12 Safety Analysis

The FDOT annually collects crash information for each Florida County. FDOT provides guidance for calculating a roadway segment's crash rate using the following formula:

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

The number of crashes was from FDOT's Crash Analysis Reporting System database from 2012-2016. The amount of traffic on the segment is directly proportional to the frequency of crashes occurring on the roadway segment. The crash rate data shown in **Figure 9** and **Figure 10** provide a comparison between the districtwide average crash rates to 2016 actual crash rates, and illustrates segments with below, average or high crash rates.

Traffic fatalities are published annually by the National Highway Traffic Safety Administration (NHTSA). Traffic fatalities by counties can be found in their reports. **Figure 11** illustrates the traffic fatalities in Bay County from 2013 through 2018.

Figure 9. Crash Rate Hotspots

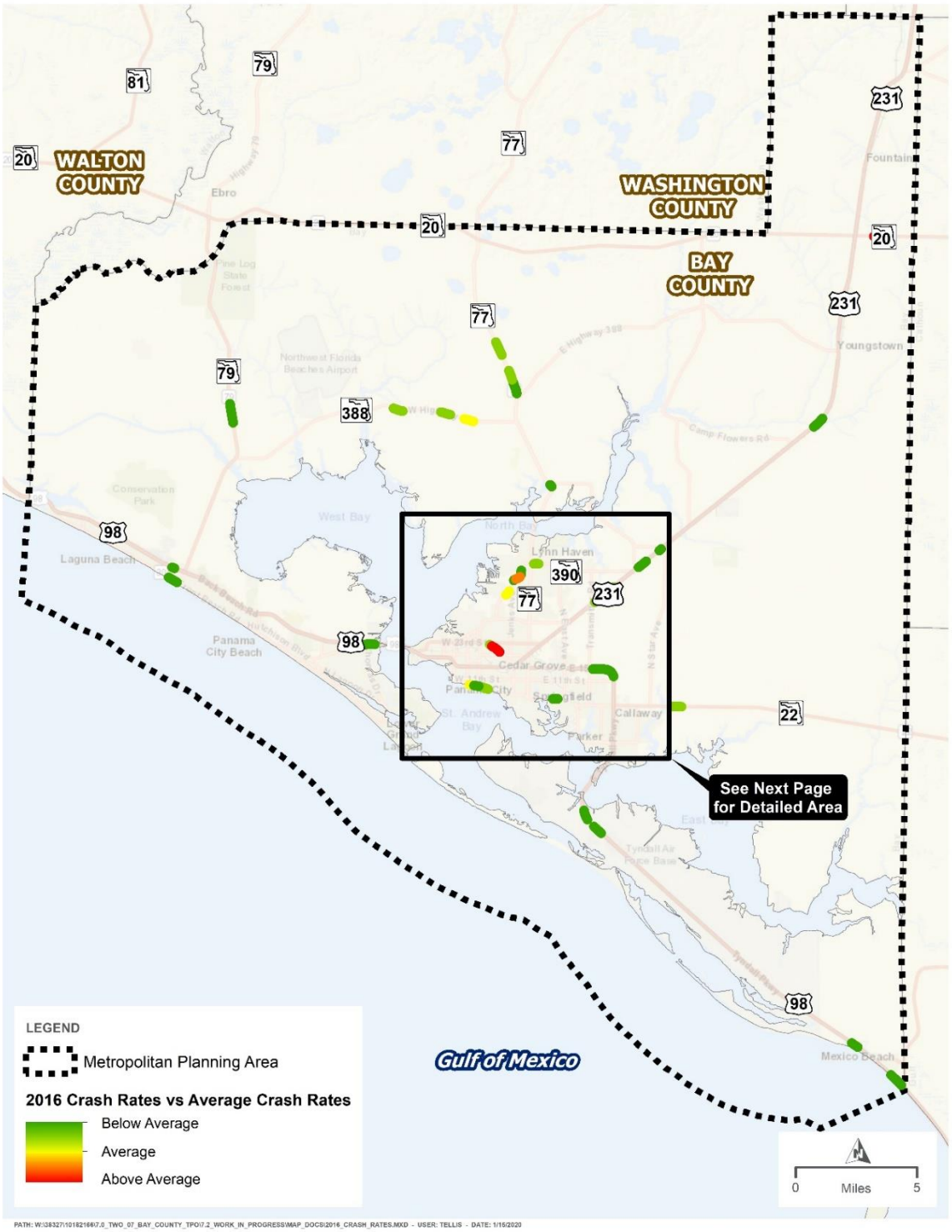
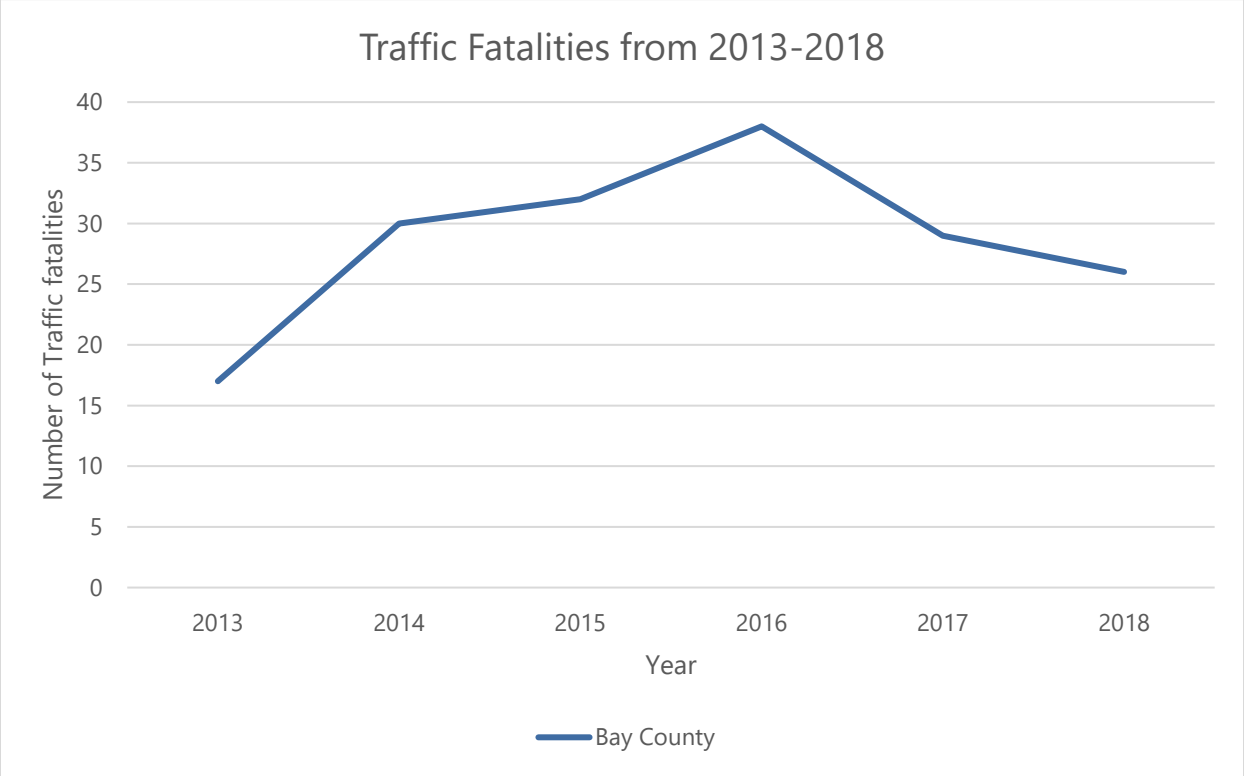


Figure 10. Crash Rate Hotspots, Panama City Inset



Figure 11. Traffic Fatalities



*Additional data and analysis can be found in the **Congestion Management Process**:*

- *Vehicle Miles Travelled*
- *Means of Transportation to Work*
- *Travel Time to Work*
- *Congestion Analysis and Ranking*
- *Performance Measures*
- *Level of Service Tables and Analysis*

1.13 Federal Requirements and Emphasis Areas

Federal law requires an MPO to address ten Planning Factors listed in **Table 2** as a part of its planning processes: (1) Safety, (2) Security, (3) Accessibility and Mobility, (4) Multimodal Connectivity, (5) System Preservation, (6) Economic Vitality, (7) Environmental Quality, (8) System Efficiency, (9) Resiliency & Reliability, and (10) Travel & Tourism. These factors are summarized in the table below. **Appendix B** contains a checklist to show how these factors are met in this LRTP. The degree of consideration and analysis of the factors should be based on the scale and complexity of the area's issues and will vary depending on the unique conditions of the area.

Table 2. Federal Planning Factors

Planning Factor	Description	Source
Safety	Increase the safety of the transportation system for motorized and non-motorized users.	23 CFR 450.306(b)(2)
Security	Increase the security of the transportation system for motorized and non-motorized users.	23 CFR 450.306(b)(3)
Accessibility & Mobility	Increase accessibility and mobility of people and freight.	23 CFR 450.306(b)(4)
Multimodal Connectivity	Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.	23 CFR 450.306(b)(6)
System Preservation	Emphasize the preservation of the existing transportation system.	23 CFR 450.306(b)(8)
Economic Vitality	Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.	23 CFR 450.306(b)(1)
Environmental Quality	Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns.	23 CFR 450.306(b)(5)
System Efficiency	Promote efficient system management and operation.	23 CFR 450.306(b)(7)
Resiliency & Reliability	Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation.	23 CFR 450.306(b)(9)
Travel & Tourism	Enhance travel and tourism.	23 CFR 450.306(b)(10)

1.13.1 New Planning Factors (FAST Act)

The passage of the Fixing America's Surface Transportation (FAST) Act on December 4, 2015 and the final rulemaking as of May 27, 2016 resulted in two additional planning factors: (1) improving the resiliency and reliability of the transportation system and reducing or mitigating storm water impacts of surface transportation; and (2) enhancing travel and tourism.

Additional Planning Emphasis Areas (PEAs), Expectations, and Emerging Issues are discussed in the following sections, including Automated, Connected, Electric, and Shared-Use Vehicles (ACES). While ACES was not included as a new Planning Factor in the Federal requirements, there is additional emphasis on how to incorporate ACES into the LRTP.

1.14 Federal Expectations and Emerging Issues

In consultation with the Metropolitan Planning Organization Advisory Council (MPOAC), and FDOT, Federal Highway Administration and the Federal Transit Administration issued *Federal Strategies for Implementing Requirements for LRTP Updates for the Florida MPOs* (January 2018).[5] The memo documents the federal expectations for meeting the requirements to be addressed in the next cycle of LRTP updates. 23 CFR 450.306, 316 and 324 describe the basic requirements of the scope of the metropolitan transportation planning process, including a documented public participation plan, and development and content of the LRTPs respectively. **Table 3** summarizes the Federal Expectations and Emerging Issues.

[5] http://www.fdot.gov/planning/Policy/metrosupport/Resources/LRTP%20Expectations%202018.pdf

Table 3. Federal Expectations and Emerging Issues

Expectation/Issue	Description	Source
Public Involvement Strategies	Ensure outreach strategies are clear, transparent, and accurately describe when and how stakeholders can be involved.	Jan 2018 Strategies Memo and 23 CFR 450.316(a)(1)
Public Involvement / Tribal / Agency Consultation	Consult appropriate Indian Tribal governments and Federal land management agencies. State and local agencies responsible for land use management, natural resources, environmental protection, conservation and historic preservation are required to be consulted during the development of the LRTP.	Jan 2018 Strategies Memo and 23 CFR 450.316(a)(1)(c), (d), (e); 23 CFR 450.324(g)
Measures of Effectiveness	MPOs are required to periodically review the effectiveness of the procedures and strategies described within the public participation plan (PPP). The PPP is also required to contain the specific measures used, the timing of, and the process used to evaluate the MPO's outreach and PPP strategies. Ideally, once the LRTP is developed, the outreach is evaluated, and then any needed changes to the outreach process are incorporated and documented in the PPP prior to the next LRTP update.	Jan 2018 Strategies Memo and 23 CFR 450.316(a)(1)(x)
Fiscal Constraint	Projects in LRTPs are required to be described in enough detail to develop cost estimates in the LRTP financial plan that show how the projects will be implemented.	Jan 2018 Strategies Memo and 23 CFR 450.324(f)(9), (f)(11); 23 CFR 450.326(h)
Strategic Highway Safety Plan (SHSP) / Highway Safety Improvement Program (HSIP) Integration	Goals, objectives, performance measures and targets of the HSIP, which includes the SHSP, are strongly encouraged to be integrated into the LRTP.	Jan 2018 Strategies Memo and 23 CFR 450.306(b)(2)(d)(4)(ii); 23 CFR 324(h)
Freight	Consult with agencies and officials planning for freight movements. Incorporate freight needs and demands. Integrate goals, objectives performance measures and targets of the State Freight Plan into the LRTPs. Show a concerted effort to incorporate freight stakeholders and strategies.	Jan 2018 Strategies Memo and 23 CFR 450.306(b)(4), (b)(6); 23 CFR 450.316(a); 23 CFR 450.324(b), (f)(1), (f)(5)
Environmental Mitigation	The LRTP must include a discussion of the types of potential environmental mitigation activities and potential areas to carry out these activities, including activities that may have the greatest potential to restore and maintain the environmental functions affected by the metropolitan transportation plan.	Jan 2018 Strategies Memo and 23 CFR 450.324(f)(10)
Congestion Management	Demonstrate that the congestion management process is incorporated into the planning process. The congestion management process should result in multimodal system measures and strategies that are reflected in the LRTP.	Jan 2018 Strategies Memo and 23 CFR 450.322
Americans with Disabilities Act (ADA) Transition Plans	Serve as a resource for information and technical assistance in local government compliance with ADA.	Jan 2018 Strategies Memo and 28 CFR 35.105; 28 CFR 35.150(d)
Multimodal Feasibility	The transportation plan shall include both long-range and short-range strategies /actions that provide for the development of an integrated multimodal transportation system (including accessible pedestrian walkways and bicycle transportation facilities) to facilitate the safe and efficient movement of people and goods in addressing current and future transportation demand.	Jan 2018 Strategies Memo and 23 CFR 450.324
Transit Asset Management	The MPO is required to set performance targets for each performance measure, established 180 days after the transit agency established their performance targets.	Jan 2018 Strategies Memo and 23 CFR 450.306(d)

Expectation/Issue	Description	Source
Mobility on Demand	Mobility on Demand (MOD) is an innovative, user-focused approach which leverages emerging mobility services, integrated transit networks and operations, real-time data, connected travelers, and cooperative Intelligent Transportation Systems (ITS) to allow for a more traveler-centric, transportation system-of-systems approach, providing improved mobility options to all travelers and users of the system in an efficient and safe manner. Automated vehicles (AV), now being called Automated Driving Systems (ADS) and Connected Vehicles (CV) are two components of the overall MOD model. The infrastructure needed for implementation and the transition time for implementation is an area that the MPO can start to address in this next round of LRTP updates.	Jan 2018 Strategies Memo
Agency Consultation	There are two new types of agencies that the MPO should consult with when developing the LRTPs: agencies that are responsible for tourism and those that are responsible for natural disaster risk reduction.	Jan 2018 Strategies Memo
Summary of Public Involvement Strategies	Summarize outreach information and append additional information to LRTP.	Jan 2018 Strategies Memo
Impact Analysis / Data Validation	Have and document a proactive, public involvement process that includes outreach to low income, minorities and traditionally underserved populations. Demonstrate how public feedback and input helped shape the resulting plan.	Jan 2018 Strategies Memo
FDOT Revenue Forecast	Include the FDOT Revenue Forecast in the appendices that support the LRTP.	Jan 2018 Strategies Memo
Sustainability and Livability in Context	Implement strategies that contribute to comprehensive livability programs and advance projects with multimodal connectivity. Identify and suggest contextual solutions for appropriate transportation corridors within their area and utilize the flexibilities provided in the federal funding programs to improve the transportation network for all users.	Jan 2018 Strategies Memo
Scenario Planning [6]	Use multiple scenarios for consideration by the MPO in the development of the LRTP.	Jan 2018 Strategies Memo

[6] The Bay TPO 2045 LRTP Scope does not include Scenario Planning.

1.15 State Guidance and Emphasis Areas

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

*A discussion of the following state planning documents is found in the **Goals and Objectives** report:*

- *FL Strategic Highway Safety Plan*
- *FL Bicycle and Pedestrian Strategic Safety Plan*
- *FL Greenways and Trails System Plan*
- *FL Shared Use Non-Motorized (SUN) Trail Program*
- *FL Intelligent Transportation System Strategic Plan*

1.15.1 FDOT Planning Emphasis Areas

Consistent with the federal planning factors, FHWA, FTA, and FDOT periodically issue Planning Emphasis Areas (PEAs) in order to encourage transportation planning agencies to give priority to issues in the Unified Planning Work Programs (UPWP). MPOs are encouraged to consider the PEAs in modal planning for future system improvements. FDOT provides guidance on the PEAs that are encouraged to be incorporated (or given priority and emphasis) in the UPWP and LRTP. [7]

The FDOT Office of Policy Planning develops Planning Emphasis Areas on a two-year cycle in coordination with the development of Metropolitan Planning Organizations' respective unified planning work programs. Emphasis areas set planning priorities, support the Florida Transportation Plan, and give importance to topic areas which MPOs are encouraged to address as they develop their planning programs. Implementation of the seven goals of the Florida Transportation Plan requires embracing innovation; extensive collaboration across jurisdictions, modes and disciplines; an emphasis on customer service; data and performance feedback; and strategic investments for the efficient and effective allocation of resources. The current Planning Emphasis Areas are summarized in **Table 4** followed by additional discussion of the three emphasis areas. These three Planning Emphasis Areas are explained in detail in this Long Range Transportation Plan.

[7] Additional state requirements for LRTPs are summarized in the FDOT MPO Program Management Handbook, Section 4.4. http://www.fdot.gov/planning/Policy/metrosupport/Resources/Florida%20Planning%20Emphasis%20Areas%202018%20Final.pdf

Table 4. State Planning Emphasis Areas

EMPHASIS AREA	STRATEGY
Rural Transportation Planning	Plan for and coordinate with rural governmental entities both within their planning boundaries as well as those areas outside of the current boundaries that are impacted by transportation movements between regions.
Transportation Performance Measures	The rules established national performance measures. State DOTs and MPOs must establish targets for each measure. Planning documents will identify the strategies and investments used to reach the targets. A system performance report will also be required to be included in the LRTPs.
Automated / Connected / Electric / Shared-Use Vehicles	MPOs need to determine how best to address the challenges and opportunities presented to them by ACES vehicles. [note: see also, Emerging Issues – Mobility on Demand]

1.15.1.1 Rural Transportation Planning

ECRC completed a Rural Transportation Plan in October 2020. The report is found at the ECRC Rural Transportation Plan site:

https://www.ecrc.org/programs/transportation_planning/rural_regional_transportation_plan.php

MAP-21 defined the structure and responsibilities of designated regional transportation planning organizations in federal regulations for the first time. Florida Statutes include several provisions that require coordination with local governments including those in rural areas. MPOs are encouraged to plan for and coordinate with rural governmental entities both within their planning boundaries as well as those areas outside of the current boundaries that are impacted by transportation movements between regions. ECRC completed a Rural Transportation Plan in October 2020 through the General Planning Consultant. As a result of that study, ECRC is preparing a Regional Rural Transportation Plan

1.15.1.2 Transportation Performance Measures

FHWA finalized six interrelated performance rules to implement the transportation performance measures framework established by MAP-21 and the FAST Act. The rules established national performance measures. State DOTs and MPOs must establish targets for each measure. **Appendix D** contains the Systems Performance Report which tracks the measures, with additional discussion in Section 8 of this Long-Range Transportation Plan.

1.15.1.3 Automated / Connected / Electric / Shared-use Vehicles (ACES)

FHWA has identified the change transportation is undergoing due to new technology and institutions, such as shared mobility firms. Despite the unpredictability of the transportation landscape, planners are under pressure to develop long-range, performance-oriented policies, plans, and investment decisions. Adopting and supporting innovative technologies and business practices supports all seven goals of the Florida Transportation Plan and the federal planning factors found in the FAST Act. ACES may lead to improvements in safety, transportation choices, and quality of life for Floridians, our visitors and the Florida economy. Though there is a great deal of speculation and uncertainty of the potential impacts these technologies will have, TPOs need to determine how best to address the challenges and opportunities presented to them by ACES vehicles.

The following policy language is provided in accordance with the recommendation of the FDOT Office of Policy Planning, per the November 2018 report completed by FDOT and Florida State University Department of Urban & Regional Planning. [8]

> *As autonomous vehicle technology continues to advance, it is anticipated that changes in land use and transportation will require regulatory preparation and policy reevaluation. Public transit infrastructure will require changes to accommodate autonomous vehicles. Infrastructure improvements could include: fixed guide ways, clear signage, well-maintained roadways, curb adjustments (for ADA considerations), etc. These changes will improve the safety and efficiency of autonomous vehicles. Safety standards will need to be established and monitored related to personal and vehicle safety and cybersecurity. Coordination between transit agencies and TPOs is essential for efficient adoption. Autonomous transit will allow for increased transit ridership leading to a reduction in parking demand and higher density in urban centers. Coordination between land use planning and transportation planning will be necessary as these changes occur.*

Section 6.4.7 and **Appendix E** of this LRTP provide an analysis of how emerging technologies affect the Bay TPO transportation needs. The introduction of Automated Vehicles (AVs) will increase the efficiency and utilization of existing roadway. With consideration of AVs, it will help mitigate the severity of congestion and in turn reduce the need for capacity improvements. For this analysis, the AV market penetration was assumed to be 60% in 2045, with a system-wide increase in throughput of 15% because of reduced headway, resulting in a reduction of congestion by a multiplier of 0.92. This means that for the corridors that will encounter Congested condition, AVs could bring down congestion to Borderline Congested.

Appendix E concludes with an analysis of projects in the Needs Plan to determine how incorporation of emerging technologies might affect the overall transportation needs. In summary, the number of corridors with planned capacity improvements that were rated as “very congested” or “congested” dropped by 25% indicating that emerging technologies may be able to reduce broad needs for capacity improvements.

[8] Smith, D., M. Anderson, G. Gordon, C. Ibarra, J. Osbun, R. L. Shelly, R. Wener, J. Crute, J. Jones, and A. Qureshi. *MPO Policy and Planning Guidance for Transit Applications of Automated Vehicles.* Florida Department of Transportation and Florida State University Department of Urban & Regional Planning. 28 Nov 2018.

1.16 Regional and Local Planning Integration

While not specifically required by federal or state direction, regional and local planning documents were examined to evaluate policy goals and objectives and Needs Plan projects that have direct relevance to the transportation system. The Goals and Objectives, Financial Resources, and Needs Plan reports more fully explain the state, regional and local documents that were studied as part of this LRTP and are listed below.

A discussion of the following regional and local planning documents is found in the Goals and Objectives, Financial Resources, and Needs Plan reports:

- *Florida Transportation Plan*
- *Florida Strategic Highway Safety Plan*
- *Florida Bicycle and Pedestrian Strategic Safety Plan*
- *Florida Greenways and Trails System Plan*
- *Florida Intelligent Transportation Systems Strategic Plan*
- *Bay County (FL) Comprehensive Plan*
- *Bay County Bicycle Pedestrian Master Plan*
- *Bay County Joint Land Use Study*
- *Bay County Strategic Plan*
- *Bay County Transportation Disadvantaged Service Plan*
- *Bay County RESTORE Act Multi-Year Implementation Plan*
- *Bay County Hurricane Michael Long Term Recovery Plan*
- *Bay-Walton Sector Plan*
- *ECRC Comprehensive Economic Development Strategy*
- *Northwest Florida Transportation Corridor Authority Master Plan*
- *Callaway Comprehensive Plan*
- *Lynn Haven Comprehensive Plan*
- *Mexico Beach Comprehensive Plan*
- *Panama City Beach Comprehensive Growth Development Plan*
- *Panama City Beach Strategic Plan*
- *Panama City Beach Front Beach Road Community Redevelopment Plan*
- *Panama City Comprehensive Plan*
- *Panama City Forest Park District Mobility Plan*
- *A Strategic Vision for Panama City's Historic Downtown and its Waterfront*
- *Panama City Port Authority*
- *City of Parker Comprehensive Plan*
- *City of Springfield Comprehensive Plan and Master Plan*
- *Panama City Downtown Community Redevelopment Agency Community Redevelopment Plan Update*
- *Panama City St. Andrews Community Redevelopment Agency Plan Update*
- *Panama City Downtown North Community Redevelopment Agency Plan Update*
- *Millville Area Community Redevelopment Plan*
- *Panama City Post-Hurricane Michael Neighborhood Plans (Downtown, Glenwood, Millville, and St. Andrews)*
- *City of Parker Recovery and Resiliency Partnership Project.*

2 Public Involvement Program

2.1 Introduction

The Public Involvement Plan was prepared by the Emerald Coast Regional Council (ECRC) for this Long-Range Transportation Plan to define strategies to include a variety of outreach activities designed to solicit feedback in all stages of the planning process from stakeholders of all ages, communities, and interests, in accordance with the Code of Federal Regulation (CFR 450.316) and the MPO Handbook. Faced with the COVID-19 pandemic, the ECRC had to re-assess the public involvement outreach strategy in 2020 to focus solely on virtual public meetings, consistent with other local governments, and direction from the State of Florida. Documentation of public involvement outreach and outcomes is further described in each of the Technical Reports:

- Public Participation Plan (July 24, 2019)
- Goals and Objectives (February 5, 2020)
- Financial Resources (May 27, 2020)
- Evaluation Criteria (May 27, 2020)
- Congestion Management Process (September 23, 2020)
- Needs Plan (January 27, 2021)
- Cost Feasible Plan (June 16, 2021)

However, even before the pandemic response, ECRC knew that additional emphasis was needed to enhance the on-line presence to push out the public involvement message to social media. To do so, a short promotional video was produced as part of the Long-Range Transportation Plan production. This video message was designed to be short and informative and a way to capture a segment of the public who might not otherwise be included to participate.



ECRC Bay TPO Long Range Transportation Plan (LRTP) promotional video.

A key component of the public involvement program incorporated public outreach and involvement in the Steering Committee meetings. A total of 10 Steering Committee meetings were held during the development of the 2045 Long-Range Transportation Plan, each as noticed public meetings. Both for in-person meetings (pre-COVID), and virtual meetings, members of the public routinely attended and participated. While statistical data is not readily available, it is reasonable to assume that the increased on-line presence in 2020 brought more public involvement to the table than the traditional in-person meetings. While it is difficult to replace the value of in-person communication and explanation, the value of an on-line meeting was instrumental in the development and completion of the final phases of this 2045 Long-Range Transportation Plan.

2.2 Emphasis Areas

2.2.1 Title VI and Environmental Justice

Title VI of the Civil Rights Act of 1964 prohibits discrimination based on race, color, and national origin in programs and activities receiving Federal funds. In addition to considering minority and low-income persons as required by Title VI of the Civil Rights Act of 1964, Executive Order 12898 – Federal Actions to Address Environmental Justice (EJ) in Minority Populations and Low-Income Populations, the TPO identifies and addresses, as appropriate, disproportionately high and adverse human health or environmental effects of its programs, policies, and activities on minority populations and low-income populations within the Bay County TPO Study Area. The Project Team for the 2045 Long-Range Transportation Plan integrated the Title VI and EJ planning process being developed and implemented as part of an ongoing project. This approach was used to identify EJ areas for consideration in the 2045 Long-Range Transportation Plan. ZIP codes with higher concentrations of minority, transit-dependent, low-income, older adult, and non-English speaking populations were identified as EJ areas. Throughout the project, participants in public outreach activities were asked to provide their residential ZIP codes. Participation from these ZIP codes was considered by the ECRC Public Involvement team to determine participation levels in the EJ areas compared to the study area to determine if outreach activities are effective in reaching individuals living in these areas.

2.2.2 Tribal Coordination

Tribal coordination was initiated by ECRC through the FDOT Office of Environmental Management in October 2018 to obtain the list of federally-recognized Tribes appropriate for consultation on this 2045 Long-Range Transportation Plan: (1) Mississippi Band of Choctaw Indians, (2) Muscogee (Creek) Nation, (3) Poarch Band of Creek Indians, and (4) Seminole Tribe of Florida. An invitation to participate was extended from ECRC to the Tribes. Throughout the process, the TPO staff would e-mail the Tribal contacts for opportunity to comment on the various Long-Range Transportation Plan products.

2.2.3 Resource Agency Coordination

Resource agency coordination was initiated by ECRC through direct outreach to the following: (1) Florida Department of Environmental Protection and State Clearinghouse, (2) Florida Department of State Historic Preservation, Division of Historical Resources, (3) Northwest Florida Water Management District, (4) Florida Fish and Wildlife Conservation Commission, and (5) Florida Department of Economic Opportunity.

2.2.4 Tourism

Tourism considerations were incorporated through reviewing state and local planning documents to incorporate tourism needs in the development of the Goals and Objectives. For example, the following Plans were reviewed that provide direct linkage to establishing tourism development as part of the transportation network: Comprehensive Economic Development Strategy, Florida Greenways and Trails System Plan, Bay County Bicycle Pedestrian Master Plan, Bay County Strategic Plan, Panama City Beach Front Beach Road Community Redevelopment Plan, and the Strategic Vision for Panama City's Historic Downtown and its Waterfront. In response, the Mission statement was modified to specifically incorporate both residents and visitors, and Objective 6.6 was added to incorporate tourism. Representation on the Steering Committee included the Northwest Florida Beaches International Airport, and representation from the City of Panama City Beach Community Redevelopment Agency. The Steering Committee also recommended a new item of Tourism Enhancement added to the 2045 Evaluation Criteria, under the category of Economic Vitality.

The City of Panama City Beach Community Redevelopment Agency (CRA) is responsible for implementation of locally-funded projects along Front Beach Road and other local roads that largely support tourism. The CRA district is envisioned to be the "grand boulevard of Panama City Beach" to attract visitors, and be more appealing to pedestrians, cyclists, and transit.[9] Development in the CRA was initiated in 2001 and includes approximately 20 miles of roads.

2.2.5 Natural Disaster Risk Reduction

Natural disaster risk reduction considerations were incorporated through reviewing state and local planning documents to incorporate risk reduction needs in the development of the Goals and Objectives. For example, the following Plans were reviewed that provide direct linkage to consideration of natural disaster risk reduction in transportation planning: Florida Transportation Plan, Comprehensive Economic Development Strategy, the Bay County Hurricane Michael Long-Term Recovery Plan, and the local Comprehensive Plans. Representation on the Steering Committee included local government planning officials to help identify needs for transportation facilities to mitigate risks from natural disasters.

[9] https://www.newsherald.com/story/news/traffic/2021/02/16/panama-city-beach-florida-spend-33-million-front-beach-road/6658799002/

3 Goals and Objectives

3.1 Introduction

Goals and Objectives set the framework to define the Long-Range Transportation Plan. The Goals and Objectives Technical Report documents the process and outcome of the 2045 Goals and Objectives. The information is summarized below.

3.2 Development of Goals and Objectives

The following sources were used to shape the 2045 LRTP goals and objectives: federal transportation legislation, Florida Transportation Plans, FDOT Metropolitan Planning Organization (MPO) Program Management Handbook, local government comprehensive plans, and the Bay TPO LRTP 2040 goals and objectives. The following is a synopsis of the process used to develop the 2045 Goals and Objectives.

- New and updated federal and state requirements were evaluated for policy-level changes.
- As a new element for the 2045 Goals and Objectives, additional evaluation was prepared for other guiding documents such as state, regional, and local plans that provide overall direction or guidance on transportation policy.
- The 2040 Goals and Objectives were edited to suggest recommended changes for review by ECRC staff and the Steering Committee.
- The Steering Committee met three times to review and discuss the new requirements and recommended changes. Additional input was provided by the Steering Committee in each of the three meetings.
- The draft Goals and Objectives were presented to the Bay TPO on November 14, 2019; including presentations to the Technical Coordinating Committee; and the Citizens Advisory Committee.
- An in-person public meeting was held on January 16, 2020 to review the draft Goals and Objectives and get public input. Prior to the public meeting, notice was also provided to the environmental agencies and Tribes. Additional public input was received and incorporated.
- The Steering Committee recommendation, as modified by the public input and comments received following the November 2019 TPO and Committee review, was sent to the Bay TPO and Committees (Citizens Advisory Committee, and Technical Coordinating Committee) for final action at the February 5, 2020 meetings. The 2045 Goals and Objectives were adopted by the Bay TPO on February 5, 2020 at the recommendation of the Committees as Resolution Bay 20-02.

3.3 Adopted 2045 Goals and Objectives

The Goals and Objectives Technical Report documents the process and outcome of the 2045 Goals and Objectives. The information is summarized in **Table 5**. The vision and mission statements and subsequent goals and objectives serve as the guiding principles of the Bay TPO 2045 LRTP. These statements guide the development of the plan update. For the 2045 LRTP, the vision and mission statements are continued from the 2040 LRTP, slightly modified by the Steering Committee to bring additional emphasis to modernization of the system and incorporating the needs of both residents and visitors.

- **Vision**: Our vision is to provide a safe and efficient multi-modal transportation system that supports the economic vitality of the area, protects the environment, promotes efficient system management and operation, and emphasizes modernization of the Bay County TPO area transportation system.

- **Mission**: To guide safe and socially responsible transportation decision-making for the modernization of the Bay County TPO area's transportation system while balancing the needs of Bay County Residents and transient populations for the economic development of the region.

Table 5. 2045 Goals and Objectives

GOAL 1: A multi-modal transportation system that is safe.	
Objective 1.1	Develop projects that increase safety for all motorized and non-motorized users (such as improved access management to reduce crashes, variable message signs to warn motorists of unsafe conditions, provision of sidewalks, transit, and bicycle facilities).
Objective 1.2	Consider clearance times on roads that function as evacuation routes when establishing roadway improvement priorities.
Objective 1.3	Implement techniques and road design to reduce fatalities and serious injuries from common intersection crashes and lane departures.
Objective 1.4	All future planning will incorporate appropriate measures for the safe transportation of hazardous materials.
Objective 1.5	Ensure roadway maintenance activities consider the human, vehicular, and roadway factors to provide safe facilities for the community.
Objective 1.6	Provide accurate and updated public transportation information such as wayfinding signage programs, online map tools, and informational brochures.
GOAL 2: A multi-modal network of integrated transportation systems for the movement of people and goods.	
Objective 2.1	Develop multi-modal linkages to increase the range of travel choices.
Objective 2.2	Expand bicycle, pedestrian, and public transportation services to improve accessibility, availability, and desirability of transit travel options.
Objective 2.3	Develop and maintain facilities that facilitate the transfer of cargo between all modes of travel.
Objective 2.4	Reduce delays for people and goods through increase multi-modal system capacity.
Objective 2.5	Integrate mobility management with Intelligent Transportation Systems to enhance multi-modal integration of people and goods.

Objective 2.6	Identify both long-range and short-range strategies that provide for the integrated multi-modal transportation system, with a forward-looking approach to Mobility on Demand [Intelligent Transportation Systems (ITS), and Automated Driving Systems (ADS)].
Objective 2.7	Identify corridors, infrastructure needs, and planning / transition implementation needs to accommodate Mobility on Demand [Intelligent Transportation Systems (ITS), and Automated Driving Systems (ADS)].
Objective 2.8	Pursue opportunities to support the mobile economy by establishing priority Freight Corridors.
Objective 2.9	Clearly define traffic capacity of roads for use in development planning.
GOAL 3: A multi-modal transportation system that is operated and maintained efficiently.	
Objective 3.1	Direct sufficient resources to preserve the existing transportation infrastructures including roadway, bicycle, pedestrian, and transit infrastructure.
Objective 3.2	Employ corridor management techniques that do not require additional travel lanes (such as the addition of turn lanes, roundabouts, Transportation System Management (TSM), and Intelligent Transportation Systems (ITS)).
Objective 3.3	Continue to implement a coordinated traffic signal system plan to improve road efficiency and to maintain traffic flow.
Objective 3.4	Replace structurally deficient facilities (such as roads, bridges, buses, and shelters) that emphasize preservation of the existing system.
Objective 3.5	Give priority and allocate funding to low-cost capital improvements designed to preserve and maintain existing thoroughfare capacity.
Objective 3.6	Integrate Complete Streets Policies into project development and maintenance programs.
GOAL 4: A multi-modal transportation system that protects, preserves, and enhances a high quality of life.	
Objective 4.1	Reduce adverse impacts of transportation on the environment (such as habitat and ecosystem fragmentation, wildlife collisions, and non-point source pollution).
Objective 4.2	Preserve and enhance access to historical areas.
Objective 4.3	Implement design standards for transportation facilities that will protect the environment (e.g. sensitive habitats, air quality, water quality, water quantity, recharge areas, trees).
Objective 4.4	Provide transportation equity for all persons including but not limited to young, persons with disabilities, the economically challenged, and the elderly.
Objective 4.5	Ensure no one segment of the population bears a disproportionate share of adverse impacts.
Objective 4.6	Maintain air quality attainment status for ground level ozone.
Objective 4.7	Introduce and expand the use of alternative fuels and alternatively fueled vehicles (AFV) and related technologies.

GOAL 5: A multi-modal transportation system that includes consistent, continuing, cooperative and comprehensive planning processes.	
Objective 5.1	Coordinate transportation and future land use decisions to promote efficient development patterns and a choice of transportation modes, consistent with local government comprehensive plans and road capacities.
Objective 5.2	Local governments should coordinate access management between permitting agencies.
Objective 5.3	Work with local governments to pass Corridor Preservation Ordinances to preserve land for future projects.
Objective 5.4	Encourage local government site plan review process to include provisions for compliance with Federal Americans with Disabilities Act guidelines and alternate forms of transportation.
Objective 5.5	Encourage green spaces in transportation related development through local government ordinances.
Objective 5.6	Involve environmental regulatory agencies and interested public groups in environmental issues early in the planning process.
Objective 5.7	Maintain close coordination with Florida Department of Transportation (FDOT), Department of Economic Opportunity (DEO), and chambers of commerce and neighboring counties on issues related to land use decisions, economic growth policies and transportation needs.
Objective 5.8	Plan for and coordinate with rural governmental entities both within their planning boundaries as well as those areas outside of the current boundaries that are impacted by transportation movements between regions.
Objective 5.9	Integrate public education and outreach so citizens can better educate the government on what they see as needs, to include direct communication with property owners at the earliest phases of proposed road projects.
GOAL 6: A multi-modal transportation system that supports economic vitality.	
Objective 6.1	Support projects that improve connectivity to existing or planned economic centers.
Objective 6.2	Support integration of regionally significant intermodal facilities into the region's transportation system resulting in a seamless, efficient network.
Objective 6.3	Educate TPO members, staff, and advisory committee members regarding the applications of sustainable community principles.
Objective 6.4	Identify existing future Highways of Commerce or Freight Corridors, assigning priority to those deemed deficient.
Objective 6.5	Maintain an acceptable roadway level of service on all major facilities including the Strategic Intermodal System facilities (highway, airport, seaport, and STRAHNET) to ensure efficient movement of people and goods.
Objective 6.6	Incorporate tourism strategy and planning documents (including traffic congestion plans) into the needs and projects of the transportation system.

GOAL 7: A multi-modal transportation system that provides for the security of residents, visitors, and commerce.	
Objective 7.1	Develop projects that increase safety for all motorized and non-motorized users.
Objective 7.2	Enhance the integration and connectivity of the transportation system for purposes of security.
Objective 7.3	Reduce the probability of service interruption during a natural disaster by identifying alternative routes before, during and after an incident.
Objective 7.4	Coordinate and cooperate with the Department of Homeland Security, the U.S. Coast Guard, and other federal and state agencies to enhance the security of the transportation system.
Objective 7.5	Enhance the safety of the transportation system to support Emergency Medical Services, Fire and Hazardous Materials response.
Objective 7.6	Coordinate with military land use through the joint land use planning processes.
GOAL 8: A multi-modal transportation system that maintains acceptable roadway level of service on all major facilities.	
Objective 8.1	Support policies to ensure that facilities and services are provided concurrently with development, and meet local level of service (LOS) standards.
Objective 8.2	Manage congestion near ports, airports, rail facilities, military facilities, economic activity centers, and tourist attractions.
Objective 8.3	Balance the needs of local residents, including tourist industry labor commuters, and visitor traffic stress on transportation system.
Objective 8.4	Preserve the intended function of the Florida Strategic Intermodal System (SIS), Strategic Highway Network (STRAHNET), and other appropriate corridors for intercity travel and freight movement.

3.4 Adopted 2045 Goals and Objectives – Federal Requirements

Table 6 shows how the required federal Planning Factors were included in the strategies of 2045 LRTP. An "**x**" indicates the Objective **fulfills** the Goal.

Table 6. Incorporation of Planning Factors: Federal Requirements

		FEDERAL PLANNING FACTORS									
		SAFETY	SECURITY	ACCESSIBILITY & MOBILITY	MULTIMODAL CONNECTIVITY	SYSTEM PRESERVATION	ECONOMIC VITALITY	ENVIRONMENTAL QUALITY	SYSTEM EFFICIENCY	RESILIENCY & RELIABILITY	TRAVEL & TOURISM
		1	2	3	4	5	6	7	8	9	10
Goal 1: Safe											
Objectives	1.1	x	x	x							x
	1.2	x	x	x							x
	1.3	x	x								
	1.4	x	x				x	x			
	1.5	x									x
	1.6	x		x	x						x
Goal 2: Integrated Transportation Systems											
Objectives	2.1		x	x	x		x				x
	2.2		x	x	x		x				
	2.3	x	x		x		x	x	x		
	2.4	x			x		x	x	x	x	x
	2.5	x		x	x			x			x
	2.6			x	x				x	x	x
	2.7			x	x				x	x	x
	2.8				x		x				x
	2.9			x					x		

FEDERAL PLANNING FACTORS										
		SAFETY	SECURITY	ACCESSIBILITY & MOBILITY	MULTIMODAL CONNECTIVITY	SYSTEM PRESERVATION	ECONOMIC VITALITY	ENVIRONMENTAL QUALITY	SYSTEM EFFICIENCY	RESILIENCY & RELIABILITY	TRAVEL & TOURISM
		1	2	3	4	5	6	7	8	9	10
Goal 3: Operated and Maintained Efficiently											
Objectives	3.1	x		x		x		x	x	x	
	3.2						x	x	x		
	3.3	x		x			x	x	x		
	3.4	x				x		x	x	x	
	3.5					x			x	x	
	3.6	x		x	x	x					
Goal 4: Protects, Preserves and Enhances a High Quality of Life											
Objectives	4.1					x		x			
	4.2					x					x
	4.3					x		x		x	
	4.4	x		x	x	x	x				x
	4.5					x	x			x	
	4.6	x				x	x	x			x
	4.7							x		x	x

FEDERAL PLANNING FACTORS										
		SAFETY	SECURITY	ACCESSIBILITY & MOBILITY	MULTIMODAL CONNECTIVITY	SYSTEM PRESERVATION	ECONOMIC VITALITY	ENVIRONMENTAL QUALITY	SYSTEM EFFICIENCY	RESILIENCY & RELIABILITY	TRAVEL & TOURISM
		1	2	3	4	5	6	7	8	9	10
Goal 5: Comprehensive Planning Process											
Objectives	5.1	x		x	x	x	x		x		
	5.2	x		x				x			
	5.3	x				x					
	5.4	x	x	x	x	x					
	5.5					x	x	x			
	5.6					x		x			
	5.7					x	x	x	x		x
	5.8			x			x		x		x
	5.9	x	x	x	x	x	x	x	x	x	
Goal 6: Supports Economic Vitality											
Objectives	6.1	x		x	x		x		x		
	6.2	x					x		x		
	6.3	x					x				
	6.4	x			x		x				
	6.5	x		x	x		x	x	x	x	
	6.6						x				x

FEDERAL PLANNING FACTORS										
		SAFETY	SECURITY	ACCESSIBILITY & MOBILITY	MULTIMODAL CONNECTIVITY	SYSTEM PRESERVATION	ECONOMIC VITALITY	ENVIRONMENTAL QUALITY	SYSTEM EFFICIENCY	RESILIENCY & RELIABILITY	TRAVEL & TOURISM
		1	2	3	4	5	6	7	8	9	10
Goal 7: Provides for Security											
Objectives	7.1	x	x	x				x			x
	7.2		x	x	x			x	x		x
	7.3	x	x	x	x		x	x	x		x
	7.4		x	x							
	7.5	x	x					x			
	7.6	x	x					x			
Goal 8: Maintains Acceptable Roadway LOS											
Objectives	8.1	x		x			x		x		
	8.2	x		x	x		x		x		x
	8.3			x		x					
	8.4	x		x	x				x	x	

3.5 Adopted 2045 Goals and Objectives – Federal Expectations and Emerging Issues

Table 7 shows how the required federal expectations and emerging issues were included in the strategies of 2045 LRTP. An "**x**" indicates the Objective **fulfills** the Goal. Expectation E18 is optional and does not include Objectives to implement the goal (as indicated with a "**-**").

Table 7. Incorporation of Planning Factors: Federal Expectations and Emerging Issues

FEDERAL EXPECTATIONS & EMERGING ISSUES																		
		PUBLIC INVOLVEMENT	TRIBAL / AGENCY CONSULTATION	MEASURES OF EFFECTIVENESS	FISCAL CONSTRAINT	STRATEGIC HIGHWAY SAFETY PLAN	FREIGHT	ENVIRONMENTAL MITIGATION	CONGESTION MANAGEMENT	AMERICANS WITH DISABILITIES ACT	MULTIMODAL FEASIBILITY	TRANSIT ASSET MANAGEMENT	MOBILITY ON DEMAND	AGENCY CONSULTATION	SUMMARY OF PUBLIC INVOLVEMENT	IMPACT ANALYSIS / DATA VALIDATION	FDOT REVENUE FORECAST	SUSTAINABILITY / LIVABILITY	SCENARIO PLANNING
		E1	E2	E3	E4	E5	E6	E7	E8	E9	E10	E11	E12	E13	E14	E15	E16	E17	E18
Goal 1: Safe																			
Objectives	1.1					x	x		x	x	x	x							-
	1.2					x			x	x	x								-
	1.3					x	x							x					-
	1.4			x		x													-
	1.5			x			x							x					-
	1.6								x	x									-
Goal 2: Integrated Transportation Systems																			
Objectives	2.1					x			x										-
	2.2			x		x			x										-
	2.3			x					x										-
	2.4						x		x									x	-
	2.5			x						x									-
	2.6			x		x			x										-
	2.7								x				x					x	-
	2.8						x		x									x	-
	2.9								x									x	

FEDERAL EXPECTATIONS & EMERGING ISSUES																		
		PUBLIC INVOLVEMENT	TRIBAL / AGENCY CONSULTATION	MEASURES OF EFFECTIVENESS	FISCAL CONSTRAINT	STRATEGIC HIGHWAY SAFETY PLAN	FREIGHT	ENVIRONMENTAL MITIGATION	CONGESTION MANAGEMENT	AMERICANS WITH DISABILITIES ACT	MULTIMODAL FEASIBILITY	TRANSIT ASSET MANAGEMENT	MOBILITY ON DEMAND	AGENCY CONSULTATION	SUMMARY OF PUBLIC INVOLVEMENT	IMPACT ANALYSIS / DATA VALIDATION	FDOT REVENUE FORECAST	SUSTAINABILITY / LIVABILITY	SCENARIO PLANNING
		E1	E2	E3	E4	E5	E6	E7	E8	E9	E10	E11	E12	E13	E14	E15	E16	E17	E18
Goal 3: Operated and Maintained Efficiently																			
Objectives	3.1				x														-
	3.2			x	x				x										-
	3.3			x				x											-
	3.4				x				x			x						x	-
	3.5				x				x									x	-
	3.6																	x	-
Goal 4: Protects, Preserves, and Enhances a High Quality of Life																			
Objectives	4.1							x								x		x	-
	4.2																	x	-
	4.3							x			x	x	x			x		x	-
	4.4						x			x								x	-
	4.5							x		x						x		x	-
	4.6			x			x	x					x			x		x	-
	4.7																	X	-
Goal 5: Comprehensive Planning Process																			
Objectives	5.1																	x	-
	5.2		x				x							x					-
	5.3		x					x			x			x				x	-
	5.4								x	x	x			x					-
	5.5							x											-
	5.6		x					x						x				x	-
	5.7		x			x	x	x			x			x		x	x	x	-
	5.8		X						x									x	-
	5.9	x	x																-

FEDERAL EXPECTATIONS & EMERGING ISSUES																		
		PUBLIC INVOLVEMENT	TRIBAL / AGENCY CONSULTATION	MEASURES OF EFFECTIVENESS	FISCAL CONSTRAINT	STRATEGIC HIGHWAY SAFETY PLAN	FREIGHT	ENVIRONMENTAL MITIGATION	CONGESTION MANAGEMENT	AMERICANS WITH DISABILITIES ACT	MULTIMODAL FEASIBILITY	TRANSIT ASSET MANAGEMENT	MOBILITY ON DEMAND	AGENCY CONSULTATION	SUMMARY OF PUBLIC INVOLVEMENT	IMPACT ANALYSIS / DATA VALIDATION	FDOT REVENUE FORECAST	SUSTAINABILITY / LIVABILITY	SCENARIO PLANNING
		E1	E2	E3	E4	E5	E6	E7	E8	E9	E10	E11	E12	E13	E14	E15	E16	E17	E18
Goal 6: Supports Economic Vitality																			
Objectives	6.1																	x	-
	6.2		x				x	x	x					x				x	-
	6.3			x							x			x				x	-
	6.4		x			x	x		x	x	x	x	x	x		x		x	-
	6.5			x			x		x		x		x	x		x		x	-
	6.6		x	x		x	x		x	x	x		x	x				x	-
Goal 7: Provides for Security																			
Objectives	7.1		x	x		x	x		x	x	x		x	x		x		x	-
	7.2	x	x	x		x	x		x	x	x	x	x	x	x				-
	7.3		x	x		x	x		x	x	x	x	x	x		x		x	-
	7.4	x	x	x		x	x		x					x		x			-
	7.5					x	x		x										-
	7.6	x							x					x				x	-
Goal 8: Maintains Acceptable Roadway LOS																			
Objectives	8.1		x	x			x		x	x				x		x		x	-
	8.2			x		x	x		x		x		x	x		x		x	-
	8.3	x		x					x		x				x	x		x	-
	8.4			x		x	x		x										-

4 Evaluation Criteria

4.1 Introduction

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

4.2 Development of Evaluation Criteria

The Evaluation Criteria Technical Report documents the process and outcome of how the 2045 criteria were developed and applied, including a comparison of changes from 2040 to 2045. The Steering Committee guided development of the Evaluation Criteria through two meetings (January 17, 2020; and April 27, 2020) by examining the previous 2040 criteria, and incorporating Steering Committee input. The Evaluation Criteria were presented to and approved by the Bay TPO and Committees at the May 27, 2020 meetings. The results were applied to evaluate the Needs Plan Projects. The results of the evaluation are provided in the Evaluation Criteria Technical Report, and the Cost Feasible Plan Technical Report where one of the scenarios was based on the adopted Evaluation Criteria.

4.3 2045 Evaluation Criteria

The adopted Evaluation Criteria are presented in the **Table 8**. The categories were weighted as follow for a maximum of 335 points per project:

• Transportation Safety:	4 criteria, 4 points, weighted at 20%:	80 points
• Multimodal Choices and Connections:	3 criteria, 3 points, weighted at 15%:	45 points
• System Efficiency and Preservation:	3 criteria, 3 points, weighted at 10%:	30 points
• System Sustainability and Livability:	3 criteria, 3 points, weighted at 10%:	30 points
• Economic Vitality:	4 criteria, 4 points, weighted at 15%:	60 points
• Multimodal Transportation Security:	3 criteria, 3 points, weighted at 10%:	30 points
• Congestion Management:	3 criteria, 3 points, weighted at 20%:	60 points
:		335 points

Application of the Evaluation Criteria is further discussed in development of the Cost Feasible Plan scenarios.

Table 8. 2045 Evaluation Criteria

Category and Criteria (Description)	Criteria Rating Scale Lesser Benefit <----> Higher Benefit)		
Transportation Safety - 20% [Goal 1; Objectives 1.1, 1.3, 1.4, and 6.5]			
Complete Systems (Project assists in providing a completed transportation system)	0		1
Does the project provide an opportunity to continue completion of the transportation system for all users?	No		Yes
School Activity (Project within two miles of a public school, private school, or College)	0		1
Will the project help to improve a school zone or school-related activities (e.g., school crossings, school routes, buses, etc.)?	No		Yes
Safety Improvement Strategies (Crash Rates based on Signal Four Analytics)	0	0.5	1
Projects ranked from highest to lowest and awarded a graduated point value based on ranking past five years	Lowest	Mid-Range	Highest
Identified by Community Traffic Safety Team (Project on the Bay County Community Traffic Safety Team List of Projects)	0	0.5	1
Has the project been identified as a Community Traffic Safety Team Project?	No	< 1 Year	1 Year or >
Multimodal Choices and Connections - 15% [Goal 2; Objectives 2.1, 2.2, and 3.6]			
Pedestrian (Project included as a Pedestrian project in the TPO's Bicycle/Pedestrian Plan)	0	0.5	1
To what extent will the project enhance pedestrian and related connections or opportunities?	>1/2 mile	within 1/2 mile	Same facility
Bicycle (Project included as a bicycle project in the TPO's Bicycle/Pedestrian Plan)	0	0.5	1
To what extent will the project enhance bicycle and related connections or opportunities?	>1 miles	within 1 mile	Same facility
Public Transportation (Project is located on a Bay Towne Trolley Route or a FDOT Park and Ride Lot)	0	0.5	1
To what extent will the project enhance public transportation and related connections or opportunities (e.g., park&ride, bus shelters)?	>1/2 mile	within 1/2 mile	Same facility
System Efficiency and Preservation - 10% [Goal 3; Objectives 3.1, 3.2, 3.3, 3.4, and 3.5]			
AADT (2010 FDOT or 2010 Local Government Traffic Counts)	0	0.5	1
What is the estimated daily traffic volume at the project location?	0 to <10,000	10,000 to 20,000	>20,000
Route Significance (Project is on the Strategic Intermodal System or National Highway System)	0		1
Is the project located on the National Highway System or FIHS?	No		Yes
Existing Deficiency (Regional Transportation Model and TPO's LOS Tables for 2010 or other LOS Analysis)	0	0.5	1
Will the project address one or more deficiencies (e.g., failing LOS, ADA, signal delay, resurfacing, etc.)?	<1.0	1.0 to 1.3	>1.3
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)	0	0.5	1
To what extent will the project have social or environmental impacts as evaluated through an FDOT PD&E or equivalent study?	Substantial	Moderate	Low
Recreational Opportunity (Project is linked to water, campgrounds, parks, and trails)	0		1
To what extent might the project add, enhance, or otherwise benefit recreational opportunities for residents or visitors?	>2miles		0 to 2 miles
Local Planning (Project is located in a Local Government Comprehensive Plan or Master Plan)	0		1
Is the project identified or supported by an existing municipal comprehensive plan or other locally-adopted plan or study?	No		Yes
Economic Vitality - 15% [Goal 6; Objectives 6.1, 6.4, 6.5, and 6.6]			
Economic Reach (Positive Employment Growth from 2020 to 2045 Traffic Analysis Zones along Corridor)	0	0.5	1
To what extent will the project support planned development or provide economic benefits (e.g. job growth/retention)?	No	>0 to 2%	>2%
Base Access (Project on the SIS for Military Access or the Strategic Highway Network (STRAHNET))	0		1
Does the project improve military base access directly or indirectly (e.g., along a connecting route)?	No		Yes
Intermodal Goods Movement (Project on the Strategic Intermodal System (SIS) or TPO 's Regional Freight Plan Network)	0		1
To what extent will the project enhance, expand, or benefit intermodal facilities or opportunities for goods movement?	No		Yes
Tourism (Project provides for tourism, recreation, or ecotourism enhancement)	0		1
To what extent does the project promote tourism, recreation, or ecotourism?	No		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)	0		1
Will the project directly enhance emergency response or improve emergency access for police, fire, ambulance, major utility center, etc?	No		Yes
Identified Security Issues (Project is within 2 miles of military installation, airport, port, and local government center)	0		1
Will the project help to address a previously-identified security issue or concern?	None		Yes
Service Disruption (Project is within 5 miles of a hurricane evacuation route from the Hurricane Restudy above)	0		1
Does the proposed project provide alternative routes for natural disaster evacuation?	No		Yes
Congestion Management - 20% [Goal 8; Objective 8.1]			
Correct Deficiency (Project is deficient in the Existing Plus Committed Network)	0	0.5	1
Will the project appropriately address congestion as identified by studies or other observations?	<1.0	1.0 to 1.3	>1.3
Congestion Management Strategies (Volume to Capacity Ratio from the 2045 Needs Plan Network)	0	0.5	1
To what extent will the project incorporate congestion management strategies?	<1.3	1.0 to 1.3	<1.0
Facility Level of Service (LOS) (2018 FDOT LOS Tables)	0	0.5	1
What is the LOS of the proposed project area?	A-B	C	D-F

5 Financial Resources

5.1 Introduction

Financial Resources are determined by the Florida Department of Transportation and communicated to the ECRC and TPOs for use in development of the Long-Range Transportation Plan. The Financial Resources Technical Report documents the available funding, and identifies other potential sources of revenue. **Section 7.7** of this LRTP further discusses how the fiscal constraint calculations were applied.

5.2 Development of Financial Resources

Appendix F of this Long-Range Transportation plan provides the FDOT Revenue Forecast (November 18, 2018), along with the excerpt from the FDOT *Revenue Forecasting Guidebook* (January 2019) on adjusting to Year of Expenditure costs. Available revenue is determined by the FDOT Revenue Forecast, issued by the FDOT Office of Policy Planning. The available capacity funding amounts for the Bay County TPO are presented in Table 5 of the Revenue Forecast and are presented in Year of Expenditure (YOE) dollars in that document. To adjust the values to Present Day for the purpose of estimating project costs, the FDOT inflation factors were applied. This was accomplished by applying the multipliers from the *FDOT Revenue Forecast Guidebook* Appendix C, Table 8a. Project costs are presented in 2018 Present Day Cost dollars based on FDOT 2018 cost estimating guidelines, or by applying estimates from PD&E or Design projects currently in progress. The resulting available revenue (non-SIS) for the Cost Feasible Plan is presented in the table below which forms the basis for the development of the Cost Feasible Plan. The adjusted available funding for non-SIS capacity projects is **$184,672,539**.

Funding for Strategic Intermodal System (SIS) projects was obtained from the following FDOT SIS Plans: (1) First Five Year Plan (2020/2021 – 2024/2025); Second Five Year Plan (2024/2025 – 2028/2029); and (3) SIS Long-Range Cost Feasible Plan (2029 – 2045). Available funding for SIS projects is identified in each of these three plans. The First and Second Five Year Plans present costs in Year of Expenditure dollars, while the SIS Long-Range Plan is expressed in Present Day Costs, with costs allocated to three funding periods: FY2028/2029 – 2035/2035; FY2035/2036 – 2039/2040; and FY2040/2041 – 2044/2045. FDOT periodically adjusts available SIS funding. This Long-Range Transportation Plan will be Amended when new SIS funding projections become available.

Funding summaries are presented in **Table 9. Table 10** presents the adjustments from Year of Expenditure to Present Day for non-SIS, FY 26-45. These numbers were used for the June 2021 adoption of the Long-Range Transportation Plan.

Table 9. 2045 Projected Funding

State and Federal Funds from 2045 Revenue Forecast (*Millions of Dollars*)
Florida Department of Transportation

Capacity Programs	Time Periods (Fiscal Years)					
	2020	**2021-2025**	**2026-2030**	**2031-2035**	**2036-2045**	**26-Year Total**
SIS Highways Construction & ROW	$3.95	$154.99	$233.79	$239.84	$196.12	$824.75
Non-SIS*	$8.13	$50.13	$54.89	$50.43	$79.35	$234.79
Transit*	$3.21	$15.01	$17.06	$15.92	$25.07	$73.05
TMA / SU Funds	$0	$0	$0	$0	$0	$0
Total Capacity Programs*	**$15.29**	**$220.13**	**$305.73**	**$306.19**	**$300.54**	**$1,132.59**

SIS projects from July 2019 SIS Adopted 5-Year Plan, Second 5-Year Plan, and 2029-2045 Long Range Cost Feasible Plan (Programmed Year-of-Expenditure Costs for projects in SIS First Five-Year Plan, and SIS Second Five-Year Plan. Present Day Costs for projects in Long Range Plan). Other costs listed in November 19, 2018 FDOT Revenue Forecast for Bay County TPO and Operations and Maintenance Costs are listed by programs, not costs in this report.

**Non-SIS and Transit are reported in Year of Expenditure from Table 5 in FDOT Revenue Forecast for Bay TPO (Nov 18, 2018). This will be adjusted down to Present Day Cost for the Cost Feasible Plan.*

Table 10. 2045 Non-SIS Projected Funding FY 26-45, Adjusted from Year of Expenditure (YOE) to Present Day Cost

Available Funds (Non-SIS)	**YOE Dollars**	**Multiplier**	**Present Day Cost**
FY 2021-2025 (TIP)	$ 59,650,000	1.19	$50,126,050
FY 2026-2030	$ 72,460,000	1.32	$54,893,939
FY 2031-2035	$ 78,170,000	1.55	$50,432,258
FY 2036-2045	$162,660,000	2.05	$79,346,341
FY26-45	$313,290,000	--	**$184,672,539**
Available Funds (Transit)	**YOE Dollars**	**Multiplier**	**Present Day Cost**
FY 2021-2025 (TIP)	$17,860,000	1.19	$15,008,403
FY 2026-2030	$22,520,000	1.32	$17,060,606
FY 2031-2035	$24,670,000	1.55	$15,916,129
FY 2036-2045	$51,390,000	2.05	$25,068,293
FY26-45	$98,580,000	--	**$58,045,028**

6 Needs Plan

6.1 Introduction

The Needs Plan considers current and future transportation needs without consideration of financial constraints.

6.2 Development of Needs Plan Projects

The Needs Plan process is summarized in **Figure 12.**

Figure 12. Needs Plan Process



6.2.1 Existing Plus Committed Network

To determine what roadway projects are initially needed, an Existing plus Committed Network is established. The Existing plus Committed Network is comprised entirely of major arterial and collector roads, within the study area, plus new or expanded (committed) roadways funded for construction between 2015 and 2024. These projects are then coded into the transportation model and the model is run with the updated land use data to determine deficiencies. Deficiencies are based on volume to capacity ratios. To determine the transportation needs, the traffic model is run using the Existing plus Committed Network and projected future land use. The inputs to the model considered local government master plans including the *Bay-Walton Sector Plan*, input from the Land Use Subcommittee, and socioeconomic data from various state and local government resources. The list of projects, as well as the map of the Existing plus Committed Network along with the deficiencies, are listed in **Table 11**, and shown in **Figure 13**.

Table 11. Existing + Committed Projects

Roadway	Limits	Project
SR 390	SR 368 (23rd Street) to SR 77	Widen to Six Lanes
SR 388	SR 79 to East of Northwest Florida Beaches International Airport	Widen to Four Lanes
US 98	E. of SR 368 to W. of SR 368	Interchange
Jenks Avenue	SR 368 (23rd Street) to Baldwin Road	Widen to Four Lanes
Jenks Avenue	Baldwin Road to SR 390	Widen to Four Lanes
Baldwin Road	Harrison to Kirkwell Avenue	Widen to Four Lanes
Bay Parkway Phase 1	SR 79 to Pier Park Road	Construct new 4 Lane Facility
Bay Parkway Phase 2	Pier Park Road to Nautilus Street	Construct new 4 Lane Facility
US 98	East of Tyndall AFB Main Gate to West of Tyndall AFB Main Gate	Main Gate Flyover
South Thomas Drive	Front Beach Road to Thomas Drive	Widen to Four Lanes
Gulf Coast Parkway (Segment 8)	Star Avenue to US 98	Construction of New Four Lane Roadway
US 98A (Front Beach Road)	Richard Jackson Boulevard to South Thomas Drive	Add Transit Lanes
CR 30H (Alf Coleman Road)	US 98 (Panama City Beach Parkway / Back Beach Road) to Hutchison Boulevard	Widen to 4 Lanes, raise roadway elevation, stormwater improvements
US 98A (Front Beach Road) Segment 3	S. Arnold Road to Lullwater Drive	Additional lanes dedicated to dual-use bicycle and transit
South Arnold Road (former SR 79)	US 98 (Panama City Beach Parkway) to US 98A (Front Beach Road)	Widen 2 to 4 lanes with roundabout, sidewalk, lighting, landscaping, utility undergrounding. Constructed as part of Front Beach Road Segment 3 project.

Figure 13. Existing + Committed Projects



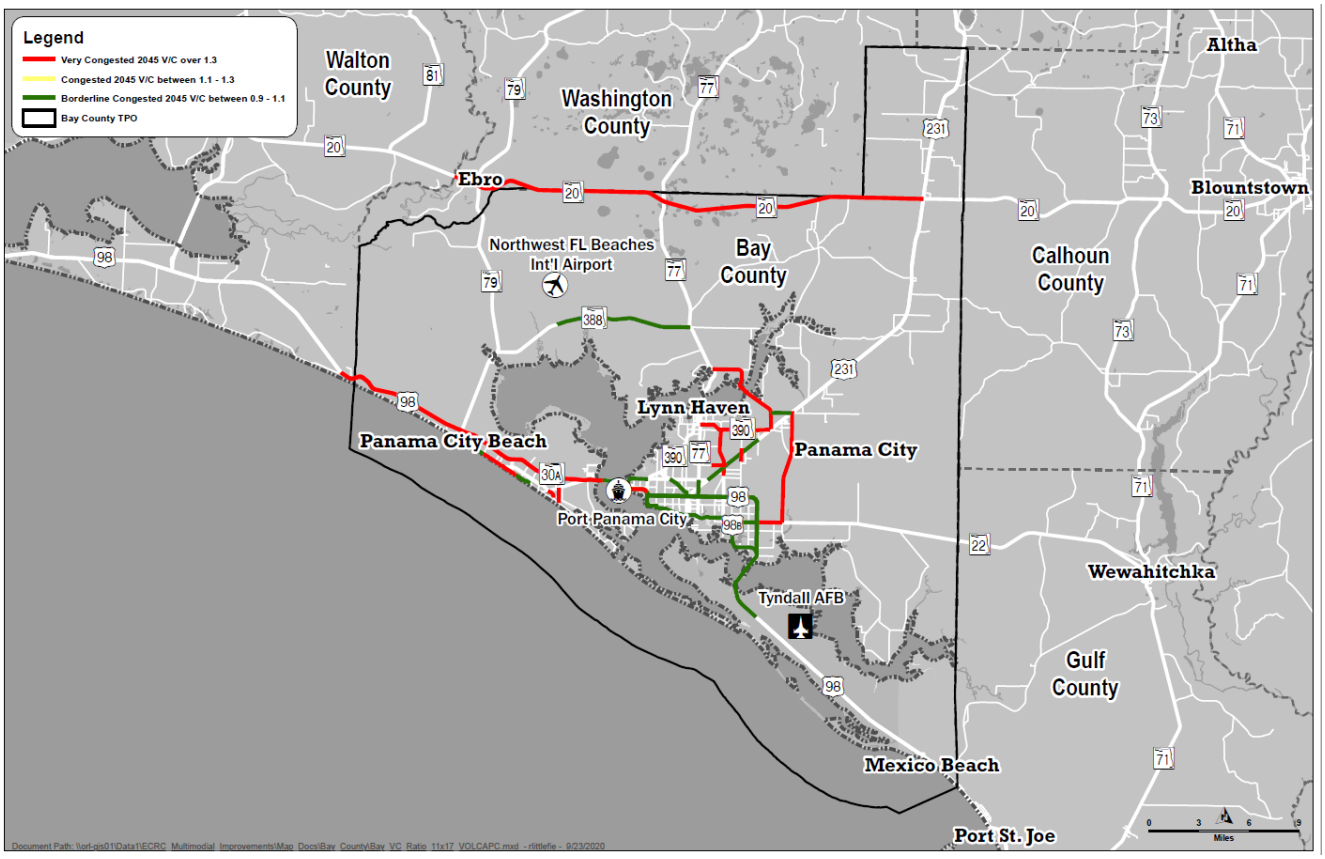
6.2.2 E+C Deficiencies

One of the outputs of the Northwest Florida Regional Planning Model is a map showing the road deficiencies. The deficiency map is one of the tools to help determine where and what type of roadway improvements are needed to meet demand of future growth on the infrastructure. Deficiencies are determined from the 2045 Northwest Florida Regional Transportation Model. The 2015 and 2045 socio-economic data that was developed in coordination with the Land Use Subcommittee was utilized in the development of the forecast deficiencies. ECRC, along with FDOT, representatives of real estate development organizations, and local government staff, participated in the Northwest Florida Regional Planning Model Land Use Subcommittee meetings to provide input and connection to this Long-Range Transportation Plan. A GoTo meeting, hosted by FDOT, was held on May 30, 2019 to review and understand how the Base Year (2015) was developed and projected by Traffic Analysis Zones for the Bay TPO area. An in-person meeting, hosted by FDOT, was held on June 25, 2019 at Panama City Hall for the Land Use Committee members to review and provide input to future land uses. The data was used by the model to produce travel demand on the roadway network. This demand is analyzed as volume to roadway capacity or Volume to Capacity (V/C). The analysis that was completed identified facilities that are expected to experience various levels of congestion in year 2045. For this analysis, the following V/C Ratios were used as shown in **Table 12** and shown in **Figure 14**.

Table 12. Volume to Capacity Congestion Levels

Daily v/c Ratio	Congestion Level
0.9 - 1.1	Borderline Congested
1.1 to 1.3	Congested
Higher than 1.3	Very Congested

Figure 14. Existing Plus Committed Project Deficiency Map



6.2.3 2040 Needs Plan Review

The next step in the 2045 Needs Plan development was to review prior projects in the previous 2040 Needs Plan. These projects were reviewed in conjunction with the current deficiency data to determine if the projects were still warranted or if they could be removed for other reasons. Some of these projects have been completed and some of the needs have changed because of changes in roadway ownership, land use, development patterns, development intensity and revised population and employment forecasts. Projects that were removed were also reviewed with the Steering Committee. These projects are listed in **Table 13**.

Table 13. 2040 Needs Plan Projects Not Included in 2045 Needs Plan

Roadway	Limits	Project	Reason Not Included in 2045
CNG Filling Stations (2040 Needs #6)			Need referenced in final report
SR 22 (Wewa Highway) (2040 Needs Part of #7)	Business 98 to US 98 to Tyndall Parkway	Widen to 4 lanes	Replaced by Corridor / Complete Streets Study
Transmitter Road (2040 Needs Part of #21)	US 98 to SR 88	Widen to 4 Lanes	Replaced by Corridor / Complete Streets Study
Business 98 (2040 Needs #27)	Cherry Street to Paper Mill Entrance	Widen to 4 lanes	Replaced by Corridor / Complete Streets Study
US 98 Tyndall Main Gate (2040 Needs #15)		Construct Grade Separated Interchange at the Main Gate	Under construction
Jenks Avenue (2040 Needs #31)	From Baldwin Road to SR 390	Widen to 4 Lanes	Under construction
Park and Ride Lots (2040 Needs #51)	On SR 77 at Bay / Washington County Line	Construct Park and Ride Lot	Improvements completed
Gulf Coast Parkway (Segment 8) (2040 Needs #17)	US 98	Star Avenue	Advancing to Construction as Existing + Committed.
Bay Parkway Phase 2 (2040 Needs #39)	Bay Parkway (Phase 1) / W. Pier Park Drive	SR 30A (US 98) Panama City Beach Pkwy / Nautilus St.	Construction complete 2021
US 98A (Front Beach Road Segment 3) (2040 Needs #45)	S. Arnold Road to Lullwater Drive	Construct new 2-lane roadway from Star Ave to US 98 (4-Lane Capacity)	Advancing to Construction as Existing + Committed.
CR 30H (Alf Coleman Road) (2040 Needs #38)	US 98A (Front Beach Road) to US 98 (Panama City Beach Parkway)	Widen to 4 Lanes, raise roadway elevation, stormwater improvements	Advancing to Construction as Existing + Committed (US 98 (Panama City Beach Parkway / Back Beach Road) to Hutchison Boulevard)
South Arnold Road (2040 Needs #34)	US 98 (Panama City Beach Parkway) to US 98 A (Front Beach Road)	Widen 2 to 4 lanes with roundabout, sidewalk, lighting, landscaping, utility undergrounding	Advancing to Construction as Existing + Committed.

6.2.4 TPO Priorities and TIPs

Another component of the Needs Plan development was the review of the Priorities and Transportation Improvement Program (TIP) as adopted by the TPO. The current and previous versions were reviewed to incorporate existing Priorities and projects and to ensure that the current TIP is part of the current Long-Range Transportation Plan.

6.2.5 Review of Planning Documents

The 2045 Long-Range Transportation Plan took a hard look into local and regional planning documents to better understand issues of local importance that have been identified through other efforts. This resulted in several new projects added to the Needs Plan list for 2045. For example, approximately 20 projects were identified in the 2045 Needs Plan from the Hurricane Michael Long-Term Recovery Plan. In addition, several recommendations were incorporated from the Post-Hurricane Michael Panama City Neighborhood Plans. The planning documents reviewed are further examined in the Goals and Objectives, Financial Resources, and Needs Plan Technical Reports and listed below.

A discussion of the following regional and local planning documents is found in the Goals and Objectives, Financial Resources, and Needs Plan reports:

- *Florida Transportation Plan*
- *Florida Strategic Highway Safety Plan*
- *Florida Bicycle and Pedestrian Strategic Safety Plan*
- *Florida Greenways and Trails System Plan*
- *Florida Intelligent Transportation Systems Strategic Plan*
- *Bay County (FL) Comprehensive Plan*
- *Bay County Bicycle Pedestrian Master Plan*
- *Bay County Joint Land Use Study*
- *Bay County Strategic Plan*
- *Bay County Transportation Disadvantaged Service Plan*
- *Bay County RESTORE Act Multi-Year Implementation Plan*
- *Bay County Hurricane Michael Long Term Recovery Plan*
- *Bay-Walton Sector Plan*
- *ECRC Comprehensive Economic Development Strategy*
- *Northwest Florida Transportation Corridor Authority Master Plan*
- *Callaway Comprehensive Plan*
- *Lynn Haven Comprehensive Plan*
- *Mexico Beach Comprehensive Plan*
- *Panama City Beach Comprehensive Growth Development Plan*
- *Panama City Beach Strategic Plan*
- *Panama City Beach Front Beach Road Community Redevelopment Plan*
- *Panama City Comprehensive Plan*
- *Panama City Forest Park District Mobility Plan*
- *A Strategic Vision for Panama City's Historic Downtown and its Waterfront*
- *Panama City Port Authority*
- *City of Parker Comprehensive Plan*
- *City of Springfield Comprehensive Plan and Master Plan*
- *Panama City Downtown Community Redevelopment Agency Community Redevelopment Plan Update*
- *Panama City St. Andrews Community Redevelopment Agency Plan Update*
- *Panama City Downtown North Community Redevelopment Agency Plan Update*
- *Millville Area Community Redevelopment Plan*
- *Panama City Post-Hurricane Michael Neighborhood Plans (Downtown, Glenwood, Millville, and St. Andrews)*
- *City of Parker Recovery and Resiliency Partnership Project.*

Because it represents a substantial growth cluster in the western portion of Bay County, additional emphasis is given here to the Bay-Walton Sector Plan. Projects associated with the Sector Plan are:

- West Bay Parkway (SR 388) from US 98 (SR 30) to US 231 (SR 75) [A-20, A-9, A-10, A-29]
- SR 388 from East of Northwest Florida Beaches International Airport to SR 77 [A-9, A-10]
- SR 388 from US 98 (Walton County) to SR 79 [A-20]
- Powerline Road from West Bay Parkway to SR 79 at Loop Road Connection [A-33]
- Gulf Coast Parkway Extension from SR 77 to US 231 (SR 75) [A-34]
- Bay Parkway, Phase 3 [A-49]
- Express Bus Service to Airport from Panama City Beach to Northwest Florida Beaches International Airport [D-2]
- SR 79 from SR 388 to Bay County Line [A-48]
- SR 77 from SR 390 to Bay County Line [A-45]
- Recreational Trails Program.

Other Needs Plan projects resulting from the in-depth review of local planning documents, or through local government coordination, include:

- Clarence Street from Hutchison Boulevard to Front Beach Road [A-43]
- Titus Road from SR 390 to CR 2321 [A-36]
- Titus Road from CR 2321 to US 213 [A-46]
- Bay Parkway Phase 3 [A-49]
- Panama City Beach Parkway Elevated Segment [A-50]
- SR 77 Corridor Study from 15th Street to Business 98 [B-13]
- Harrison Avenue Corridor Study from 15th Street to Government Street [B-14]
- Hutchison Boulevard Corridor Study to Front Beach Road [B-15]
- SR 77 Corridor Study from 23rd Street to SR 390 [B-16]
- Transmitter Road from Wewa Highway to 15th Street [B-17]
- Wewa Highway from Business 98 to Tyndall Parkway [B-18]
- Northgate Access for Naval Support Panama City [C-7]
- Roundabout Beach Drive and 6th Street [C-8]
- Roundabout Harrison Avenue and 6th Street [C-9]
- Roundabout Cherry Street and Berthe Avenue [C-10]
- Roundabout Cherry Street and Bob Little Road [C11]
- Roundabout 7th Avenue and Transmitter Road [C-12]
- Roundabout Business 98 and Cedar Street Lane [C-13]
- Roundabout Business 98 and Cheri Lane [C-14]
- SR 388 at SR 77 Intersection [C-15]
- Transfer Station on SR 77 at US 231 [D-4]
- Express Bus Service between Naval Support Panama City and Tyndall Air Force Base [D-5]
- Inlet Beach Route [D-6]
- Beach Transfer and Maintenance Center [D-7]
- Front Beach Road Dedicated Lane [D-8]
- Water Transit [D-9]
- Elevated Pedestrian Structure on Back Beach Road at Nautilus Street [E-6]
- Elevated Pedestrian Structure on Back Beach Road at Powell Adams [E-7]
- Elevated Pedestrian Structure on Back Beach Road at Pier Park Drive [E-8]

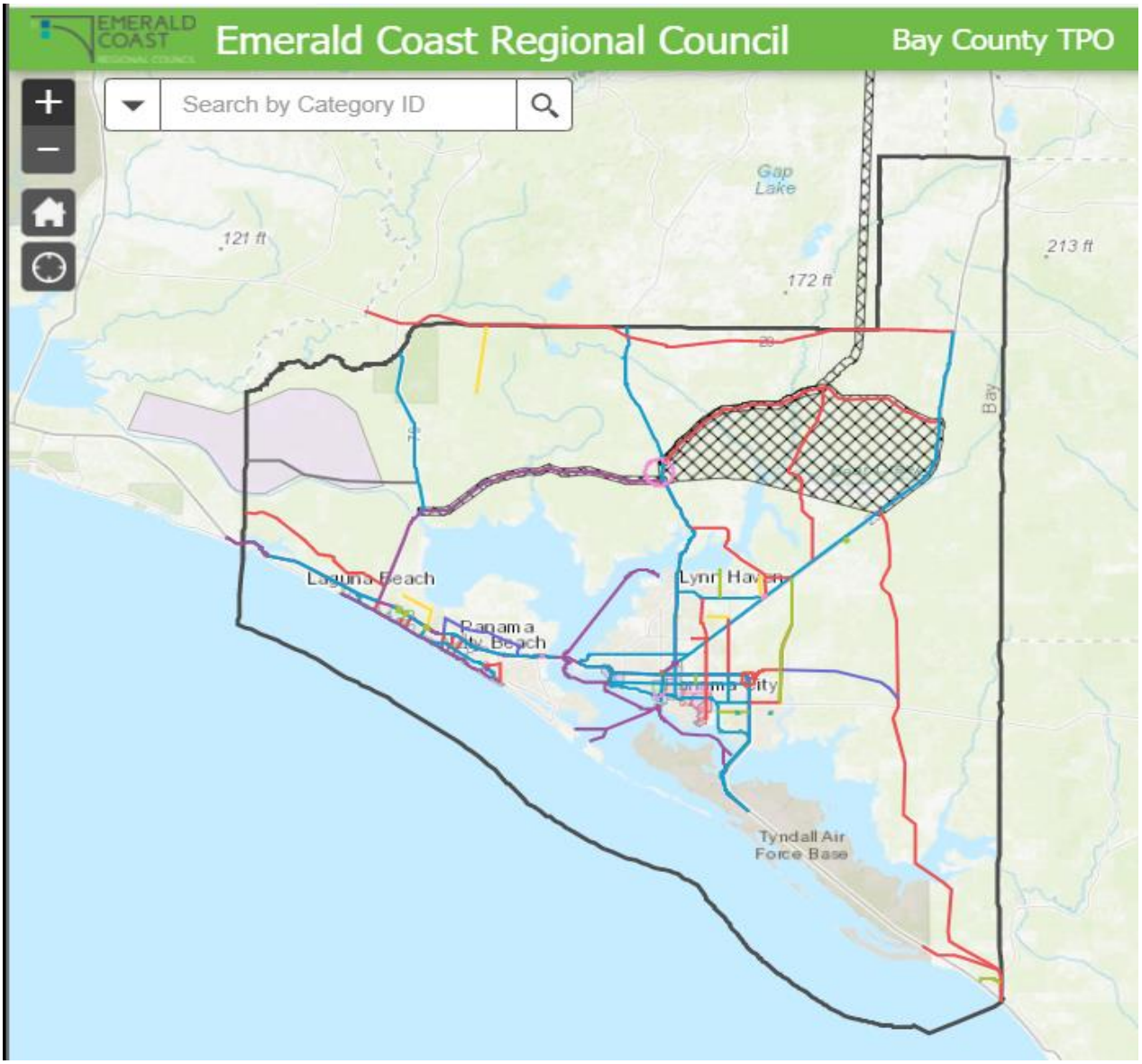
6.2.6 On-line Geographic Information System Map

A notable improvement for the 2045 Long-Range Transportation Plan development was the incorporation of an on-line Geographic Information System (GIS) map (**Figure 15**).[10] The GIS map was used to accomplish multiple objectives in throughout the development of Needs Plan. For example, the map was made available to the Steering Committee and presented to the public for both technical and non-technical people to better understand where projects were being proposed, or where there might be gaps or additional needs that had not been addressed. Each project on the map is clickable to provide additional information from the Needs Plan spreadsheet such as the length, a simplified description, reference to previous incorporation in earlier Long-Range Transportation Plans, evacuation routes, and congestion. There are multiple layers for analysis such as:

- Volume to Capacity levels of congestion
- Federal Functional Classification of roadways
- Level of Service
- Bicycle / Pedestrian projects
- Environmental resources such as parks, resource agency management areas, and state forests
- Military installations
- Federal lands
- Community designations, boundaries, and features.

[10] https://hdr.maps.arcgis.com/apps/webappviewer/index.html?id=4d60e69ab2fc4324813faaca07e45cd8

Figure 15. On-line GIS Map Needs Plan Projects



In a related study, ECRC completed a Regional Rural Transportation Plan in 2020, which fulfilled an FDOT Planning Emphasis Area, and included projects which had impacts to the Metropolitan Planning Area and Rural Planning Area boundaries.[11] Long-Range Transportation Plan projects were incorporated into the Rural Plan GIS map[12] for consideration of multiple layers for analysis of other topics such as:

- Environmental Critical Habitat Rivers
- Wildlife Corridors
- Prime Farmland
- State Forests
- National Parks
- State Parks
- Military Facilities
- Strategic Intermodal System (SIS) Facilities (Airports, Seaports, Rail, Waterways, Highways)
- Community features (hospitals, schools, parks)
- Demographic analysis (employment density, population density
- Recreational trails (land and water)
- Planned developments and Development of Regional Impact projects
- Opportunity Zones
- Regional rural projects
- Linkage to Activity Centers
- Park and Ride Lots
- Transit routes
- Railroads
- Evacuation Zones (including Coastal High Hazard areas).

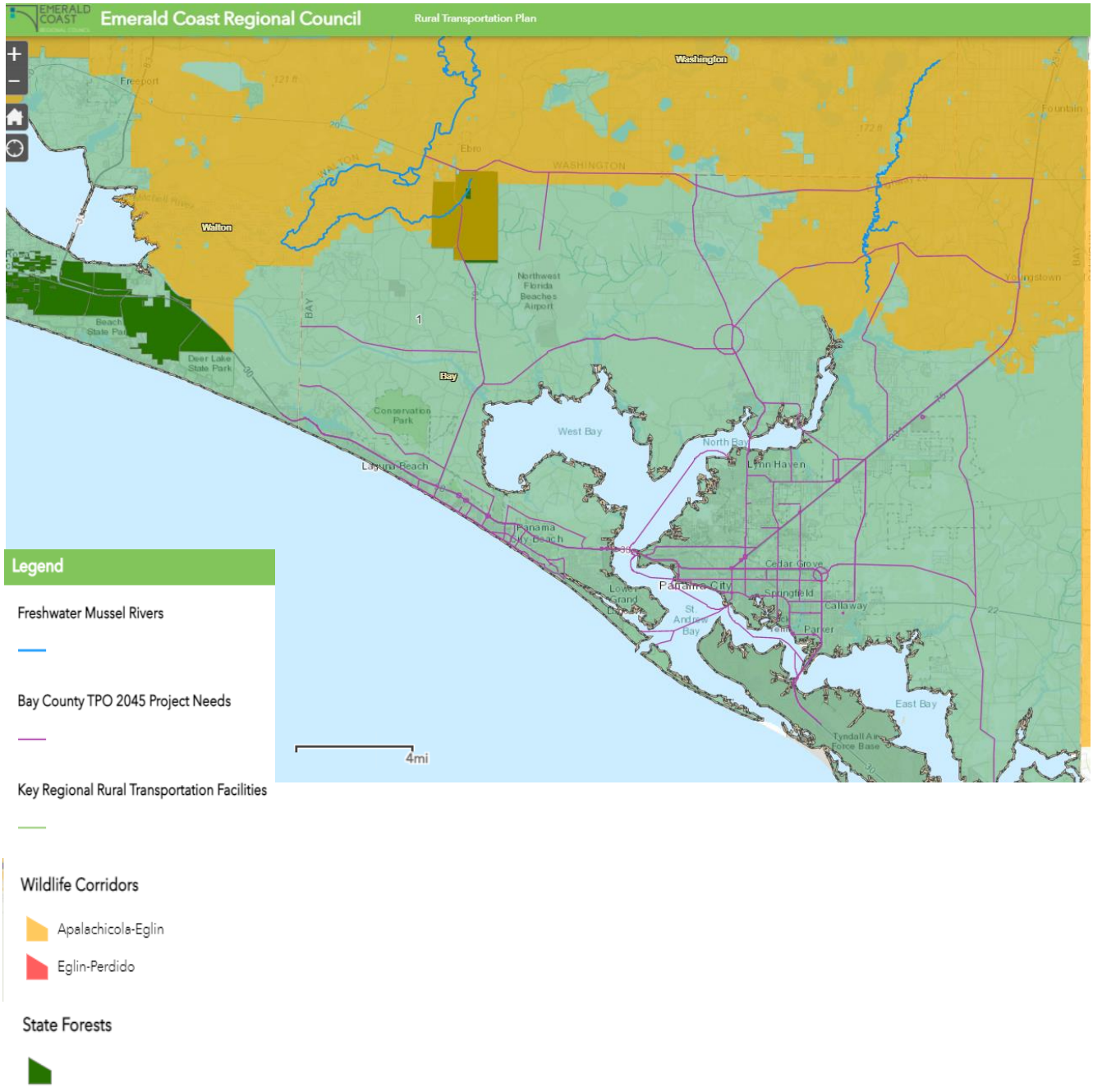
These layers were used for consideration of Needs Plan projects to help determine if a project would have unnecessary or potential adverse environmental impacts that could be avoided. For example, the image in **Figure 16** shows the 2045 Needs Plan projects, along with rural linkages, and wildlife corridors or other environmentally sensitive lands.

[11] https://www.ecrc.org/programs/transportation_planning/rural_regional_transportation_plan.php

[12] https://hdr.maps.arcgis.com/apps/webappviewer/index.html?id=6629fe9ea9524c5496403116b7432960

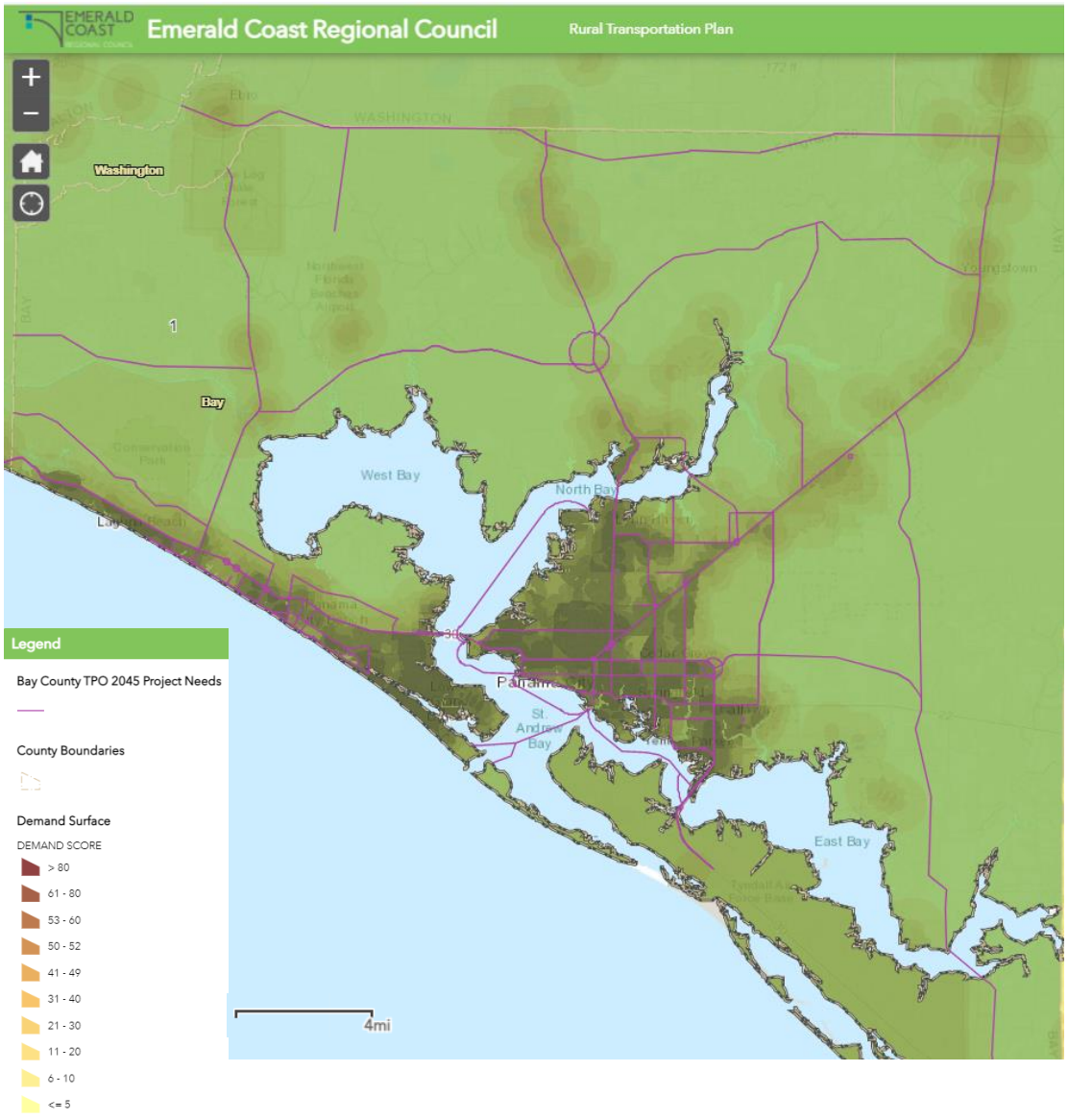
Figure 16. On-line GIS Map Needs Plan Projects with Environmental Layers

Office of Local Defense Community Cooperation



In addition, a new level of analysis was included to consider social demographics (call an “equity analysis”) with activity centers (destinations). It is based on categories of demand centers, or activity destinations. It provided the ability to do a “hot spot” analysis to help examine how communities link to activities and destinations. While not an “origin-destination” analysis, it provides a tool to help consider broad travel and community needs. These activity center locations are generally shown in the image below where darker tones indicate higher demand areas for these activity centers and classifications: airports, seaports, hospital and healthcare, state parks, national parks, military facilities, state forests, industrial land use, commercial land use, employment density, and population density. The image in **Figure 17** shows 2045 Needs Plan Projects with the activity center hot-spots and darker shading for the areas of higher demand.

Figure 17. On-line GIS Map Needs Plan Projects with Activity Center Hot Spots



The next step was to consider traditionally underserved communities in the equity analysis. The goal of the equity analysis is to highlight areas with higher densities of historically undeserved population. In order to measure the distribution and correlation of underserved populations, the General Planning Consultant to ECRC applied an equity analysis methodology used in other planning projects. For purposes of the analysis, the following socio-economic indicators from the American Community Survey (ACS) define underserved populations:

- Percentage of population below poverty level
- Percentage of minority population
- Percentage of zero-vehicle households
- Percentage of population age 65 or above
- Percentage of population 18 or below
- Percentage of means of transportation to work other than personal motor vehicle
- Percentage of households with limited English proficiency
- Percentage of population with disabilities.

The analysis used a threshold for each of the above indicators so that the census block groups that have a greater value than the mean (average) value for any given indicator will be given a score of (1). The scores for the individual categories were then added up into a composite equity score. For example, if a census block group had an above average number of people below poverty level and an above average number of people 65 years of age or older, the census block group was given a score of (2). The composite equity score has a maximum possible score of eight (8), shown in dark blue on the GIS map, and a minimum possible score of zero (0), shown in light yellow-green on the GIS map. The analysis was conducted within GIS to combine input datasets with geoprocessing to generate spatial overlays and computing summary statistics and scores. This resulted in a heat map style visual representation of location's composite equity score. The equity analysis was combined with the Activity Centers, so that the two data sets could be mapped and linked. An example of the result is shown in **Figure 18**. These results were used to assess linkage and potential needs. The higher equity score indicates communities or areas of greater need for traditionally underserved communities. **Figure 18** shows 2045 Needs Plan Projects with the equity analysis scores where the higher the score, the greater the concentration of traditionally underserved communities as defined above. The purpose of the analysis was to show how the transportation network is linking needs to communities.[13]

[13] Bay Town Trolley is undergoing a Transit Development Plan update to further examine transit needs.

The equity analysis in **Figure 18** shows the following Needs Plan projects as more important in benefitting traditionally underserved communities (linking between or along areas of darker colors on the GIS map). Transit needs are currently under evaluation with the Bay Town Trolley Transit Development Plan update.

Capacity Projects[14]

- 23rd Street from US 98 to SR 390 [A-1]
- East Avenue from SR 390 to Baldwin Road [A-4]
- Wewa Highway from Business 98 to Star Avenue [A-8]
- Star Avenue from Wewa Highway to US 231 [A-11]
- Transmitter Road from US 98 to C Street [A-12]
- Baldwin Road from Kirkwell Avenue to US 231 [A-25]
- CR 2321 from SR 77 to US 231 [A-28]
- Titus Road from SR 390 to CR 2321 [A-36]
- MLK Boulevard from US 98 to 23rd Street [A-37]
- East Avenue (PD&E Segment 2) from Port to Business 98 [A-40]
- East Avenue (PD&E Segment 1) from Business 98 to Sherman Avenue [A-41]
- SR 77 from SR 390 to Bay County Line [A-45]
- Titus Road from CR 2321 to US 231 [A-46]

Corridor / Complete Streets Projects

- 23rd Street from SR 390 to US 231 [B-1]
- 15th Street from 23rd Street to Transmitter Road [B-2]
- Business 98 from US 98 to US 231 [B-4]
- 11th Street from MLK Boulevard to Tyndall Parkway [B-12]
- MLK Boulevard from 15th Street to Business 98 [B-13]
- Harrison Avenue from 15th Street to Government Street [B-14]
- SR 77 from SR 390 to 23rd Street [B-16]
- Transmitter Road from Wewa Highway to US 98 [B-17]
- Wewa Highway from Business 98 to Tyndall Parkway [B-18]

Intersection Projects

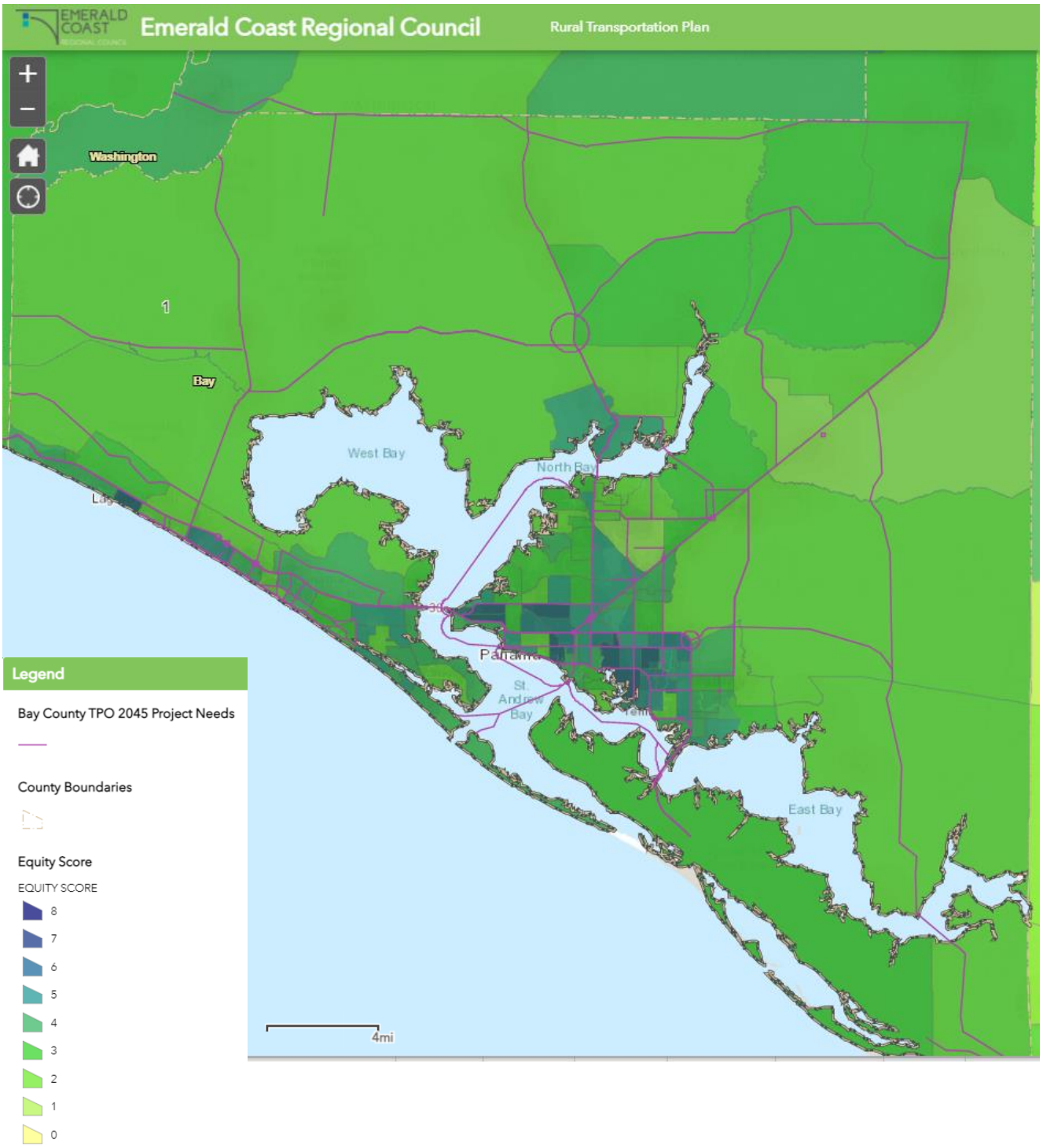
- US 231 and US 98 Interchange [C-1]
- Roundabout Beach Drive and 6th Street [C-8]
- Roundabout Harrison Avenue and 6th Street [C-9]
- Roundabout Cherry Street and Berthe Avenue [C-10]
- Roundabout Cherry Street and Bob Little Road [C11]
- Roundabout 7th Avenue and Transmitter Road [C-12]
- Roundabout Business 98 and Cedar Street Lane [C-13]
- Roundabout Business 98 and Cheri Lane [C-14]

Bike / Ped Projects

- Harvard Boulevard Sidewalks from SR 390 to Issac Byrd Park [E-1]
- Cherry Street Sidewalks from Tyndall Parkway to Business 98 [E-2]
- Sherman Avenue Sidewalks from 11th Street to 15th Street [E-3]
- Star Avenue Bike Lane from Wewa Highway to US 231 [E-5].

[14] Capacity projects include pedestrian improvements to make the transportation network more accessible to the traditionally underserved community.

Figure 18. On-line GIS Map Needs Plan Projects with Equity Analysis



6.2.7 Steering Committee and Local Government Review

One way of soliciting public involvement beyond the traditional public workshops was the establishment of a Steering Committee. The Steering Committee was established at the July 24, 2019 TPO and Advisory Committee meetings. The membership of the Steering Committee is identified in Appendix B of the Needs Plan Technical Report. The Steering Committee met three times to provide input on the 2045 Needs Plan: (1) August 19, 2020; (2) October 28, 2020; and (3) November 17, 2020. The summaries of these meetings are listed in Appendix B of the Needs Plan Technical Report. Steering Committee input for Needs Plan projects began in August 2020 where Steering Committee members gave presentations on specific needs. The following are presentations (or other input) made by Steering Committee members to guide development of the Needs Plan projects:

- Tyndall Air Force Base
- Freight and Mobility Trade Plan
- Northwest Florida Beaches International Airport
- Port of Panama City
- Bay Town Trolley
- Naval Support Activity Panama City.

Steering Committee review resulted in useful dialog to refine the Needs Plan projects. While not all projects requested could be added to the Needs Plan, the discussion, as documented in the meeting summaries listed in Appendix B of the Needs Plan Technical Report, show active and engaged participation by the local governments to define and shape the Needs Plan. Other projects that were not included on the Needs Plan were able to be referred to the ECRC and FDOT staff for possible implementation through other means such as Transportation System Management (TSM) projects.

In conjunction with the Steering Committee review, additional outreach was provided to the following local governments for focused review of Needs Plan projects:

- Bay County (September 14, 2020)
- Panama City Beach (September 22, 2020)
- TPO and Committees (September 23, 2020)
- Panama City (September 30, 2020)
- City of Parker (November 24, 2020)
- City of Springfield (December 29, 2020).

Local government coordination resulted in refinements and additions to the Needs Plan. For example, the City of Parker agreed that the Business 98 Downtown Corridor supports the Corridor Management / Complete Streets project in the 2045 LRTP Needs Plan, and requested two additional roundabout locations. These projects were added to the Needs Plan. The meeting with the City of Springfield resulted in changing the Transmitter Drive project from 15th Street to SR 22 to a Corridor Management / Complete Streets project [B-18] rather than capacity widening. The new project was added to the Needs Plan. Springfield asked consideration of a future freight study for truck traffic to the paper mill with new emphasis on design concepts for livable communities.

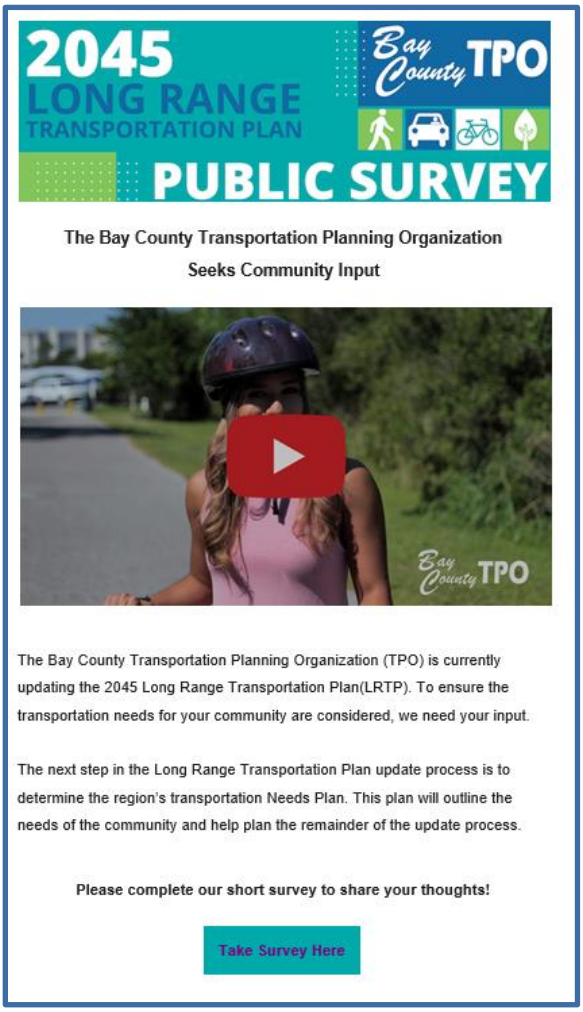
6.2.8 Public Involvement

Public involvement on the Needs Plan included the noticed, public meetings of the Steering Committee. Members of the public frequently attended and participated providing public comment during both the in-person meetings (pre-COVID), and the on-line meetings (in response to COVID). Comments and input from the public are documented in the Needs Plan Technical Report, Appendix B, which included, for example, representatives from the Citizen's Advisory Committee.

Between November 2 to 13, 2020, ECRC hosted a virtual open house public meeting and on-line survey because of the pandemic. The event was promoted through Facebook, Eblast, Local Media contacts, and Community Group Outreach. The multi-day event included the virtual open house web page, an educational video, an on-line public survey. In addition, paper copies of survey and meeting materials were also provided at three locations in the TPO study area:

- Panama City Beach Public Library, 12500 Hutchinson Blvd., Panama City Beach, FL 32401
- Bay County Public Library, 989 W. 11th St., Panama City, FL 32407
- Gulf Coast State College – North Bay Campus, 637 Hwy. 2300, Southport, FL 32409.

The advertisement and the summary of the questions and responses from the virtual public meeting are listed in Appendix C of the Needs Plan Technical Report. About 160 on-line responses were received; no print versions were received. Distribution of survey by ZIP code is documented in Appendix C of the Needs Plan Technical Report. The survey and results are included in Appendix C of the Needs Plan Technical Report.



ECRC Bay TPO Long Range Transportation Plan (LRTP) Needs Plan public survey notice.

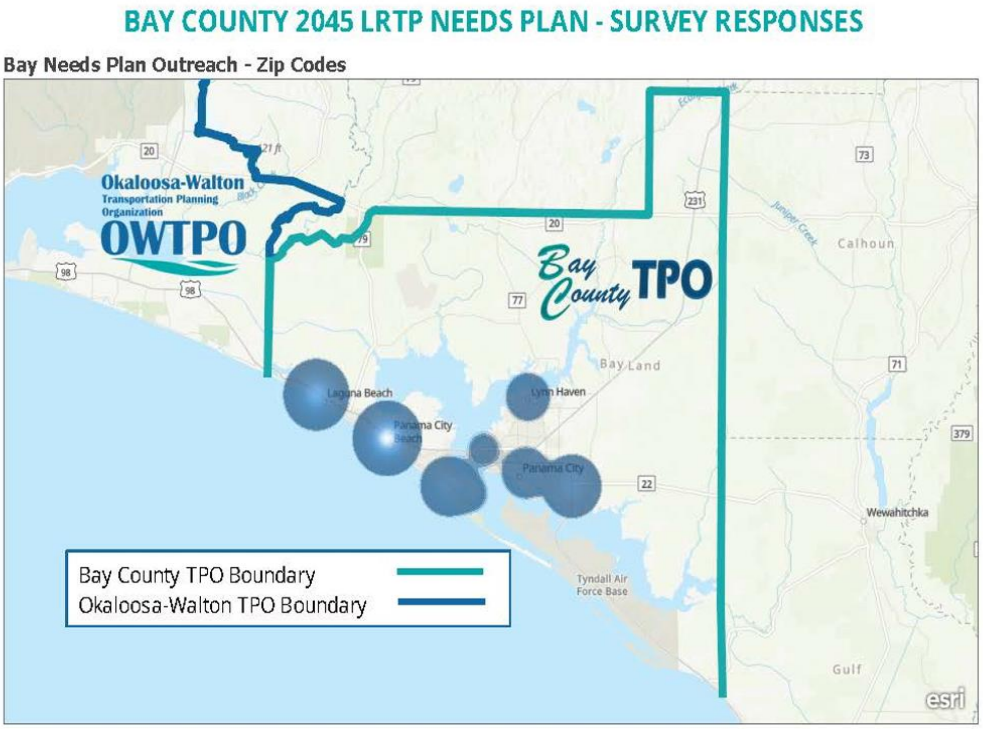
Results of the public outreach are summarized below.

- For the various Needs Plan project types, the following summarizes the responses of *Most Needed*:
  - Capacity 68%
  - Multi-Modal 39%
  - Major Intersections 50%
  - Public Transportation 26%
  - Bike / Ped 41%

- For significant transportation concerns, most indicated Congestion / Delay as the biggest concern (64%).
- Most of the responses indicated the car is the transportation mode most often used (96%) and most preferred (76%).

- Survey responses were also mapped by ZIP Code (**Figure 19**) indicating most responses were from the southern portion of the TPO area. Additional outreach methods will be evaluated for future surveys to get additional input from the unincorporated areas in the northern part of the TPO boundary.

Figure 19. Needs Plan Survey Responses



Public input resulted in at least one project added to the Needs Plan. Public comment on the draft Needs Plan identified a concern about operational improvements on Hutchison:

> *We need turning lanes on Hutchison Rd (middle beach). Turning lanes would greatly keep flow of traffic moving and provide safety from turning off of the road.*

In response, additional coordination was completed with the City of Panama City Beach and Bay County (November 30, 2020) and Needs Plan project B-16 was added for a Corridor / Complete Streets study on SR 392A (Hutchison Blvd.) [Middle Beach Road] connecting to US 98A ((Front Beach Road).

The TPO Staff also met virtually with two community groups regarding the 2045 Needs Plan: (1) Panama City Kiwanis Club on December 2, 2020; and (2) Lynn Haven Rotary Club on December 9, 2020.

6.2.9 Needs Plan Approval

The draft 2045 Needs Plan was presented to the Technical Coordinating Committee, the Citizens' Advisory Committee, and the Transportation Planning Organization at their September 23, 2020 meetings for draft, and for action at their January 27, 2021 meeting.

- Technical Coordinating Committee (TCC) Meeting: The TCC recommended approval with the following change:
  - Moving SR 22 from Business 98 to Tyndall Parkway from the Capacity Section (4 lane-Need) to Corridor Management/Complete Streets Section as a 2 lane improvement with median, landscaping, and bicycle/pedestrian modifications.

- Citizens' Advisory Committee (CAC) Meeting: The CAC recommended approval with the following change:
  - Moving SR 22 from Business 98 to Tyndall Parkway from the Capacity Section (4 lane-Need) to Corridor Management/Complete Streets Section as a 2 lane improvement with median, landscaping, and bicycle/pedestrian modifications.

- Transportation Planning Organization (TPO) Meeting: The TPO approved the 2045 Needs Plan as presented and adopted in Resolution Bay 21-02 (**Appendix A**) with the following change:
  - Moving SR 22 from Business 98 to Tyndall Parkway from the Capacity Section (4-lane-Need) to Corridor Management/Complete Streets Section as a 2-lane improvement with median, landscaping, and bicycle/pedestrian modifications.

6.3 2045 Adopted Needs Plan

The adopted Needs Plan (Resolution Bay 21-02, January 27, 2021)[15] is organized into category of project type:

- Capacity Projects (**Figure 20, Table 14**)
- Non-Capacity Projects (**Figure 21**)
  - Corridor / Complete Streets Projects (**Table 15**)
  - Intersection Projects (**Table 16**)
  - Transit Projects (**Table 17**) and
  - Bicycle / Pedestrian Projects (**Table 18**).

Purpose and Need statements are provided in **Appendix G.**

[15] Needs Plan projects were adjusted following development and adoption of the Cost Feasible Plan to account for projects that have advanced to construction.

Figure 20. 2045 Adopted Needs Plan Capacity Projects



Figure 21. 2045 Adopted Needs Plan Non-Capacity Projects



Table 14. 2045 Adopted Needs Plan Capacity Projects

Map ID	Corridor	From	To	Improvement	Place(s)
A-1	SR 368 (23rd Street) at US 98 [**SIS**]	US 98 / 23rd Street Interchange Flyover	SR 390 (St Andrews Boulevard)	Widen to 6 Lanes	Panama City
A-2	SR 390 (E. 14th Street) [**SIS**]	SR 77 (Ohio Avenue)	US 231 (SR 75)	Widen to 6 Lanes	Lynn Haven
A-3	SR 389 (East Avenue) [**SIS**]	Baldwin Road	CR 2337 (Sherman Avenue)	Widen to 4 Lanes	Springfield
A-4	CR 389 (East Avenue) [non-SIS]	CR 2312 (Baldwin Road)	SR 390	Widen to 4 Lanes	Lynn Haven
A-5	Gulf to Bay Highway (Parkway)	US 98 (SR 30) west of Mexico Beach	The Bay/Gulf County Line	Construct new 4 Lane Facility	Mexico Beach
A-6	CR 30P (Hills Road)	US 98 A (Front Beach Road)	US 98 (Panama City Beach Parkway)	Widen to 4 Lanes	Panama City Beach
A-7	Powell Adams Road Segment 2	US 98A (Front Beach Road)	L.C. Hilton, Jr. Drive	Widen to 3 Lanes	Panama City Beach
A-8	SR 22 (Wewa Highway) [Phase 1]	US 98 (Tyndall Parkway)	Star Avenue	Widen to 4 Lanes	Callaway
A-9	SR 388 (West Bay Parkway)	Burnt Mill Creek	SR 77 (Ohio Avenue)	Widen to 4 Lanes	Bay County
A-10	SR 388 (West Bay Parkway)	Northwest Florida Beaches International Airport	Burnt Mill Creek	Widen to 4 Lanes	Bay County
A-11	CR 2315 (Star Avenue)	SR 22 (Wewa Highway)	US 231 (SR 75)	Widen to 4 Lanes	Panama City
A-12	CR 2327 (Transmitter Road) [**SIS**] [Military Access Facility]	US 98 / SR 30A (E. 15th Street)	C Street	Widen to 4 Lanes	Springfield
A-13	US 231 (SR 75) [Segment 7] [**SIS**]	US 98 (SR 30A) / 15th Street / Harrison Avenue	23rd Street (SR 368)	Widen to 6 Lanes & intersection improvement at US 231/US98/Harrison	Panama City
A-14	US 231 (SR 75) [Segment 8] [**SIS**]	23rd Street (SR 368)	Pipeline Road	Widen to 6 Lanes	Bay County
A-15	US 231 (SR 75) [**SIS**]	Pipeline Road	Penny Road	Widen to 6 Lanes	Bay County
A-16	US 231 (SR 75) [**SIS**]	Penny Road	Scotts Ferry Road	Widen to 6 Lanes	Bay County
A-17	US 231 (SR 75) [**SIS**]	Scotts Ferry Road	SR 20	Widen to 6 Lanes	Bay County
A-18	US 98 (Panama City Beach Parkway) SR 30A [**SIS**]	Mandy Lane	Nautilus Street	Widen to 6 Lanes	Panama City Beach
A-19	US 98 (Panama City Beach Parkway) SR 30A [**SIS**]	Nautilus Street	Richard Jackson Blvd	Widen to 6 Lanes	Panama City Beach
A-20	SR 388 (West Bay Parkway)	US 98 (SR 30) in Walton County	SR 79	Construct new 2 lane/ widen to 4 Lanes	Bay County
A-21	Truck Parking	US 231 Industrial Park	US 231 Industrial Park	Construct Truck Parking	Panama City
A-22	Gulf Coast Parkway	US 98 (SR 30)	US 231 (SR 75)	Construct new or enhanced 2 or 4 lane facility	Panama City
A-23	Gulf Coast Parkway Connector	CR 2315 (Star Avenue)	Old Allenton Road / Gulf Coast Parkway	Construct New 4-lane Roadway	Bay County
A-24	26th Street Extension	SR 77	Minnesota Street	New 2 Lane Facility	Lynn Haven

Map ID	Corridor	From	To	Improvement	Place(s)
A-25	CR 391 (Baldwin Road)	Kirkwell Avenue	US 231 (SR 75)	Widen to 4 lanes	Bay County
A-26	CR 30C (Clara Avenue)	US 98A (Front Beach Road)	US 98 (Panama City Beach Parkway)	Widen to 4 Lanes	Panama City Beach
A-27	CR 2301	US 231 (SR 75)	CR 388	Widen to 4 lanes	Bay County
A-28	CR 2321	US 231 (SR 75)	SR 77	Widen to 4 Lanes	Bay County
A-29	CR 388 (West Bay Parkway)	SR 77 (Lynn Haven Parkway)	US 231 (SR 75)	Construct new 4 Lane Facility	Bay County
A-30	E 39th Street Extension	Camryns Crossing	Transmitter Road (CR 2327)	Construct new 2 Lane Facility	Lynn Haven
A-31	Joan Avenue	CR 3031 (Thomas Drive)	US 98A (Front Beach Road)	Widen to 4 lanes	Panama City Beach
A-32	Lyndell Lane	US 98A (Front Beach Road)	US 98 (Panama City Beach Parkway)	Widen to 4 Lanes	Panama City Beach
A-33	Powerline Road	SR 388 (West Bay Parkway)	SR79 at the Loop Road connection	Construct new 4 lane Facility	Bay County
A-34	Gulf Coast Parkway Extension (West Parkway Extension in Priority List)	SR 77	US 231 (SR 75)	Construct new 4 lane Facility	Bay County
A-35	US 98 Dupont Bridge Replacement over St. Andrews Bay and ICWW [**SIS**]	City of Parker	Tyndall Air Force Base	DuPont Bridge Replacement	Parker and Tyndall AFB
A-36	Titus Connector Road	SR 390	CR 2321	New 2 Lane Facility	Bay County
A-37	SR 77 (MLK Jr. Blvd)	US 98	23rd Street (SR 368)	Widen to 6 Lanes	Panama City
A-38	CR 2327 (Transmitter Road)	C Street	Brooke Lane	Widen to 4 Lanes	Bay County
A-39	US 98 (Panama City Beach Parkway) SR 30A [**SIS**]	Richard Jackson Blvd	Hathaway Bridge	Widen to 6 Lanes	Panama City Beach
A-40	CR 389 (East Avenue) [**SIS**] (PD&E Segment 2)	Port Entrance	US 98B (SR 30) / 5th Street	Widen to 4 Lanes	Panama City
A-41	SR 389 (East Avenue) [**SIS**] (PD&E Segment 1)	US 98B (SR 30) / 5th Street	CR 2337 (Sherman Avenue)	Widen to 4 Lanes	Panama City
A-42	SR 20	Washington County Line	US 231 (SR 75)	Widen to 4 lanes	Bay County
A-43	Clarence Street	SR 392A (Hutchison Blvd.)	US 98A (Front Beach Road)	Widen to 4 Lanes	Panama City Beach
A-44	US 98 (SR 30) [**SIS**]	CR 2327 (Transmitter Road)	Tyndall Drive / Airey Avenue (on Tyndall AFB)	Widen to 6 Lanes	Panama City
A-45	SR 77	SR 390	County Line	Widen to 6 Lanes	Bay County
A-46	Titus Road	CR 2321	US 231 (SR 75)	Widen to 4 Lanes	Bay County
A-47	US 98 (SR 30) [**SIS**]	Walton County Line	SR 79 (Arnold Drive)	Widen to 6 Lanes	Panama City Beach
A-48	SR 79 [**SIS**]	SR 388 (West Bay Parkway)	Bay County Line	Widen to 6 Lanes	Bay County

Map ID	Corridor	From	To	Improvement	Place(s)
A-49	Bay Parkway Phase 3 (Back Beach Bypass)	US 98 at Clara Avenue	US 98 at Chip Seal Parkway	Construct new 4 Lane Facility	Panama City Beach
A-50	US 98 Panama City Beach Pkwy Elevated Segment [connecting Back Beach / Bay Pkwy Phase 2 and 3] [**SIS**]	Nautilus Street [Back Beach / Bay Parkway Phase 2]	Clara Avenue [Back Beach / Bay Parkway Phase 3]	Construct new 4-lane elevated segment of US 98	Panama City Beach

Table 15. 2045 Adopted Needs Plan Corridor / Complete Streets Projects

Map ID	Corridor	From	To	Place(s)
B-1	SR 368 (23rd Street) [SIS]	SR 390	US 231 (SR 75)	Panama City
B-2	US 98 (15th Street) [SIS]	23rd Street	CR 2327 (Transmitter Rd)	Panama City
B-3	CR 28 (11th Street)	Beck Avenue	SR 77 (Martin Luther King Jr Blvd	Panama City
B-4	US 98B (US Business 98 / 5th Street)	US 98 (15th Street)	US 98 (SR 30)	Panama City
B-5	Cobb Road	US 98A (Front Beach Road)	US 98 (Panama City Beach Parkway)	Panama City Beach
B-6	US 98A (Front Beach Road) Segment 5	SR 79 (S. Arnold Road)	Deluna Place	Panama City Beach
B-7	CR 392 (North Thomas Drive)	US 98A (Front Beach Road)	(CR 3031) South Thomas Drive	Panama City Beach
B-8	Nautilus Road	US 98A (Front Beach Road)	US 98 (Panama City Beach Parkway)	Panama City Beach
B-9	US 98A (Front Beach Road) Segment 4.2	Hill Road	SR 2923A (Hutchison Blvd)	Panama City Beach
B-10	US 98A (Front Beach Road) Segment 4.1	Lullwater Drive	Hill Road	Panama City Beach
B-11	US 98A (Front Beach Road) Segment 4.3	SR 2923A (Hutchison Blvd)	Richard Jackson Blvd	Panama City Beach
B-12	CR 28 (11th Street)	SR 77 (Martin Luther King Jr Blvd	US 98 (Tyndall Parkway)	Panama City, Springfield
B-13	SR 77 (MLK Jr. Blvd / N. Cove Blvd)	US 98 (E. 15th Street)	US 98B (E. Business Hwy 98)	Panama City
B-14	Harrison Avenue Complete Streets Corridor Study	US 98 (E. 15th Street)	Government Street	Panama City
B-15	SR 392A (Hutchison Blvd.) [Middle Beach Road]	US 98A (Front Beach Road)	US 98A (Front Beach Road)	Panama City Beach
B-16	SR 77 (MLK Jr. Blvd)	23rd Street (SR 368)	SR 390	Lynn Haven
B-17	CR 2327 (Transmitter Road)	SR 22 (Wewa Highway)	US 98 / SR 30A (E. 15th Street)	Springfield
B-18	SR 22 (Wewa Highway / East 3rd Street) [Phase 2]	Business 98 (US 98B)	Tyndall Parkway	Panama City

Table 16. 2045 Adopted Needs Plan Intersection Projects

Map ID	Project	From	To	Place(s)
C-1	US 231 (SR 75) at US 98 (Harrison Avenue) [**SIS**]	US 231 (SR 75) at US 98 (Harrison Avenue)	US 231 (SR 75) at US 98 (Harrison Avenue)	Panama City
C-2	US 98 (Thomas Drive) Interchange Phase II and III [**SIS**]	US 98	Thomas Drive (CR 3031)	Bay County
C-3	CR 2321/SR 390	CR 2321	SR 390 (14th Street)	Bay County
C-4	US 231 (SR 75) at 19th Street and SR 77 Intersection [**SIS**]	US 231 (SR 75) at 19th Street and SR 77 Intersection	US 231 (SR 75) at 19th Street and SR 77 Intersection	Panama City
C-5	US 231 (SR 75) at CR 2327 (Transmitter Rd) Intersection [**SIS**]	US 231 (SR 75) at CR 2327 (Transmitter Road) Intersection	US 231 (SR 75) at CR 2327 (Transmitter Road) Intersection	Bay County
C-6	New Tram Road / Gulf Coast Parkway Intersection	US 98 (N. Tyndall Parkway)	CR 28 (E. 11th Street)	Springfield
C-7	Northgate Ingress/Egress NSA Panama City [**SIS**]	Solomans Drive	Woodlawn Drive	NSA Panama City
C-8	Roundabout	Beach Drive	6th Street	Panama City
C-9	Roundabout	Harrison Avenue	6th Street	Panama City
C-10	Roundabout	CR 3026 (Cherry Street)	CR 2323 (N. Berthe Ave)	Callaway
C-11	Roundabout	CR 3026 (Cherry Street)	N. Hwy 22A (N. Bob Little Rd)	Springfield, Parker, Callaway
C-12	Roundabout	CR 2322 (E. 7th Avenue)	CR 2327 (Transmitter Rd)	Springfield
C-13	Roundabout	US 98B (US Business 98)	Cedar Streets and Pitts Avenue	Parker
C-14	Roundabout	US 98B (US Business 98)	Cheri Lane, Boat Race Road, and Luther Street	Parker
C-15	SR 388 at SR 77	SR 388 at SR 77 Intersection	SR 388 at SR 77 Intersection	Bay County

Table 17. 2045 Adopted Needs Plan Transit Projects

Map ID	Project	From	To	Improvement	Place(s)
D-1	Express Bus Service to Airport	Panama City	International Airport	Peak Hour Bus Service: Operate express bus service from Panama City to the International Airport	Bay County
D-2	Express Bus Service to Airport	Panama City Beach	International Airport	Peak Hour Bus Service: Operate express bus service from Panama City Beach to the International Airport	Bay County
D-3	Express Bus Service to Walton County	Panama City	South Walton County	Peak Hour Bus Service: Operate express bus service from Panama City to South Walton County	Panama City Beach
D-4	New Main Transfer Center	US Hwy 231 @ SR 77 (vicinity)	US Hwy 231 @ SR 77 (vicinity)	US Hwy 231 @ SR 77 (vicinity)	Panama City
D-5	Express Bus Service between NSA and Tyndall Air Force Base	Naval Support Activity (NSA) Panama City	Tyndall Air Force Base	Express Bus Service to Tyndall Air Force Base	Panama City
D-6	Inlet Beach Route	Front Beach Road and US 98	CR 30A and US 98 (pedestrian underpass)	Inlet Beach Route from Front Beach & US 98 to Inlet Beach	Panama City Beach
D-7	Beach Transfer and Maintenance Center	Thomas Drive @ Front Beach Road	Thomas Drive @ Front Beach Road	Beach Transfer and Maintenance Center on city-owned lot across from Ripley's	Panama City Beach
D-8	US 98A Front Beach Road Trolley (Dedicated Lane)	DeLuna Place	SR 392 (Thomas Drive)	US 98 A Front Beach Road Trolley (Dedicated Lane)from DeLuna Place to Thomas Drive	Panama City Beach
D-9	Water Transit	Lagoon Marinas	Tyndall, PC, St Andrews, Sun Harbor, Lynn Haven	Water taxi route	Regional

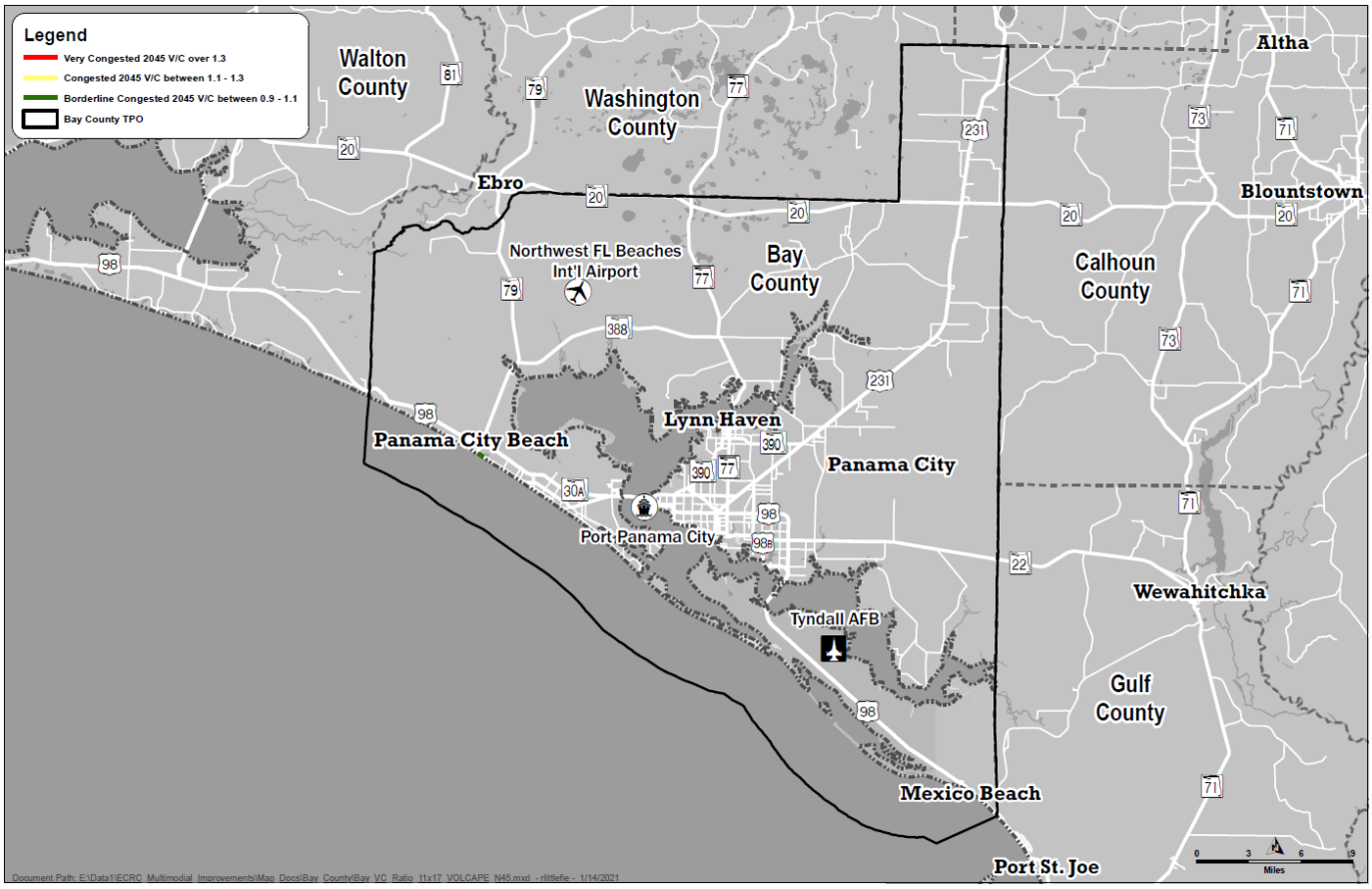
Table 18. 2045 Adopted Needs Plan Bicycle / Pedestrian Projects

Map ID	Project	From	To	Description	Place(s)
E-1	Harvard Boulevard Sidewalks	SR 390	Issac Byrd Park	Sidewalks	Lynn Haven
E-2	CR 3026 (Cherry Street) Sidewalks	SR 30A/US 98/Tyndall Parkway	SR 30/Business 98	Sidewalks	Callaway, Springfield
E-3	CR 22/2337 (Sherman Avenue) Sidewalks	CR 28/11th Street	SR 30A/US 98/15th Street	Sidewalks	Bay County
E-4	15th Street Sidewalks/Multi-Use Path (Mexico Beach)	SR 30/US 98	CR 386	Sidewalks/Multi-Use Path	Mexico Beach
E-5	CR 2315 (Star Avenue)	SR 75/US 231	SR 22/Wewa Highway	Bicycle Lanes	Panama City
E-6	Elevated Pedestrian Structure on Back Beach Road [SIS]	US 98 (Back Beach Rd) at Nautilus Street	US 98 (Back Beach Rd) at Nautilus Street	Pedestrian Overcrossing	Panama City Beach
E-7	Elevated Pedestrian Structure on Back Beach Road [SIS]	US 98 (Back Beach Rd) at Powell Adams	US 98 (Back Beach Rd) at Powell Adams	Pedestrian Overcrossing	Panama City Beach
E-8	Elevated Pedestrian Structure on Back Beach Road [SIS]	US 98 (Back Beach Rd) at N. Pier Park Dr.	US 98 (Back Beach Rd) at N. Pier Park Dr.	Pedestrian Overcrossing	Panama City Beach

6.3.1 Needs Plan Deficiencies

The Needs Plan projects were incorporated into the Northwest Florida Regional Planning Model to determine how the deficiencies would be addressed. The result in shown in **Figure 22.**

Figure 22. 2045 Adopted Needs Deficiencies



6.3.2 Needs Plan Cost Development

Some LRTPs in Florida have used transportation costs identified in a statewide FDOT book called Transportation Costs. However, FDOT District III representatives have mentioned the costs identified in this book are not realistic for the FDOT District III region. Therefore, the TPO staff and FDOT District III staff agreed to develop reasonable costs to be utilized for this LRTP. These costs are 2018 costs and are typical costs of project phases in District III. The costs were furnished by the FDOT District III Work Program Production Division. Project costs were developed through various forms of information including the following:

- FDOT District Three general transportation cost
- Specific project costs from completed PD&E studies
- Specific project costs from local government design plans.

Project costs are primarily based on estimates developed through the FDOT District Three general costs per mile (**Table 19**). These guidelines provide planning-level project costs. Where specific data was unavailable from a completed PD&E study, an assumption was made about the costs per mile for new construction or widening an existing facility and whether the project was in an urban or rural area. Project cost estimates were developed for each phase of the project. These typical phases include:

- The first phase is the Project Development and Environment study which must be completed for transportation projects to evaluate corridor alternatives, solicit public input, and receive concept approvals. Florida utilizes the PD&E process. Where project cost estimates were developed, those numbers were applied.
- The second phase is Final Design which is the development of a complete set of detailed design drawings of the selected corridor concept. Final Design also is referred to as Preliminary Engineering.
- The third phase is Right-of-Way which involves purchasing needed land and easements for construction and wetland or drainage mitigation.
- The fourth phase is Construction which involves the actual construction of the project.
- A parallel phase is Construction Engineering and Inspection which involves inspection of the construction project to provide compliance with the final design specifications.

The total cost for a new project is the summation of costs for all five phases. Therefore, to develop total project costs, estimates for all phases are required. Costs for different phases have been assumed to be a within a range of the percentage of construction cost, as outlined below:

- Project Development and Environment: 5% to 10% of Construction Cost [16]
- Final Design: 10% to 20% of Construction Cost
- Right-of-Way: 10% to 125% of Construction Cost
- Construction Engineering and Inspection: 10% to 15% of Construction Cost.

Each project was reviewed to determine the complexities and issues facing it in order to estimate the appropriate percentage for each phase. Construction costs, where possible, were obtained from authoritative

[16] This funding is a combination of State and Federal dollars.

studies either completed or underway. These studies include the Florida Strategic Intermodal System (SIS), local Capital Improvement Programs (CIP), or the FDOT Work Program.

Project costs were estimated by applying the above-mentioned assumptions, wherever applicable, to PD&E, final design, ROW, or construction costs obtained from PD&E and or final design studies from the before mentioned sources. Barring any readily available cost estimates from these sources, costs for construction phases were estimated by using cost data available from the FDOT. The unit cost method estimates the total construction cost of a roadway project by multiplying the total length of a project by the unit cost of construction for the particular facility type. Unit costs for highway are categorized based on construction type (new or widening project), location (urban or rural), existing number of lanes (ranging from zero to six), proposed number of lanes (ranging from two to eight), and facility type (divided or undivided, arterial or interstate).

Table 19. Cost Per Mile

Lanes	Description	Construction Cost Per Mile
Florida Projects		
2	New Construction Undivided Arterial (rural)	$3,505,836.39
4	New Construction Divided Arterial (rural)	$5,536,583.00
6	New Construction Divided Arterial (rural)	$6,277,111.18
4	Widen Existing 2 Lane to 4 Lane Divided Arterial (rural)	$5,050,479.63
6	Widen Existing 4 Lane to 6 Lane Divided Arterial (rural)	$4,443,955.05
2	New Construction Undivided Arterial (urban)	$5,474,172.43
4	New Construction Divided Arterial (urban)	$8,351,463.47
6	New Construction Divided Arterial (urban)	$9,564,962.44
4	Widen Existing 2 Lane to 4 Lane Divided Arterial (urban)	$7,218,487.61
6	Widen Existing 4 Lane to 6 Lane Divided Arterial (urban)	$5,852,065.47
8	Widen Existing 6 Lane to 8 Lane Divided Arterial	$5,668,875.87
6	Widen 4 Lane Interstate to 6 Lane Interstate	$5,241,058.60
8	Widen 6 Lane Interstate to 8 Lane Interstate	$5,516,635.25
--	Paved Shoulders	$194,550.41
--	Sidewalks	$388,834.46

Where capacity improvements included bridges, bridge costs (such as overpasses) were calculated at $185/square foot with a 15% contingency. Transit costs were estimated based on the following: $550,000 / bus; $77.05 operating cost / hour; $209.94 / sign; $6,092.20 / shelter; and $1,039.75 / bench.

The costs of the 2045 Needs Plan projects are listed in **Tables 20 – 24**. The costs are based on the unit costs listed in **Table 19** and were refined based upon Project Development and Environment Studies as well as local knowledge of the area based upon the Steering Committee review of the Needs Plan projects. These projects include both Strategic Intermodal System (SIS) and non-SIS projects. It does not include the two Aspirational projects estimated at a total of $ 868,824,843.

2045 Needs Plan Costs Shown by Project Category

Capacity Projects (50)	$ 4,466,955,260
Complete Streets / Corridor Management Projects (18)	$ 137,728,517
Intersection Projects (15)	$ 147,709,902
Public Transportation Projects (9)	$ 127,105,808
Bicycle / Pedestrian Projects (8)	$ 11,710,564
Total	**$ 4,891,210,050**

Table 20. 2045 Adopted Needs Plan Costs: Capacity Projects

ID	Corridor	From	To	Project Description	Place(s)	Const (CST)	PD&E (5–10%)	Design (10-20%)	R/W (10-20%)	CEI (10-20%)	CST + CEI	Total
A-1	SR 368 (23rd Street) at US 98 [**SIS**]	US 98 / 23rd Street Interchange Flyover	SR 390 (St Andrews Boulevard)	Widen to 6 Lanes	Panama City	$20,077,850	$2,150,000 (Underway)	$3,025,000	$36,240,000	$3,543,150	$23,621,000	$65,036,000
A-2	SR 390 (E. 14th Street) [**SIS**]	SR 77 (Ohio Avenue)	US 231 (SR 75)	Widen to 6 Lanes	Lynn Haven	$87,500,000	Complete	$5,500,000	$72,279,900	$8,800,000	$101,940,081	$174,097,900
A-3	SR 389 (East Avenue) [**SIS**]	Baldwin Road	CR 2337 (Sherman Avenue)	Widen to 4 Lanes (Costs in 217910-8)	Springfield	$0	$0	$0	$0	$0	$0	(Costs in 217910-8)
A-4	CR 389 (East Avenue) [non-SIS]	CR 2312 (Baldwin Road)	SR 390	Widen to 4 Lanes	Lynn Haven	$15,701,445	$1,570,145	$2,355,217	$7,850,723	$2,355,217	$18,056,662	$29,832,746
A-5	Gulf to Bay Highway (Parkway)	US 98 west of Mexico Beach	Bay/Gulf County Line	Construct new 4 Lane Facility	Mexico Beach	$36,589,289	Complete	Complete	Complete	$5,488,393	$42,077,682	$42,077,682
A-6	CR 30P (Hills Road)	US 98 A (Front Beach Rd)	US 98 (Panama City Beach Parkway)	Widen to 4 Lanes	Panama City Beach	$4,384,835	$438,484	$657,725	$2,192,418	$657,725	$5,042,561	$8,331,187
A-7	Powell Adams Road Segment 2	US 98A (Front Beach Road)	L.C. Hilton, Jr. Drive	Widen to 3 Lanes	Panama City Beach	$7,000,000	Complete	Complete	Complete	Incl. in CST	$7,000,000	$7,000,000
A-8	SR 22 (Wewa Highway) [Phase 1]	US 98 (Tyndall Parkway)	Star Avenue	Widen to 4 Lanes	Callaway	$12,527,195	Complete	Underway	$21,625,100	$1,879,079	$14,406,274	$36,031,374
A-9	SR 388 (West Bay Parkway)	Burnt Mill Creek	SR 77 (Ohio Avenue)	Widen to 4 Lanes	Bay County	$32,711,957	$3,271,196	$4,906,793	$8,177,989	$4,906,793	$37,618,750	$53,974,728
A-10	SR 388 (West Bay Parkway)	FW FL Beaches International Airport	Burnt Mill Creek	Widen to 4 Lanes	Bay County	$9,828,233	$982,823	$1,474,235	$2,457,058	$1,474,235	$11,302,468	$16,216,585
A-11	CR 2315 (Star Avenue)	SR 22 (Wewa Highway)	US 231 (SR 75)	Widen to 4 Lanes	Panama City	$29,774,499	$2,977,450	$4,466,175	$14,887,249	$4,466,175	$34,240,674	$56,571,548
A-12	CR 2327 (Transmitter Rd) [**SIS** [Military Access Facility]	US 98 / SR 30A (E. 15th Street)	C Street	Widen to 4 Lanes	Springfield	$15,303,194	$2,005,000	$2,295,479	$7,651,597	$2,295,479	$17,598,673	$29,550,749
A-13	US 231 (SR 75) [Segment 7] [**SIS**]	US 98 (SR 30A) / 15th Street / Harrison Avenue	23rd Street (SR 368)	Widen to 6 Lanes & intersection improvement at US 231/US98/Harrison	Panama City	$129,827,954	Complete	Complete	$122,819,900	$49,856,046	$179,684,000	$302,503,900

ID	Corridor	From	To	Project Description	Place(s)	Const (CST)	PD&E (5–10%)	Design (10-20%)	R/W (10-20%)	CEI (10-20%)	CST + CEI	Total
A-14	US 231 (SR 75) [Segment 8] [**SIS**]	23rd Street (SR 368)	Pipeline Road	Widen to 6 Lanes	Bay County	$118,677,000	Complete	Complete	$48,572,461	$88,862,468	$207,539,468	$256,111,929
A-15	US 231 (SR 75) [**SIS**]	Pipeline Road	Penny Road	Widen to 6 Lanes	Bay County	$127,184,093	Complete	$7,627,000	$41,901,548	$19,586,350	$268,648,443	$318,176,991
A-16	US 231 (SR 75) [**SIS**]	Penny Road	Scotts Ferry Road	Widen to 6 Lanes	Bay County	$8,583,758	Complete	$770,000	$3,958,000	$1,321,899	$9,905,657	$14,633,657
A-17	US 231 (SR 75) [**SIS**]	Scotts Ferry Road	SR 20	Widen to 6 Lanes	Bay County	$8,583,758	Complete	$770,000	$3,958,000	$1,321,899	$9,905,657	$14,633,657
A-18	US 98 (Panama City Beach Parkway) SR 30A [**SIS**]	Mandy Lane	Nautilus Street	Widen to 6 Lanes	Panama City Beach	$23,660,600	Complete	$97,000	10,000,000	$4,175,400	$27,836,000	$37,933,000
A-19	US 98 (Panama City Beach Parkway) SR 30A [**SIS**]	Nautilus Street	Richard Jackson Blvd	Widen to 6 Lanes	Panama City Beach	$14,630,164	Complete	$2,900,205	$6,000,000	$4,175,400	$18,805,564	$27,705,769
A-20	SR 388 (West Bay Parkway)	US 98 (SR 30) in Walton County	SR 79	Construct new 2 lane/ widen to 4 Lanes	Bay County	$216,000,000	Complete	$10,900,000	$490,000	$33,000,000	$249,000,000	$260,390,000
A-21	Truck Parking	US 231 Industrial Park	US 231 Industrial Park	Construct Truck Parking	Panama City	$702,949	N/A	$140,590	$702,949	$105,442	$808,392	$1,651,931
A-22	Gulf Coast Parkway	US 98 (SR 30)	US 231 (SR 75)	Construct new or enhanced 2 or 4 lane facility	Panama City	$351,100,000	Complete	$20,596,000	$29,900,000	$53,100,000	$404,200,000	$454,696,000
A-23	Gulf Coast Parkway Connector	CR 2315 (Star Avenue)	Old Allenton Road / Gulf Coast Parkway	Construct New 4-lane Roadway	Bay County	$63,000,000	Underway	$3,400,000	$1,800,000	$9,700,000	$72,700,000	$77,900,000
A-24	26th Street Extension	SR 77	Minnesota Street	New 2 Lane Facility	Lynn Haven	$1,414,494	$141,449	$141,449	$707,247	$212,174	$1,626,668	$2,616,813
A-25	CR 391 (Baldwin Road)	Kirkwell Avenue	US 231 (SR 75)	Widen to 4 lanes	Bay County	$6,363,849	$636,385	$636,385	$3,181,925	$954,577	$7,318,427	$11,773,121
A-26	CR 30C (Clara Avenue)	US 98A (Front Beach Road)	US 98 (Panama City Beach Parkway)	Widen to 4 Lanes	Panama City Beach	$5,673,928	$567,393	$567,393	$4,255,446	$851,089	$6,525,017	$11,915,249
A-27	CR 2301	US 231 (SR 75)	CR 388	Widen to 4 lanes	Bay County	$72,177,452	$7,217,745	$7,217,745	$36,088,726	$10,826,618	$83,004,070	$133,528,287
A-28	CR 2321	US 231 (SR 75)	SR 77	Widen to 4 Lanes	Bay County	$99,632,035	$9,963,203	$9,963,203	$49,816,017	$14,944,805	$114,576,840	$184,319,264
A-29	CR 388 (West Bay Parkway)	SR 77 (Lynn Haven Parkway)	US 231 (SR 75)	Construct new 4 Lane Facility	Bay County	$107,852,637	$10,785,264	$16,177,896	$21,570,527	$16,177,896	$124,030,532	$172,564,219

ID	Corridor	From	To	Project Description	Place(s)	Const (CST)	PD&E (5–10%)	Design (10-20%)	R/W (10-20%)	CEI (10-20%)	CST + CEI	Total
A-30	E 39th Street Extension	Camryns Crossing	Transmitter Road (CR 2327)	Construct new 2 Lane Facility	Lynn Haven	$5,665,975	$566,598	$849,896	$2,832,988	$849,896	$6,515,871	$10,765,353
A-31	Joan Avenue	(CR 3031) Thomas Drive	US 98A (Front Beach Road)	Widen to 4 lanes	Panama City Beach	$6,540,136	$654,014	$981,020	$6,540,136	$981,020	$7,521,156	$15,696,326
A-32	Lyndell Lane	US 98A (Front Beach Road)	US 98 (Panama City Beach Parkway)	Widen to 4 Lanes	Panama City Beach	$7,134,814	$713,481	$1,070,222	$7,134,814	$1,070,222	$8,205,037	$17,123,554
A-33	Powerline Road	SR 388 (West Bay Parkway)	SR79 at the Loop Road connection	Construct new 4 lane Facility	Bay County	$68,064,427	$6,806,443	$10,209,664	$34,032,214	$10,209,664	$78,274,091	$129,322,412
A-34	Gulf Coast Parkway Extension (West Parkway Extension in Priority List)	SR 77	US 231 (SR 75)	Construct new 4 lane Facility	Bay County	$84,583,234	$8,458,323	$12,687,485	$16,916,647	$12,687,485	$97,270,719	$135,333,174
A-35	US 98 Dupont Bridge Replacement over St. Andrews Bay and ICWW **SIS**]	City of Parker	Tyndall Air Force Base	DuPont Bridge Replacement	Parker and Tyndall AFB	Funded	Complete	$3,332,000 (Underway)	$10,000,000 (Funded)	Funded	$178,676,896 (Funded)	$192,008,896
A-36	Titus Connector	SR 390	CR 2321	New 2 Lane Facility	Bay County	3,100,000	Complete	Complete	Complete	Included in CST	$3,100,000	$3,100,000
A-37	SR 77 (MLK Jr. Blvd)	US 98	23rd Street (SR 368)	Widen to 6 Lanes (Cost in A-16)	Panama City	Funded	$0	$0	$0	$0	$0	$0
A-38	CR 2327 (Transmitter Road)	C Street	Brooke Lane	Widen to 4 Lanes (Cost in 217910-8)	Bay County	$0	$0	$0	$0	$0	$0	$0
A-39	US 98 (Panama City Beach Parkway) SR 30A [**SIS**]	Richard Jackson Blvd	Hathaway Bridge	Widen to 6 Lanes	Panama City Beach	$31,015,947	Complete	$4,652,392	$8,000,000	$4,175,400	$35,191,347	$47,843,739
A-40	CR 389 (East Avenue) [**SIS**] (PD&E Segment 2)	Port Entrance	US 98B (SR 30) / 5th Street	Widen to 4 Lanes	Panama City	$8,048,614	$1,313,00 (Underway)	$1,050,000	$4,024,307	$1,207,292	$9,255,906	$15,643,213
A-41	SR 389 (East Avenue) [**SIS**] (PD&E Segment 1)	US 98B (SR 30) / 5th Street	CR 2337 (Sherman Avenue)	Widen to 4 Lanes	Panama City	$15,801,269	$2,625,000 (Underway)	$2,100,000	$7,900,635	$2,370,190	$18,171,460	$30,797,094

ID	Corridor	From	To	Project Description	Place(s)	Const (CST)	PD&E (5–10%)	Design (10-20%)	R/W (10-20%)	CEI (10-20%)	CST + CEI	Total
A-42	SR 20	Washington County Line	US 231 (SR 75)	Widen to 4 lanes	Bay County	$118,428,697	$2,100,000 (Funded)	$11,842,870	$11,842,870	$17,764,305	$136,193,001	$161,978,741
A-43	Clarence Street	SR 392A (Hutchison Blvd.)	US 98A (Front Beach Road)	Widen to 4 Lanes	Panama City Beach	$6,280,084	$628,008	$1,256,017	$6,280,084	$942,013	$7,222,097	$15,386,206
A-44	US 98 (SR 30) [**SIS**]	CR 2327 (Transmitter Road)	Tyndall Drive / Airey Avenue (on Tyndall AFB)	Widen to 6 Lanes	Panama City	$52,285,097	$3,505,000	$7,842,765	$26,142,549	$7,842,765	$60,127,862	$97,618,175
A-45	SR 77	SR 390	County Line	Widen to 6 Lanes	Bay County	$66,214,930	$6,621,493	$13,242,986	$33,107,465	$9,932,240	$76,147,170	$129,119,114
A-46	Titus Road	CR 2321	US 231 (SR 75)	Widen to 4 Lanes	Bay County	$8,712,217	$871,222	$1,742,443	$4,356,108	$1,306,833	$10,019,049	$16,988,823
A-47	US 98 (SR 30) [**SIS**]	Walton County Line	SR 79 (Arnold Drive)	Widen to 6 Lanes	Panama City Beach	$115,821,000	$3,640,000	$9,625,000	$14,682,000	$20,439,000	$136,260,000	$164,207,000
A-48	SR 79 [**SIS**]	SR 388 (West Bay Parkway)	Bay County Line	Widen to 6 Lanes	Bay County	$39,329,002	$3,932,900	$7,865,800	$19,664,501	$5,899,350	$45,228,353	$76,691,554
A-49	Bay Parkway Phase 3 (Back Beach Bypass)	US 98 at Clara Avenue	US 98 at Chip Seal Parkway	Construct new 4 Lane Facility	Panama City Beach	$88,225,582	$3,000,000	$8,000,000	$15,000,000	$13,233,837	$101,459,419	$127,459,419
A-50	US 98 Panama City Beach Pkwy Elevated Segment [connecting Back Beach / Bay Pkwy Phase 2 and 3] [**SIS**]	Nautilus Street [Back Beach / Bay Parkway Phase 2]	Clara Avenue [Back Beach / Bay Parkway Phase 3]	Construct new 4-lane elevated segment of US 98	Panama City Beach	$148,328,629	$3,708,216	$29,665,726	$74,164,315	$22,249,294	$170,577,923	$278,116,179
Total						$2,500,042,823	$91,850,234	$234,601,777	$861,706,412	$478,199,117	$3,284,436,917	$4,466,955,260
SIS						$964,657,929	$22,879,116	$89,118,367	$517,959,712	$248,121,383	$1,518,974,289	$2,143,291,403
Non-SIS						$1,535,384,894	$68,971,118	$145,483,411	$343,746,700	$230,077,734	$1,765,462,628	$2,323,663,857

Table 21. 2045 Adopted Needs Plan Costs: Corridor / Complete Streets Projects

ID	Corridor	From	To	Place(s)	Const (CST)	PD&E (5–10%)	Design (10-20%)	R/W (10-20%)	CEI (10-20%)	CST + CEI	Total
B-1	SR 368 (23rd Street) [SIS]	SR 390	US 231 (SR 75)	Panama City	NR	$150,000	NR	NR	NR	NR	$150,000
B-2	US 98 (15th Street) [SIS]	23rd Street	CR 2327 (Transmitter Rd)	Panama City	NR	$150,000	NR	NR	NR	NR	$150,000
B-3	CR 28 (11th Street)	Beck Avenue	SR 77 (Martin Luther King Jr Blvd	Panama City	NR	$150,000	NR	NR	NR	NR	$150,000
B-4	US 98B (US Business 98 / 5th Street)	US 98 (15th Street)	US 98 (SR 30)	Panama City	NR	$150,000	NR	NR	NR	NR	$150,000
B-5	Cobb Road	US 98A (Front Beach Road)	US 98 (Panama City Beach Parkway)	Panama City Beach	NR	$150,000	NR	NR	NR	NR	$150,000
B-6	US 98A (Front Beach Road) Segment 5	SR 79 (S. Arnold Road)	Deluna Place	Panama City Beach	NR	$150,000	NR	NR	NR	NR	$150,000
B-7	CR 392 (North Thomas Drive)	US 98A (Front Beach Road)	(CR 3031) South Thomas Drive	Panama City Beach	NR	$150,000	NR	NR	NR	NR	$150,000
B-8	Nautilus Road	US 98A (Front Beach Road)	US 98 (Panama City Beach Parkway)	Panama City Beach	NR	$150,000	NR	NR	NR	NR	$150,000
B-9	US 98A (Front Beach Road) Segment 4.2	Hill Road	SR 2923A (Hutchison Blvd)	Panama City Beach	NR	Complete	$1,551,128	$6,000,000	NR	$33,550,000	$41,101,128
B-10	US 98A (Front Beach Road) Segment 4.1	Lullwater Drive	Hill Road	Panama City Beach	NR	Complete	$1,303,389	$3,000,000	NR	$37,500,000	$41,803,389
B-11	US 98A (Front Beach Road) Segment 4.3	SR 2923A (Hutchison Blvd)	Richard Jackson Blvd	Panama City Beach	NR	Complete	$2,000,000	$8,000,000	NR	$42,574,000	$52,574,000
B-12	CR 28 (11th Street)	SR 77 (Martin Luther King Jr Blvd	US 98 (Tyndall Parkway)	Panama City, Springfield	NR	$150,000	NR	NR	NR	NR	$150,000
B-13	SR 77 (MLK Jr. Blvd / N. Cove Blvd)	US 98 (E. 15th Street)	US 98B (E. Business Hwy 98)	Panama City	NR	$150,000	NR	NR	NR	NR	$150,000
B-14	Harrison Avenue Complete Streets Corridor Study	US 98 (E. 15th Street)	Government Street	Panama City	NR	$150,000	NR	NR	NR	NR	$150,000
B-15	SR 392A (Hutchison Blvd.) [Middle Beach Road]	US 98A (Front Beach Road)	US 98A (Front Beach Road)	Panama City Beach	NR	$150,000	NR	NR	NR	NR	$150,000
B-16	SR 77 (MLK Jr. Blvd)	23rd Street (SR 368)	SR 390	Lynn Haven	NR	$150,000	NR	NR	NR	NR	$150,000
B-17	CR 2327 (Transmitter Road)	SR 22 (Wewa Highway)	US 98 / SR 30A (E. 15th Street)	Springfield	NR	$150,000	NR	NR	NR	NR	$150,000
B-18	SR 22 (Wewa Highway / East 3rd Street) [Phase 2]	Business 98 (US 98B)	Tyndall Parkway	Panama City	NR	$150,000	NR	NR	NR	NR	$150,000
					NR	$2,250,000	$4,854,517	$17,000,000	NR	$113,624,000	**$137,728,517**

Table 22. 2045 Adopted Needs Plan Costs: Intersection Projects

ID	Corridor	From	To	Place(s)	Const (CST)	PD&E (5–10%)	Design (10-20%)	R/W (10-20%)	CEI (10-20%)	CST + CEI	Total
C-1	US 231 (SR 75) at US 98 (Harrison Avenue) [**SIS**]	US 231 (SR 75) at US 98 (Harrison Avenue)	US 231 (SR 75) at US 98 (Harrison Avenue)	Panama City	$0	$0	$0	$0	$0	$0	Cost included in A-13.
C-2	US 98 (Thomas Drive) Interchange Phase II and III [**SIS**]	US 98	Thomas Drive (CR 3031)	Bay County	$99,664,348	Complete	$1,220,000	$2,786,000	$14,949,652	$114,614,000	$118,620,000
C-3	CR 2321 / SR 390	CR 2321	SR 390 (14th Street)	Bay County	$0	$0	$0	$0	$0	$0	Cost included in A-15.
C-4	US 231 (SR 75) at 19th Street and SR 77 Intersection [**SIS**]	US 231 (SR 75) at 19th Street and SR 77 Intersection	US 231 (SR 75) at 19th Street and SR 77 Intersection	Panama City	$0	$0	$0	$0	$0	$0	Cost included in A-13.
C-5	US 231 (SR 75) at CR 2327 (Transmitter Rd) Intersection [**SIS**]	US 231 (SR 75) at CR 2327 (Transmitter Road) Intersection	US 231 (SR 75) at CR 2327 (Transmitter Road) Intersection	Bay County	$1,288,000	$0	$2,000	$0	$0	$0	Cost included in A-14.
C-6	New Tram Road / Gulf Coast Parkway Intersection	US 98 (N. Tyndall Parkway)	CR 28 (E. 11th Street)	Springfield	$0	$0	$0	$0	$0	$0	Cost included in A-44.
C-7	Northgate Ingress/Egress NSA Panama City [**SIS**]	Solomans Drive	Woodlawn Drive	NSA Panama City	$1,186,998	$59,350	$178,050	$1,186,998	$178,050	$1,365,048	$2,789,446
C-8	Roundabout	Beach Drive	6th Street	Panama City	$1,750,000	$0	$175,000	$525,000	$262,500	$2,012,500	$2,712,500
C-9	Roundabout	Harrison Avenue	6th Street	Panama City	$1,750,000	$0	$875,000	$1,050,000	$262,500	$2,012,500	$2,712,500
C-10	Roundabout	CR 3026 (Cherry Street)	CR 2323 (N. Berthe Ave)	Callaway	$1,750,000	$0	$175,000	$525,000	$262,500	$2,012,500	$2,712,500
C-11	Roundabout	CR 3026 (Cherry Street)	N. Hwy 22A (N. Bob Little Rd)	Springfield, Parker, Callaway	$1,750,000	$0	$175,000	$525,000	$262,500	$2,012,500	$2,712,500
C-12	Roundabout	CR 2322 (E. 7th Avenue)	CR 2327 (Transmitter Rd)	Springfield	$1,750,000	$0	$175,000	$525,000	$262,500	$2,012,500	$2,712,500
C-13	Roundabout	US 98B (US Business 98)	Cedar Streets and Pitts Avenue	Parker	$1,750,000	$0	$175,000	$525,000	$262,500	$2,012,500	$2,712,500
C-14	Roundabout	US 98B (US Business 98)	Cheri Lane, Boat Race Road, and Luther Street	Parker	$1,750,000	$0	$175,000	$525,000	$262,500	$2,012,500	$2,712,500
C-15	SR 388 at SR 77	SR 388 at SR 77 Intersection	SR 388 at SR 77 Intersection	Bay County	$2,525,240	$252,524	$378,786	$1,262,620	$378,786	$2,904,026	$4,797,956
Total					$116,914,586	$311,874	$3,703,836	$9,435,618	$17,343,988	$132,970,574	**$147,707,902**
SIS					$102,139,346	$59,350	$1,400,050	$3,972,998	$15,127,702	$115,979,048	**$122,699,446**
Non-SIS					$14,775,240	$252,524	$2,303,798	$5,462,620	$2,216,286	$16,991,526	**$25,010,456**

Table 23. 2045 Adopted Needs Plan Costs: Transit Projects

ID	Corridor	From	To	Improvement	Place(s)	Capital Costs for Equipment	Annual Service Hours	Annual Operating Cost	Planning, Marketing Costs (10% Operating)	Total (Equipment + Marketing + Planning)
D-1	Express Bus Service to Airport	Panama City	International Airport	Peak Hour Bus Service: Operate express bus service from Panama City to the International Airport	Bay County	$572,026	2170	$167,199	$16,720	$755,944
D-2	Express Bus Service to Airport	Panama City Beach	International Airport	Peak Hour Bus Service: Operate express bus service from Panama City Beach to the International Airport	Bay County	$586,709	2170	$167,199	$16,720	$770,628
D-3	Express Bus Service to Walton County	Panama City	South Walton County	Peak Hour Bus Service: Operate express bus service from Panama City to South Walton County	Panama City Beach	$586,709	1860	$143,313	$14,331	$744,354
D-4	New Main Transfer Center	US Hwy 231 @ SR 77 (vicinity)	US Hwy 231 @ SR 77 (vicinity)	US Hwy 231 @ SR 77 (vicinity)	Panama City	$3,300,000	0	$0	$0	$3,300,000
D-5	Express Bus Service between NSA and Tyndall Air Force Base	Naval Support Activity (NSA) Panama City	Tyndall Air Force Base	Express Bus Service to Tyndall Air Force Base	Panama City	$1,123,495	3060	$235,773	$23,577	$1,382,846
D-6	Inlet Beach Route	Front Beach Road and US 98	CR 30A and US 98 (pedestrian underpass)	Inlet Beach Route from Front Beach & US 98 to Inlet Beach	Panama City Beach	$1,116,363	8680	$668,794	$66,879	$1,852,037
D-7	Beach Transfer and Maintenance Center	Thomas Drive @ Front Beach Road	Thomas Drive @ Front Beach Road	Beach Transfer and Maintenance Center on city-owned lot across from Ripley's	Panama City Beach	$15,000,000	0	$0	$0	$15,000,000
D-8	US 98A Front Beach Road Trolley (Dedicated Lane)	DeLuna Place	SR 392 (Thomas Drive)	US 98 A Front Beach Road Trolley (Dedicated Lane)from DeLuna Place to Thomas Drive	Panama City Beach	$65,000,000	0	$3,000,000	$300,000	$68,300,000
D-9	Water Transit	Lagoon Marinas	Tyndall, PC, St Andrews, Sun Harbor, Lynn Haven	Water taxi route	Regional	--	--	--	--	$35,000,000
						$87,285,303	17,940	$4,382,277	$438,228	**$127,105,808**

Table 24. 2045 Adopted Needs Plan Costs: Bicycle / Pedestrian Projects

ID	Corridor	From	To	Project Description	Place(s)	Const (CST)	PD&E (5–10%)	Design (10-20%)	R/W (10-20%)	CEI (10-20%)	CST + CEI	Total
E-1	Harvard Boulevard Sidewalks	SR 390	Issac Byrd Park	Sidewalks	Lynn Haven	$450,000	$22,500	$45,000	$45,000	$45,000	$495,000	$607,500
E-2	CR 3026 (Cherry Street) Sidewalks	SR 30A/US 98/Tyndall Parkway	SR 30/Business 98	Sidewalks	Callaway, Springfield	$567,698	$28,385	$56,770	$56,770	$56,770	$624,468	$766,393
E-3	CR 22/2337 (Sherman Avenue) Sidewalks	CR 28/11th Street	SR 30A/US 98/15th Street	Sidewalks	Bay County	$194,417	$9,721	$19,442	$19,442	$19,442	$213,859	$262,463
E-4	15th Street Sidewalks/Multi-Use Path (Mexico Beach)	SR 30/US 98	CR 386	Sidewalks/Multi-Use Path	Mexico Beach	$713,828	$35,691	$71,383	$71,383	$71,383	$785,211	$963,668
E-5	CR 2315 (Star Avenue)	SR 75/US 231	SR 22/Wewa Highway	Bicycle Lanes	Panama City	$1,338,477	$66,924	$133,848	$133,848	$133,848	$1,472,325	$1,806,945
E-6	Elevated Pedestrian Structure on Back Beach Road [SIS]	US 98 (Back Beach Rd) at Nautilus Street	US 98 (Back Beach Rd) at Nautilus Street	Pedestrian Overcrossing	Panama City Beach	$1,315,963	$131,596	$197,394	$657,982	$131,596	$1,447,559	$2,434,532
E-7	Elevated Pedestrian Structure on Back Beach Road [SIS]	US 98 (Back Beach Rd) at Powell Adams	US 98 (Back Beach Rd) at Powell Adams	Pedestrian Overcrossing	Panama City Beach	$1,315,963	$131,596	$197,394	$657,982	$131,596	$1,447,559	$2,434,532
E-8	Elevated Pedestrian Structure on Back Beach Road [SIS]	US 98 (Back Beach Rd) at N. Pier Park Dr.	US 98 (Back Beach Rd) at N. Pier Park Dr.	Pedestrian Overcrossing	Panama City Beach	$1,315,963	$131,596	$197,394	$657,982	$131,596	$1,447,559	$2,434,532
						$7,212,310	$558,010	$918,625	$2,300,387	$721,231	$7,933,541	**$11,710,564**

6.4 Expectations, Emphasis Areas, and Emerging Issues

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

6.4.1 Strategic Highway Safety Plan

As a Federal Expectation and Emerging Issue, goals, objectives, performance measures and targets of the Highway Safety Improvement Program (HSIP), which includes the Strategic Highway Safety Plan (SHSP), are strongly encouraged to be integrated into the Long-Range Transportation Plan. The Florida SHSP was included in analysis of the Goals and Objectives in the development of this Long-Range Transportation Plan. The Evaluation Criteria prioritized Safety and Security as one of the two highest-weighted category, prioritizing projects near schools or as identified by the Community Traffic Safety Team. Safety performance measures and targets are further discussed in the new Systems Performance Report, provided in **Appendix D** of this Long-Range Transportation Plan. In addition, an objective of the Congestion Management Process included the need to improve safety and an evaluation of crash data. **Section 1.12** of this Long-Range Transportation Plan provides additional discussion of safety analysis developed from the Congestion Management Process analysis.

6.4.2 Freight

As a Federal Expectation and Emerging Issue, this Long-Range Transportation Plan included consultation with agencies and officials planning for freight movements to incorporate freight needs and demands, and integrate goals, objectives performance measures and targets of the State Freight Plan. The FDOT Freight Mobility Trade Plan was reviewed for development of the Needs Plan. In addition, the Manager of the FDOT Freight and Multimodal Operations was an active participant on the Steering Committee and provided a presentation to the Steering Committee at the August 19, 2020 meeting focusing on the freight corridors and projects. The highest priority freight needs are identified below:

- US 231. Truck parking was maintained as a need from the 2040 Needs Plan at the Port Panama City Distribution center at Penny Road / Commerce Boulevard.
- US 231. National Highway Freight Program (NHFP) is funding right-of-way purchase along the US 231 corridor for capacity widening along this freight corridor [FPID 217910-7]. The US 231 corridor projects are included in the 2045 Needs Plan.
- SR 20. NHFP is funding the PD&E Study on the SR 20 freight corridor in three segments, one of which includes Bay County from the Washington County Line to US 231 [FPID 220635-5, -6, and -7]. This segment of SR 20 is included in the 2045 Needs Plan.

In addition to the freight input from the Manager of the FDOT Freight and Multimodal Operations, the Steering Committee included active participation from the Port of Panama City, the Northwest Florida Beaches International Airport, Naval Support Activity Panama City, and Tyndall Air Force Base. Presentations were made to the Steering Committee on August 18, 2020. Port and freight projects were reviewed from the updated Port Master Plan for incorporation into this Long-Range Transportation Plan. The following freight-related projects were incorporated in the 2045 Needs Plan:

- SR 368 (23rd St) at US 98 [SIS] from US 98 / 23rd Street Interchange Flyover to SR 390 (St Andrews Blvd) [A-1]
- SR 390 (E. 14th Street) [SIS] from SR 77 (Ohio Avenue) to US 231 [A-2]
- SR 389 (East Avenue) [SIS] from Baldwin Road to CR 2337 (Sherman Avenue) [A-3]
- CR 389 (East Avenue) [non-SIS] from CR 2312 (Baldwin Road) to SR 390 [A-4]
- Gulf to Bay Highway (Parkway) from US 98 (SR 30) west of Mexico Beach to the Bay / Gulf County Line [A-5]
- SR 388 (West Bay Parkway) from Burnt Mill Creek to SR 77 (Ohio Avenue) [A-9]
- SR 388 (West Bay Parkway) from Northwest Florida Beaches International Airport to Burnt Mill Creek [A-10]
- CR 2315 (Star Avenue) from SR 22 (Wewa Highway) to US 231 (SR 75) [A-11]
- CR 2327 (Transmitter Road) [SIS] [Military Access Facility] from US 98 / SR 30A (E. 15th Street) to C Street [A-12]
- US 231 (SR 75) [Segment 7] [SIS] from US 98 / 15th Street / Harrison Avenue to 23rd Street (SR 368) [A-13]
- US 231 (SR 75) [Segment 8] [SIS] from 23rd Street (SR 368) to Pipeline Road [A-14]
- US 231 (SR 75) [SIS] from Pipeline Road to Penny Road [A-15]
- US 231 (SR 75) [SIS] from Penny Road to Scotts Ferry Road [A-16]
- US 231 (SR 75) [SIS] from Scotts Ferry Road to SR 20 [A-17]
- US 98 (Panama City Beach Parkway) SR 30A [SIS] from Mandy Lane to Nautilus Street [A-18]
- US 98 (Panama City Beach Parkway) SR 30A [SIS] from Nautilus Street to Richard Jackson Blvd [A-19]
- SR 388 (West Bay Parkway) from US 98 (SR 30) in Walton County to SR 79 [A-20]
- Truck Parking at US 231 Industrial Park [A-21]
- Gulf Coast Parkway Connector from CR 2315 (Star Avenue) to Old Allenton Road / Gulf Coast Parkway [A-22]
- CR 2301from US 231 (SR 75) to CR 388 [A-27]
- CR 2321 from US 231 (SR 75) to SR 77 [A-28]
- CR 388 (West Bay Parkway) from SR 77 (Lynn Haven Parkway) to US 231 (SR 75) [A-29]
- E 39th Street Extension from Camryns Crossing to Transmitter Road (CR 2327) [A-30]
- Gulf Coast Parkway Extension (West Parkway Extension in Priority List) from SR 77 to US 231 (SR 75) [A-34]
- US 98 Dupont Bridge Replacement over St. Andrews Bay and ICWW [SIS] [A-35]
- SR 77 (MLK Jr. Blvd) from US 98 to 23rd Street (SR 368) [A-37]
- CR 2327 (Transmitter Road) from C Street to Brooke Lane [A-38]
- US 98 (Panama City Beach Parkway) SR 30A [SIS] from Richard Jackson Blvd to Hathaway Bridge [A-39]
- CR 389 (East Avenue) [SIS] (PD&E Segment 2) from Port Entrance to US 98B (SR 30) / 5th Street [A-40]
- SR 389 (East Avenue) [SIS] (PD&E Segment 1) from US 98B / 5th Street to CR 2337 (Sherman Avenue) [A-41]
- US 98 (SR 30) [SIS] from CR 2327 (Transmitter Road) to Tyndall Drive / Airey Avenue (on Tyndall AFB) [A-44]

- SR 77 from SR 390 to County Line [A-45]
- Titus Road from CR 2321 to US 231 (SR 75) [A-46]
- US 98 (SR 30) [SIS] from Walton County Line to SR 79 (Arnold Drive) [A-47]
- SR 79 [SIS] from SR 388 (West Bay Parkway) to Bay County Line [A-48]
- US 98 Panama City Beach Pkwy Elevated Segment [connecting Back Beach / Bay Pkwy Phase 2 and 3] from Nautilus St [Back Beach / Bay Parkway Phase 2] to Clara Avenue [Back Beach / Bay Parkway Phase 3] [A-50].

To further consider freight needs, the Evaluation Criteria also included whether the project is included in an adopted Freight Plan.

6.4.3 Environmental Mitigation / Consultation

As discussed earlier in this section on Needs Plan development, a notable improvement for the 2045 Long-Range Transportation Plan development was the incorporation of an on-line Geographic Information System (GIS) map. The GIS map was used to accomplish multiple objectives in throughout the development of Needs Plan including consideration of environmental resources such as parks, resource agency management areas, and state forests. Also tied to the development of this Long-Range Transportation Plan, the Regional Rural Plan further mapped other resources such as Environmental Critical Habitat Rivers, Wildlife Corridors, Prime Farmland, State parks and forests, National Parks, Evacuation Zones (including Coastal High Hazard areas). These layers were used for consideration of Needs Plan projects to help determine if a project would have unnecessary or potential adverse environmental impacts that could be avoided.

In addition to the process outlined in the Florida Statutes and implemented by the TPO and its partner agencies, the Efficient Transportation Decision Making (ETDM) process is used for seeking input on individual qualifying long-range transportation projects allowing for more specific commentary. This provides assurance that mitigation opportunities are identified, considered and available as the plan is developed and projects are advanced. Through these approaches, the State of Florida along with its MPO partners ensures that mitigation will occur to offset the adverse effects of proposed transportation projects.

To further the integration of the ETDM process with the development of this Long-Range Plan, the Evaluation Criteria included consideration of the extent to which a project would have substantial, moderate, or low environmental impacts. Needs Plan projects were screened through the ETDM Environmental Screening Tool using the Area of Interest tool with a buffer distance of 500 feet.

The environmental impact of transportation projects is individually analyzed through the National Environmental Policy Act (NEPA) process which is fulfilled by FDOT largely through the Project Development and Environment (PD&E) study process. As a project moves from the Long-Range Plan into the PD&E phase, FDOT considers environmental avoidance, impact minimization, and impact mitigation on a project-by-project basis.

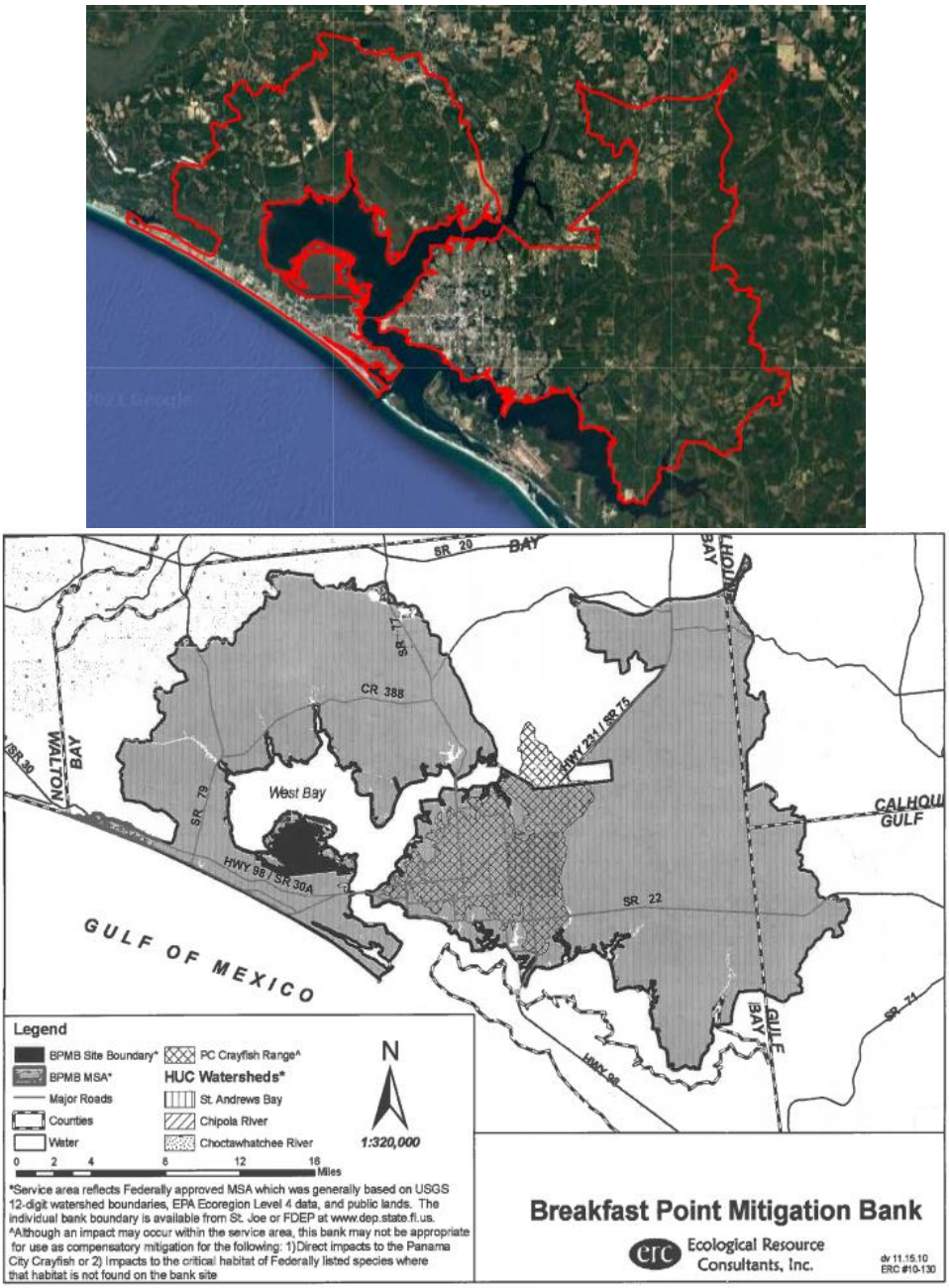
In the State of Florida, environmental mitigation options specific to wetlands are defined by 62.340 F.A.C and Section 404 of the Clean Water Act. For transportation projects, mitigation completed through a partnership between the implementing agency (such as FDOT, or the sponsoring local government) and state and federal environmental resource and regulatory agencies, such as the Water Management Districts (WMDs) and the Florida Department of Environmental Protection (FDEP). FDOT operates under a mitigation program that is administered by the state, which is responsible for developing an annual mitigation plan with input from Federal and State regulatory and resource agencies, including representatives from public and private mitigation banks. Each mitigation plan must focus on land acquisition and restoration or enhancement activities that offer the best mitigation opportunity for that specific region. The mitigation plans are required to be updated annually to reflect the most current FDOT work program and project list of a transportation authority. The FDOT Mitigation Program is a great benefit to TPOs because it offers them an additional method to mitigate for impacts produced by transportation projects and it promotes coordination between federal and state regulatory agencies, TPOs, and local agencies. When addressing mitigation, there is a general rule to avoid all impacts, minimize impacts, and mitigate impacts when impacts are unavoidable. This rule can be applied at the planning level, when TPOs are identifying areas of potential environmental concern due to the development of a transportation project. A typical approach to mitigation that TPOs can follow is to:

- avoid impacts;
- minimize a proposed activity/project size or its involvement;
- rectify the impact by repairing, rehabilitating, or restoring the affected environment;
- reduce or eliminate the impact over time by preservation and maintenance operations during the life of the action,
- compensate for environmental impacts by providing appropriate or alternate environmental resources of equivalent or greater value, on or off-site.

Where impacts cannot be avoided or minimized, mitigation may be required as identified through the PD&E and permitting process. Specific mitigation is generally not finalized until the permitting phase of the project which is generally associated with final design phases. The largest private mitigation bank is the Breakfast Point Mitigation Bank.[17] The Breakfast Point Mitigation Bank is privately owned and operated by the St. Joe Company. The approximate service area for the Breakfast Point Mitigation Bank, is shown in **Figure 23**.

[17] https://www.nwfwater.com/Water-Resources/Regional-Wetland-Mitigation-Program/Private-Mitigation-Banks/Breakfast-Point-Mitigation-Bank

Figure 23. Breakfast Point Mitigation Bank and Service Area



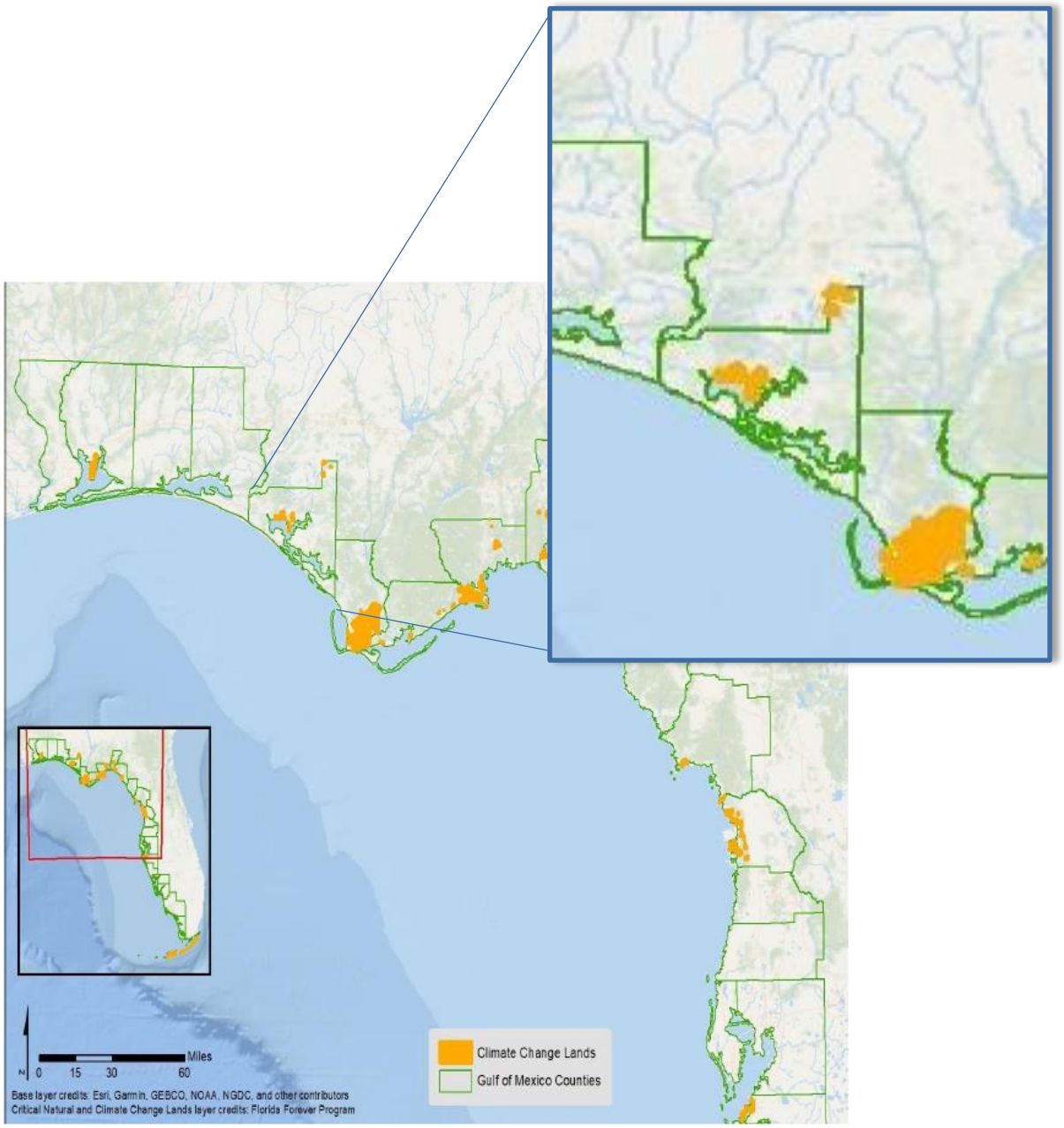
The Northwest Florida Water Management District has a Regional Mitigation Plan and In-Lieu Fee Program to provide mitigation options for FDOT when use of a mitigation bank is not available. These programs do not compete with private mitigation banks. The intent of the NWFWMD In-Lieu Fee Program is to provide compensatory mitigation options to the FDOT for areas not presently served by private mitigation banks or where appropriate bank credits, as determined by the USACE, are not available. Mitigation to non-FDOT entities, if deemed acceptable under Florida statutes, may be provided on a case-by-case basis only with concurrence from FDOT.

While the previous discussion has largely focused on wetlands, there are other environmental impacts and mitigation options associated with transportation projects such as noise, light, surface water runoff, and right-of-way acquisition which could affect a variety of resources from wildlife habitat to cultural and historical resources to recreational resources and conservation or scenic easements. Mitigation options for these impacts are defined through the NEPA process (PD&E process for FDOT projects) and include noise barriers and impacts to outdoor advertising, directional and/or environmentally sensitive lighting, swales and stormwater pond design, wildlife crossings, construction provisions defined by the resource agencies, and in some cases, species relocation (such as for gopher tortoise and associated commensal species). Mitigation options for cultural and historical resources are defined in coordination with the appropriate State Historic Preservation Officer. Mitigation options for recreational resources are defined in coordination with the implementing agency pursuant to Section 4(f) of the U.S. Department of Transportation Act (for federally-funded transportation projects).

In addition, Bay County has several areas identified for possible state acquisition under the Florida Gulf Coast Resiliency Program, identified as Climate Change Lands through the Florida Forever Program. On April 28, 2021, the Gulf Coast Ecosystem Restoration Council (RESTORE Council) approved funding for restoration efforts across the state. The funding includes Council-Selected Restoration Component Funded Priorities List (FPL) 3b, developed through collaboration among the RESTORE Council's state and federal members with input from Gulf of Mexico stakeholders. FPL 3b includes 20 activities that will address a range of ecosystem needs.[18] Projects include the FL Gulf Coast Resiliency Program which consists of vulnerability assessments, construction of living shorelines, and land acquisition and management. Potential sites for land acquisition in the Bay TPO area are shown in **Figure 24.** These lands are generally on the north side of West Bay, along and south of SR 388.

[18] https://www.restorethegulf.gov/funded-priorities-list-3b

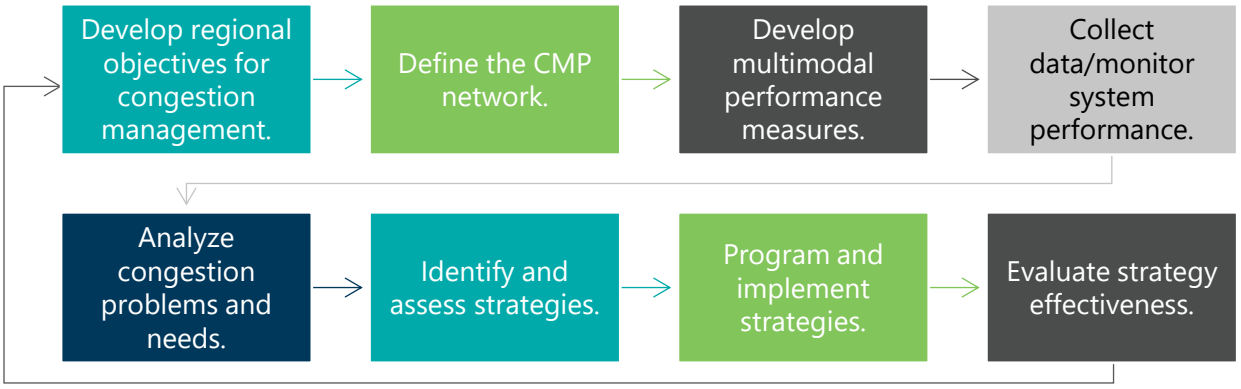
Figure 24. FL Gulf Coast Resiliency Program Climate Change Lands



6.4.4 Congestion Management

A Congestion Management Process was completed (September 2020) in association with the development of this Long-Range Transportation Plan which included vetting through the Steering Committee. The purpose of a CMP is to develop a systematic process to effectively manage and operate the transportation system. The complete CMP is provided as a reference document to this Long-Range Transportation Plan. The process is summarized in **Figure 25**.

Figure 25. Congestion Management Process



The CMP included development of goals and objectives, specifically adopting the 2045 Long-Range Transportation Plan Goals and Objectives, and developing mitigation strategies. The 2045 CMP Major Update includes improvements, the CMP objectives, mitigation strategies, and performance measures. **Table 25** shows the summary table from the CMP which links the Objectives to performance measures, and provides references to the applicable sections of the CMP. **Table 26** identifies the objectives, mitigation strategies, and performance measures in the CMP. **Table 27** identifies the performance measure data in the CMP.

Bay TPO uses the CMP as an integral part of the planning process, including the LRTP and the TIP. The LRTP, with the use of the CMP and the Northwest Florida Regional Transportation Model, analyzes existing and future deficiencies. Roadways that are determined to be cost prohibitive for Right-of-Way acquisition are further analyzed for potential Corridor Management Plan Studies as an additional way to mitigate congestion. Through the TPO's annual project priority process, Corridor Management Plan Studies are ranked for consideration in the TPO's Five Year TIP. Once a Corridor Management Plan is complete, it is again prioritized by the TPO for implementation of potential improvements in the Five-Year TIP. Corridor Management Plan improvements can also be implemented through resurfacing projects and local municipalities. Local municipalities should also review the LRTP Needs Plan for new roadways and consider implementing Corridor Preservation Ordinances in their jurisdictions to reduce future Right-of-Way costs. **Table 15** and **Figure 21** in Section 6.3 of this Long-Range Transportation Plan list and show the Corridor Management / Complete Streets projects.

Table 25. Congestion Management Process Reference Table

CMP OBJECTIVE	PERFORMANCE MEASURE	DATA SOURCE ANALYSIS	CMP REPORT REFERENCE (FIGURE / TABLE #)
Provide Options to Reduce Travel Demand	Increase participation in TDM programs	% Carpooled to Work	Appendix C
	Increase transit usage	Public transportation annual passenger per revenue mile	Appendix C
		Commute to Work Mode Split	Table 7
	Reduce Average Travel Time to Work	Commute to Work Travel Times	Table 8, Figure 15
Improve Safety	Reduce crash rates and fatalities	Annual Crash Rates (Vehicle, Bike, Ped)	Figures 10, 11, 12, 13
		Annual # of Fatalities (Vehicle, Bike. Ped)	Table 6, Figure 14
Encourage Active Transportation Modes	Increase bicycle and pedestrian connectivity through additional facilities and improved facilities	SHS Miles Pedestrian Facility Miles % Pedestrian Facility SHS Coverage Bicycle Facility Miles % Bicycle Facility SHS Coverage County Population (5-Year Census ACS Estimates) Total Population of Census Block Groups within 1 mile of Bicycle Facilities % Population within 1 mile of Bicycle Facilities	Appendix C
Provide Reliable and Efficient Transportation Options	Improve traffic flow	FDOT LOS Tables	Appendix B
	Improve capacity of roadways with inadequate LOS		
System Preservation	Improve resurfacing practices to reach recommended resurfacing guidelines	# of Miles Resurfaced Annually	Appendix C

Table 26. Congestion Management Process Reference Table

CMP Objective	Mitigation Strategies	Performance Measures	Data Tracking Needs	Policy Recommendations
Provide Options to Reduce Travel Demand	❖ Implement Transportation Demand Management (TDM) Strategies ❖ Provide mode choices to the commuters	- Increase participation in TDM programs - Increase bicycle and pedestrian connectivity through additional facilities and improved facilities - Increase transit usage -Expand transit system -Decrease vehicle miles traveled (VMT) -Reduce Average Travel Time to Work	▪ Vehicle Miles Traveled (VMT) ▪ Public transportation annual passenger miles of travel ▪ Commute to Work Travel Times ▪ Commute to Work Mode Split ▪ Annual rideOn participation ▪ # of Bike/Pedestrian connections/improvements funded and completed ▪ Transit System Improvement Metrics (# of routes, average headways, average commute times, # of choice riders)	✓ Adjust project prioritization evaluation criteria to increase funding resources of active transportation modes. ✓ Commit dedicated annual funding to the expansion of system-wide bicycle and pedestrian facilities. ✓ Provide dedicated resources to support TDM program activities and annual reporting.
Improve Safety	❖ Engage Community Traffic Safety Team (CTST) with community awareness and education ❖ Prioritize safety of active transportation modes ❖ Seek out engineering solutions for high-crash "hot spots" ❖ Implement access management strategies to reduce conflict points	- Reduce crash rates	▪ Annual Crash Rates (Vehicle, Bike, Ped) ▪ Annual Fatalities (Vehicle, Bike. Ped) ▪ Annual report of CTST awareness activities and outcomes ▪ Location of High Crash Areas ("Hot Spots")	✓ Include immediate safety needs in short-term funding priorities. ✓ Dedicate resources to CTST Program.
Encourage Active Transportation Modes	❖ Promote the use of public transportation and make the transit stops more accessible ❖ Encourage biking and walking by improving bicycle and pedestrian infrastructure and improving connectivity	-Increase # of miles of bike and pedestrian facility projects that create connectivity between existing multi-modal facilities -Improve transit facilities to be ADA compliant	▪ % of Annual Funding Dedicated to Active Transportation Facilities ▪ % of Transit Facilities Compliant with ADA	✓ Adjust project prioritization evaluation criteria to increase the weight of active transportation modes. ✓ Provide funding for separated bicycle and pedestrian facilities
Provide Reliable and Efficient Transportation Options	❖ Implementation of Transportation System Management and Operation Strategies ❖ Improve the flow of traffic ❖ Re-time traffic signals annually ❖ Prioritize capacity improvements for roadways with demand that exceeds maximum service volumes	- Improve traffic flow - Improve capacity of roadways with inadequate LOS - Increase ITS capabilities	▪ Annual LOS Data (FDOT) ▪ ITS System Metrics	✓ Dedicate resources and funding for traffic monitoring, management, and control facilities and programs ✓ Commit to Implementing the Advanced Traffic Management System (ATMS) ✓ Dedicate funding resources in operational roadway improvements (Corridor Management) each fiscal year ✓ Prioritize projects with LOS F ✓ Prioritize low-cost, operational improvements that will reduce congestion
System Preservation	❖ Resurface Major & Minor Arterials on Recommended Cycle	-Improve resurfacing practices to reach recommended resurfacing guidelines	▪ # of Miles Resurfaced Annually ▪ Asset Inventory ▪ Pavement Condition Data	✓ Dedicate resources and funding to meet resurfacing needs on the recommended annual cycle.

Table 27. Congestion Management Process Performance Measures Table

CMP OBJECTIVE	PERFORMANCE MEASURE	DATA SOURCE	2015	2016	2017	2018	2019
Provide Options to Reduce Travel Demand	% Car, Truck, Van – Carpooled to work	American Community Survey (ACS)	10.2%	9.6%	10.6%	9.4%	-
	% Pedestrian Facility SHS Coverage	FDOT	32.9%	34.5%	34.9%	36.2%	36.2%
	% Bicycle Facility SHS Coverage	FDOT	23.0%	25.4%	25.7%	27.3%	27.3%
	Passengers per Revenue Mile (reporting unit is Baytown Trolley [BTT])	FTA National Transit Database (NTD)	1.26	1.2	1.25	Hurricane Michael postponed BTT reporting	Hurricane Michael postponed BTT reporting
Improve Safety	Serious Injury Rates per Annual 100 MVMT	FDOT Crash Analysis Reporting (CAR)	12.930	10.069	11.188	9.107	-
	Fatality Rates per Annual 100 MVMT	FDOT Crash Analysis Reporting (CAR)	1.662	1.942	1.492	1.336	-
Encourage Active Transportation Modes	% Population within 1 mile of Bicycle Facilities	FDOT	67.6%	84.8%	84.4%	85.1%	-
Provide Reliable and Efficient Transportation Options	% of facilities with LOS D, E, or F (Peak Hour)	FDOT LOS Tables	26%	26%	27%	30%	-
System Preservation	# of Resurfacing Projects in TIP/Total Projects in TIP	FDOT Transportation Improvement Program (TIP)	10.7%	6.5%	6.5%	5.4%	6.2%

6.4.5 Americans with Disabilities Act

When a project advances into the planning phases, the implementing agency has the responsibility to complete the design in accordance with applicable regulations including the Americans with Disabilities Act (ADA). The emphasis on Corridor Management / Complete Streets projects in this LRTP will bring additional emphasis to ADA needs as projects are evaluated for mobility for all users.

6.4.6 Multi Modal Feasibility

In development of this Long-Range Transportation Plan, the Bay TPO has considered both long-range and short-range strategies/actions that provide for the development of an integrated multimodal transportation system (including accessible pedestrian walkways and bicycle transportation facilities) to facilitate the safe and efficient movement of people and goods in addressing current and future transportation demand. The Strategic Intermodal System (SIS) projects address linkages between surface transportation and other modes such as the Port of Panama City and connection to the Airport and military facilities. SIS projects are included in the Needs Plan to address these linkages. Outside of the SIS network, additional projects were incorporated through Steering Committee involvement to address more localized improvements. Where improvements for turn lanes and other Transportation System Management (TSM) options were more appropriate, ECRC staff coordinated with Steering Committee members to make recommendations for other ways to realize the requested improvements if the project could not be incorporated into this Long-Range Transportation Plan. In addition, this Long-Range Transportation Plan Needs Plan incorporates 9 transit projects and 8 bicycle / pedestrian projects. In a new emphasis area, this Long-Range Transportation Plan also identifies 18 Corridor / Complete Streets projects.

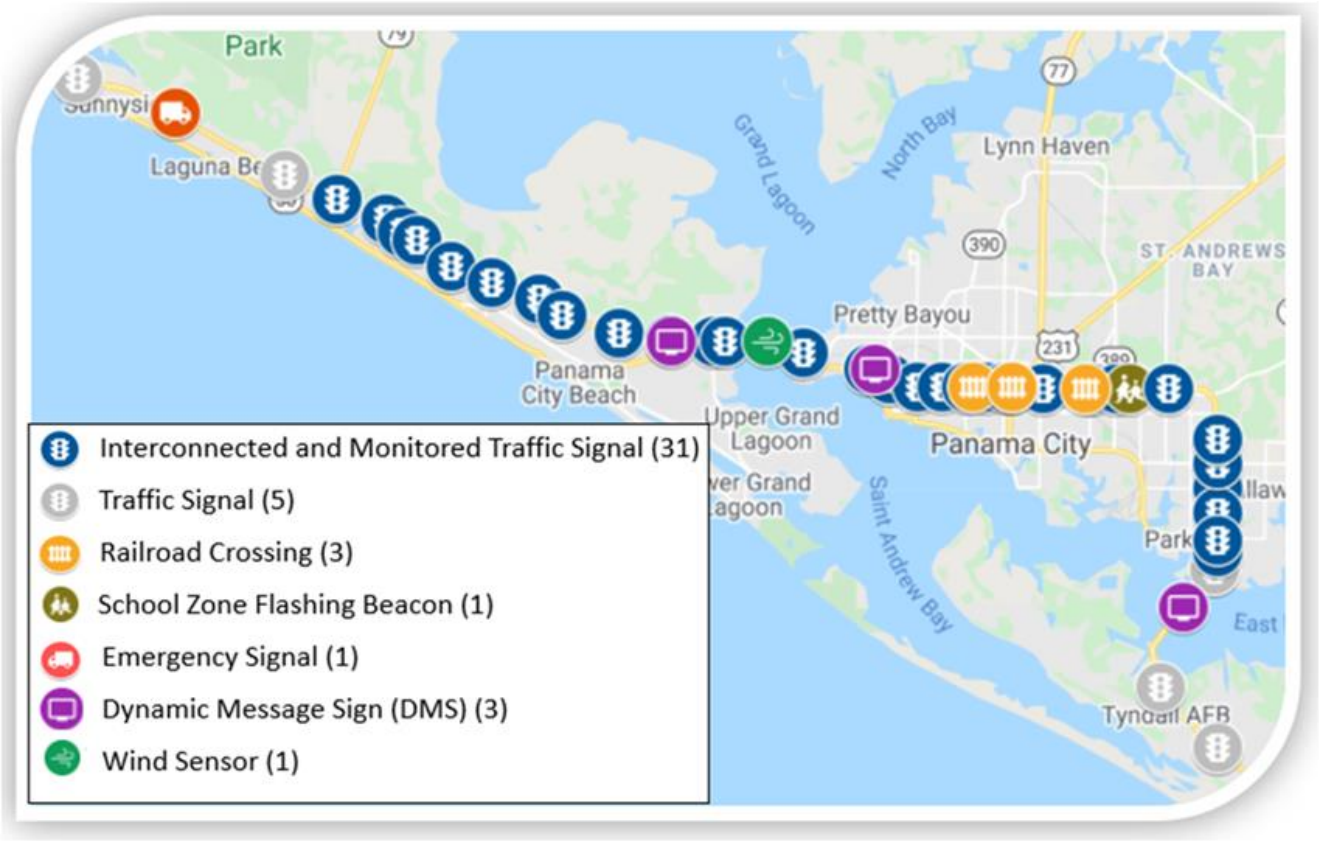
6.4.7 Intelligent Transportation System (ITS) / Mobility on Demand / Emerging Technology

Sustainment and continued development of the Intelligent Transportation System (ITS) network and infrastructure continues to be the top non-SIS priority for the Bay TPO. Funding is set aside in this LRTP for ITS operation and maintenance at $600,000 / year for 20 years. FDOT and Bay County are working together on the signal coordination project known as Smart Bay (**Figure 26**) which covers over 50 miles of corridor along US Highway 98 to provide for traffic signal coordination data.[19] Smart Bay is aimed at making the visitor experience better and improving economic vitality by improving safety and mobility and increasing economic development. The first part of the project consists of upgrading infrastructure by deploying roadside units that will be integrated with on-board units installed in cars, transit vehicles, freight carriers, and emergency response vehicles, eventually leading to the goal of autonomous shuttles. The project aims to improve roadway and incident clearance times, improved pedestrian and bicycle safety, enable traffic signal priority for the military,

[19] https://www.fdot.gov/traffic/its/projects-deploy/cv/maplocations/us-98-smart-bay

transit, and freight, provide emergency vehicle preemption, and provide improve traveler information. Additional benefits envisioned include enhanced data for connected airport and seaport, smart work zone management, real-time traveler information, enabled road weather information system, rail crossing advance warning, bridge weather monitoring sensor, and enabled vehicle to vehicle (V2V) connection for the autonomous shuttles.

Figure 26. US 98 Smart Bay FDOT Project



Source: FDOT State Traffic Engineering and Operations Office, Transportation Systems Management and Operations (TSM&O) Program: https://www.fdot.gov/traffic/its/projects-deploy/cv/maplocations/us-98-smart-bay

Appendix E of this Long-Range Transportation Plan provides discussion of how emerging technologies, such as automated vehicles, will impact transportation needs on the Emerald Coast, focusing primarily on:

- Automated vehicles (AVs), which use an on-board sensor suite to interpret their environment and control some or all driving inputs.
- Connected vehicles (CVs), which radio units to exchange data with each other and the surrounding infrastructure.
- Mobility as a Service (MaaS), which describes the integration of public and private transport services to provide an alternative to personally owned vehicle.

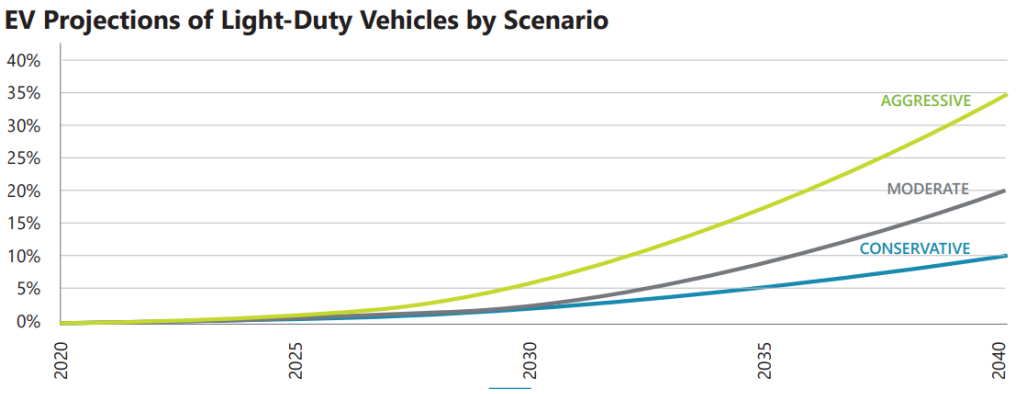
There has been much discussion about how these technologies will enhance future travel, with potential benefits such as crash avoidance, improved system efficiency, and new mobility options. At the same time, agencies must carry out their existing mission of meeting the needs of today's travelers. The discussion in Appendix E aims to present practical considerations that complement existing investments in advanced traffic management systems (ATMS) while "future-proofing" for emerging technologies. The following topics are addressed:

- Travel pattern impacts
- Mobility and capacity opportunities
- Safety considerations
- Impacts on land use and urban form
- Equity and environmental needs
- Supportive policy considerations.

For the purposes of planning, a moderate adoption rate is assumed for passenger vehicles. **Figure 27** shows scenarios for adoption rates from FDOT.[20] A Moderate adoption rate is assumed for this Long-Range Plan. As of July 2020, the current adoption rate was 0.41% according to the FDOT EV Master Plan implementation office.

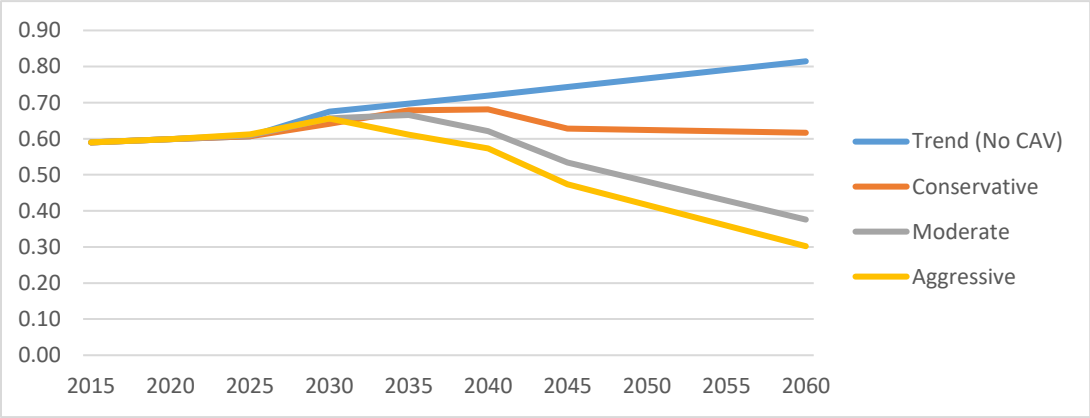
[20] FDOT EV Infrastructure Master Plan Status Report (December 2020). https://www.fdot.gov/planning/fto/ev

Figure 27. Electric Vehicle Projections of Light-Duty Vehicles



FDOT recently conducted analysis across three scenarios (conservative, moderate, and aggressive adoption) to analyze the mobility impacts of CVs on the Strategic Intermodal System (SIS) network. Following continued trends (no CV adoption), the Volume over Capacity ratio will trend from 0.6 to 0.8 in the coming decades. With aggressive CV adoption, the Volume over Capacity ratio is projected to be cut in half, to 0.3, as shown in **Figure 28**.

Figure 28. Potential Impact of Connected Vehicles on Volume-to-Capacity Ratios



Appendix E concludes with an analysis of projects in the Needs Plan to determine how incorporation of emerging technologies might affect the overall transportation needs. In summary, the number of corridors with planned capacity improvements that were rated as "congested" dropped by 25% indicating that emerging technologies may be able to reduce broad needs for capacity improvements.

Within the Bay TPO, implementation of the Advanced Traffic Management System (ATMS) remains a top priority. As a Transportation System Management and Operations (TSM&O) project, ATMS implementation is a prime example of how non-capacity projects improve the overall transportation network. The Federal Highway Administration estimates ATMS benefits include: 25% travel delay reduction, 30% incident reduction, and over 12% crash reduction, with an overall 17:1 benefit-cost ration based on reduction in delay and the cost for operations and maintenance. Implementation of the ATMS system is also directly linked to the overall strategy of preparing the Bay TPO transportation network for future technologies discussed above.

This Long-Range Transportation Plan continues to include ATMS implementation as a need and in the Cost Feasible Plan.

The need for additional electric vehicle charging is being studied in conjunction with evacuation routes under the Florida Department of Agriculture and Consumer Services (FDACS), Office of Energy, in partnership with the Clean Cities Coalition, as the Florida Electric Vehicle Roadmap (FEVR) project.[21] The following statements are referenced from that report:

- *There are approximately 186 publicly accessible high-speed chargers in Florida from a variety of providers, and Tesla currently has 327 fast chargers in the state. The ratio of Tesla vehicles to fast chargers is 96 vehicles per fast charger, the ratio of all other EV vehicles in the state to publicly available fast chargers is 138 vehicles per charging station.*

- *Currently there is little infrastructure in the interior of the state to support evacuation significant portions of I-75, and I-10 in the panhandle have very little fast charging.*

- *There are over 60,000 light-duty EVs registered in Florida, and most of them are within a few miles from one of our coasts. The light-duty EV population grew by an average of 1600 vehicles per month in 2019, an adoption rate 32 percent higher than 2018, and more than four times the monthly adoption rate of 2017; the rate of adoption will continue to increase, bringing more urgency to addressing these issues. The acceptance and growth of electric vehicles continues to accelerate in Florida, and reliable, high-speed EV charging facilities are needed to support the evacuation of owners during an emergency.*

[21] https://www.fdacs.gov/content/download/93808/file/Emergency-Evacuation-of-Florida-EVs-Interim-Report.pdf

There are currently limited locations within the Bay TPO area to accommodate electric vehicle charging. However, options along the major east/west corridors are needed. For example, the nearest Tesla supercharger location is in Panama City Beach at 14100 Panama City Beach Parkway (Busy Bee). Other destination charge points are found in Panama City Beach and Panama City. However, options are limited off the I-10 corridor.

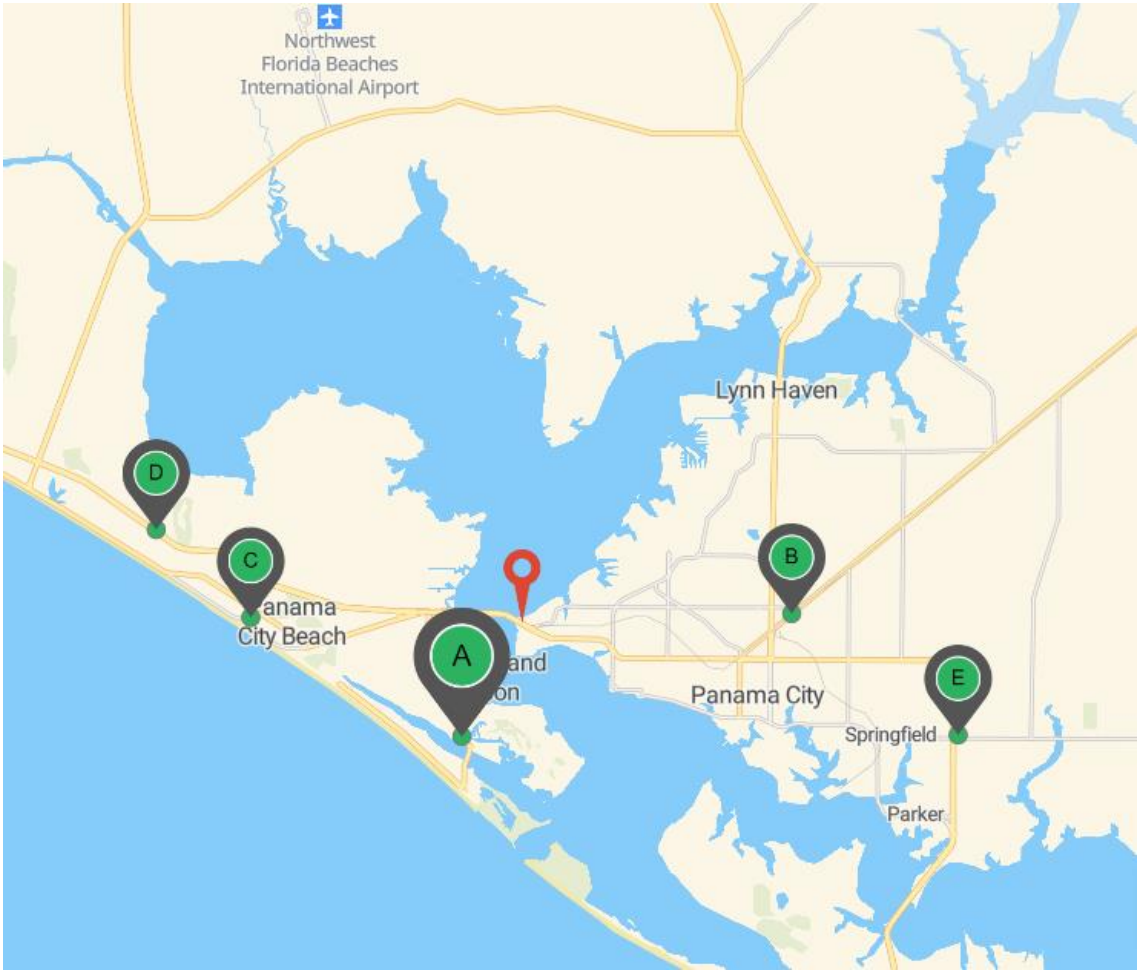
As presented in the FDOT *Electric Vehicle (EV) Infrastructure Master Plan (April 2021),* and *Status Report* (December 2020),[22] opportunities exist for more Tesla and electric vehicle charging stations within the Bay TPO. The Florida Department of Environmental Protection (FDEP) periodically offers local governments competitive grant funding to electric vehicle charging infrastructure focusing on I-10, I-95, I-75, and I-4. FDEP intends to fund approximately 32 charging station sites along these evacuation corridors.

Figure 29 shows locations of known electric vehicle charging stations for Tesla connectors. Data is from the US Department of Energy, Office of Energy Efficiency and Renewable Energy, Alternative Fuels Data Center.[23] **Figure 30** shows location of known electric vehicle charging stations *for all types of connectors* showing more options within the Bay TPO area, but these are typically individual spaces located at hotels or places of business, and are generally not suitable for accommodating a growing electric vehicle charging infrastructure. Both maps indicate a need for additional stations along the east / west corridor, as shown in **Figure 31** from the FDOT *EV Infrastructure Master Plan* (April 2021). Additional consideration should also be provided to electric vehicle charging for commercial trucks, especially along US 231 within the Bay TPO area.

[22] https://www.fdot.gov/planning/fto/ev

[23] https://afdc.energy.gov/stations/#/find/nearest

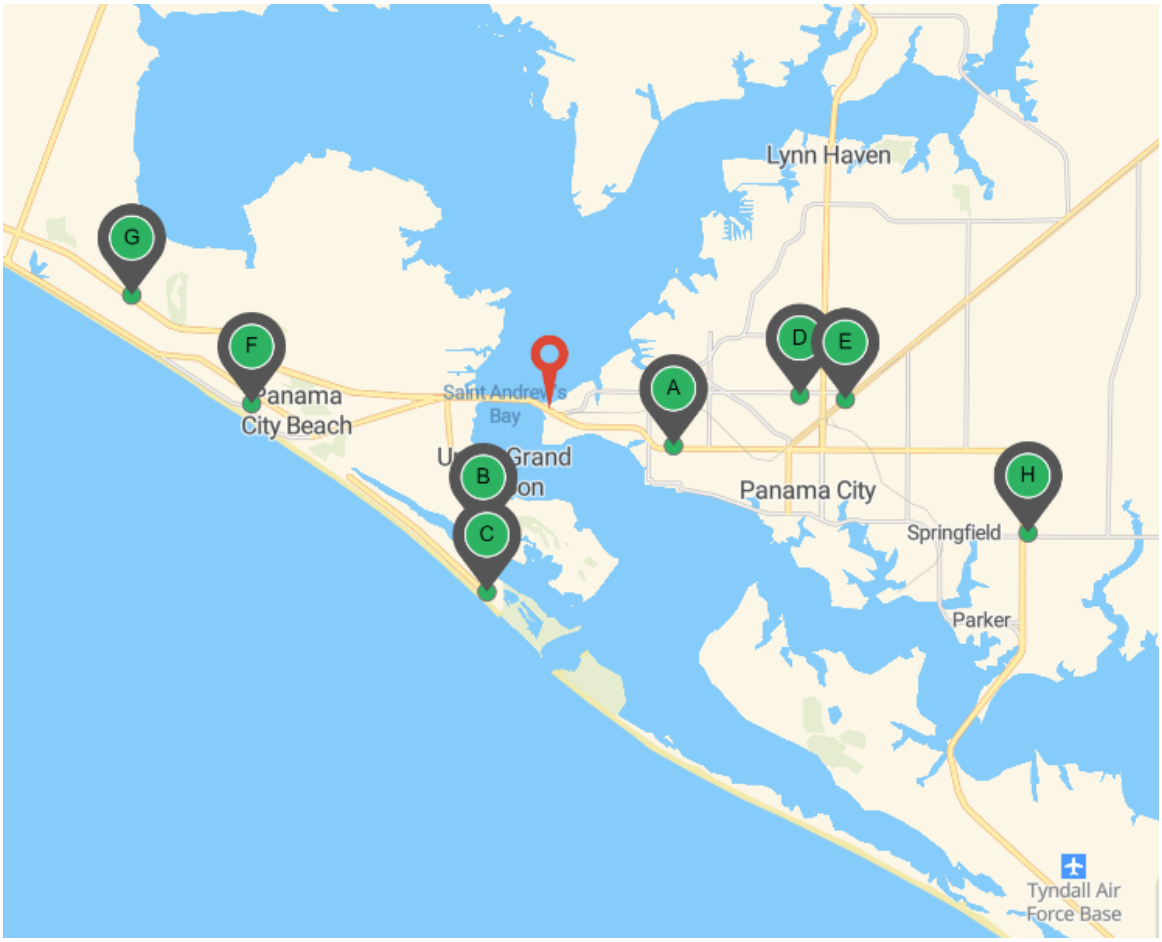
Figure 29. Electric Vehicle Charging Locations (Tesla Connectors)



Charging Locations: Tesla Connectors

A. Hampton Inn Panama City Beach
B. Hilton Garden Inn Panama City
C. Edgewater Beach and Golf Resort Panama City Beach
D. Busy Bee Tesla Supercharger
E. Holiday Inn Express Panama City / Tyndall

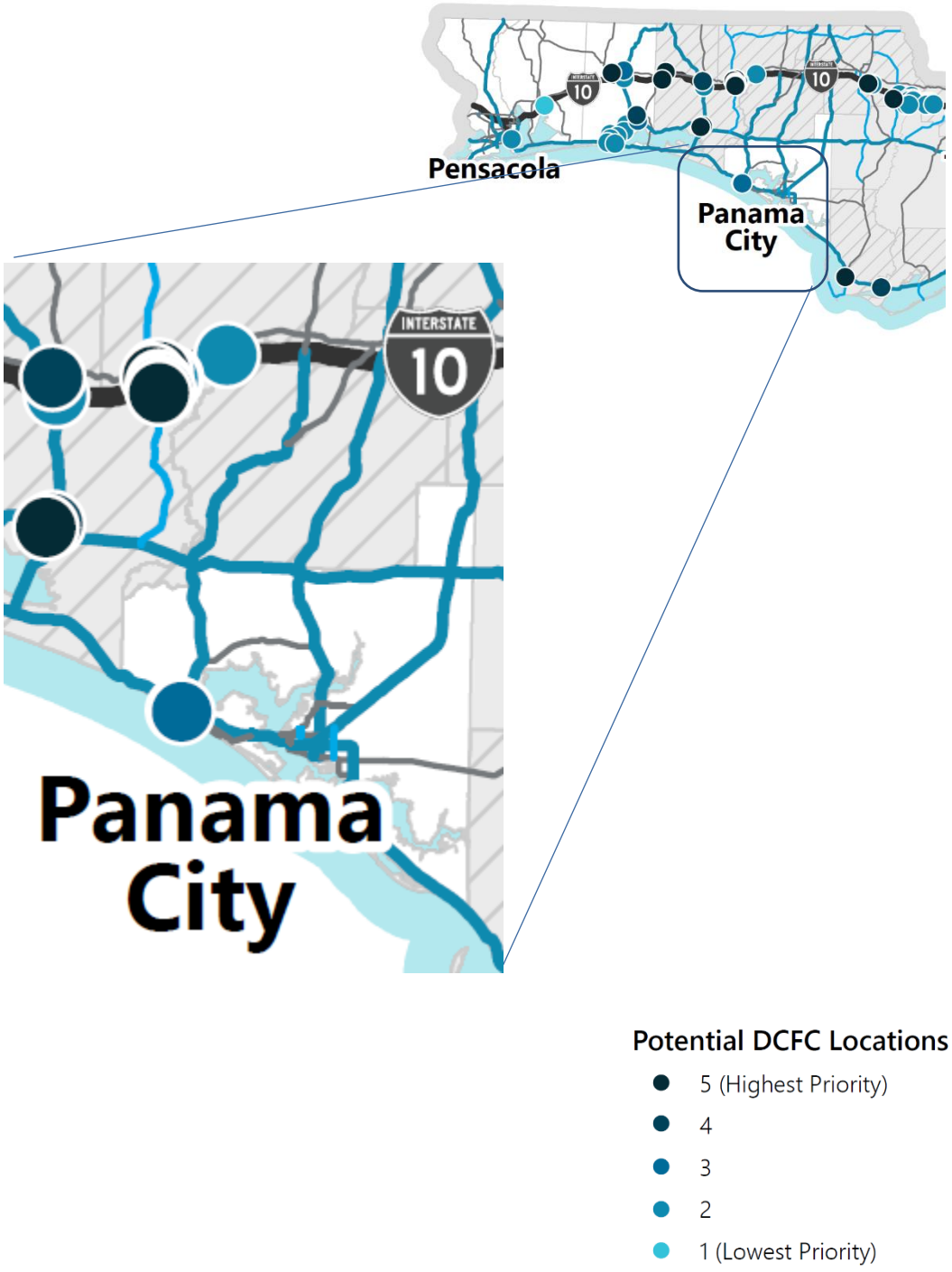
Figure 30. Electric Vehicle Charging Locations (Other Connectors)



Charging Locations: Other Connectors (non Tesla)

A. Slapsticks Cue & Brew
B. Hampton Inn Panama City Beach
C. Moonspinner Condominiums
D. John Lee Nissan
E. Hilton Garden Inn Panama City
F. Edgewater Beach & Golf Resort
G. Harley-Davidson of Panama City Beach
H. Holiday Inn Express Panama City / Tyndall

Figure 31. Potential Locations for Direct Current Fast Charging (DCFC) Stations



In addition to the ATMS implementation and future development of the electric vehicle charging network discussed above, there are other actions shown in **Figure 32** which can be considered to prepare for incorporating of emerging technology, as prepared by the FDOT Office of Policy Planning, *Guidance for Assessing Planning Impacts and Opportunities of Automated, Connected, Electric and Shared-Use Vehicles* (September 2018).

Figure 32. ACES Supportive Projects



The FDOT Office of Policy Planning has provided additional guidance in, *Addressing Automated, Connected, Electric, and Shared-Use Vehicle Impacts in Planning Documents* (August 2020). Recommendations are made for the following categories: Automated Vehicle Planning, Connected Vehicle Planning, Electric Vehicle Planning, and Shared-Use Vehicle Planning. The summary recommendations are listed in **Table 28** and incorporated into this Long-Range Transportation Plan for the Bay TPO as policy to guide local governments and the ECRC.

Table 28. Recommendations to Embrace Emerging Technologies

Category	Best Practice Recommendation
Automated Vehicles	Establish an interagency AV Working Group to address anticipated AV needs for the region.
	Collect an inventory of curb usage (freight, resident, parking meter, etc.) to prepare for likely increases in pick up/drop off needs.
	Examine current funding sources used for transportation, because AVs will likely reduce gas tax collections and potential parking or traffic violation revenues that are applied to transportation infrastructure or transit operations.
	Identify transportation underserved areas, why there are challenges, and how AVs may be a part of the solution to improving equitable mobility in these underserved areas.
	Develop an EV charging plan that contemplates the needs of AV as the market matures.
	Introduce pilot projects to familiarize the public with AV capabilities.
	Analyze regional workforce components as driver-focused services such as taxi drivers, delivery drivers, etc., may have less demand, while also examining the local educational and training needs of the future AV enabled workforce.
	Initiate a communication and public outreach or education plan specific to AV.
	Develop a regional data plan that considers how the data will be collected and used, who has access to parts or all of the data, how often it is updated and verified, how it can be secured, and how privacy concerns can be addressed.
Connected Vehicles	Develop and communicate an institutionalized framework.
	Prioritize and allocate funding.
	Create a unified message and awareness as well as provide opportunities for preparing current and future workforce.
	Foster economic development and leveraging relations with industries, universities, and others.
	Create a framework for consistent infrastructure preparedness, including general facility design, software updates, and hardware upgrades.
	Create a statewide CAV-ready environment for deployment of infrastructure and meeting any identified needs
	Move from planning to full-scale CAV deployment and implementation using various applications to achieve safety, mobility, and economic goals.
	Initiate a communication and public outreach or education plan specific to AV.
	Develop a regional data plan that considers how the data will be collected and used, who has access to parts or all of the data, how often it is updated and verified, how it can be secured, and how privacy concerns can be addressed.
Electric Vehicles	Facilitate training of first responders in the proper treatment of EVs involved in crashes, floods, and other emergencies.
	Facilitate studies of regional electric power generation and transmission grid capacity, regional EV charging needs, role of renewable energy and emerging energy storage technologies in addressing gaps, and public charging infrastructure needs.
	Broker partnerships between transportation agencies, electric utilities, fleet operators, and other stakeholders to leverage transportation and other funding programs to address EV charging infrastructure gaps.
	Develop funding programs to convert municipal motor pool, maintenance vehicles, school buses, and other fleets to EVs, including financing approaches based on life cycle cost savings, in partnership with utilities and clean energy agencies.
	Facilitate studies and funding partnerships to convert transit systems to electric buses and vans, potentially in combination with automation and bus rapid transit features.
	Build on VMT fees or other alternatives to motor fuel taxes as federal and state mandated revenue collection mechanisms are introduced to preserve revenue streams for maintenance and operations.
	Designate a regional EV charging coordinator to manage public education programs, coordinate with municipalities and fleet operators on charging infrastructure buildout and fleet conversions, and manage funding programs.

Category	Best Practice Recommendation
Electric Vehicles (continued)	Develop model zoning ordinances, permitting processes, parking requirements, and other regulations to help municipalities remove barriers to charging infrastructure installation.
	Convene member local governments to establish timelines and incentives to shift taxi, ridesharing, and local delivery fleets to EVs, such as reduced or waived license fees, curb access fees, and congestion charges.
	Consider center city bans of internal combustion engine powered vehicles in combination with provision of adequate charging infrastructure and transit options.
	Define and implement variable VMT pricing to manage congestion, encourage equitable ridesharing service delivery in low-income neighborhoods, and achieve other local policy goals can improve both transportation system performance and equity.
	Provide technical assistance in the conversion of private fleets and provision of associated EV charging facilities, including support for securing federal grants or other public funding as appropriate, to private fleet operators, including major employers, trucking companies, logistics firms, utilities, and other partners.
	Develop low-income EV purchase and carsharing programs to expand the benefits of lower cost electric mobility to households that have difficulty financing a new vehicle. Coordinate with VMT fee waivers or other pricing policies for essential workers or low-income communities to address equity issues as appropriate.
	Conduct or support studies to coordinate introduction of on-street charging infrastructure with recovery of street space for other uses as AV adoption reduces parking demand.
	Work with municipalities to establish timelines and incentives for conversion of taxi, rideshare, and local delivery fleets to EVs.
Shared-Use Vehicles	Evaluate origin-destination patterns for shared-use vehicles such as bikes or scooters, planning agencies may determine that revised typical sections may be appropriate to allow for, or encourage, more shared-use utilization derived from typicals that provide physical separation from other traffic.
	Evaluate where shared-use vehicles can help provide affordable mobility options for transportation underserved areas in an effort to improve neighborhood connectivity.
	Develop an effective shared-use vehicle plan to focus on mobility of people rather than vehicles.

As autonomous vehicle technology continues to advance, it is anticipated that changes in land use and transportation will require regulatory preparation and policy reevaluation. Public transit infrastructure will require changes to accommodate autonomous vehicles. Infrastructure improvements could include: fixed guideways, clear signage, well-maintained roadways, and curb adjustments for ADA considerations. These changes will improve the safety and efficiency of autonomous vehicles. Safety standards will need to be established and monitored for personal and cyber security. Coordination between transit agencies and MPOs is essential for efficient adoption. Autonomous transit will allow for increased transit ridership leading to a reduction in parking demand and higher density in urban centers. Coordination between land use planning and transportation planning will be necessary as these changes occur.

6.4.8 Tourism

Tourism considerations were incorporated through reviewing state and local planning documents to incorporate tourism needs in development of the Goals and Objectives. For example, the following Plans were reviewed that provide direct linkage to establishing tourism development as part of the transportation network: Bay County Hurricane Michael Recovery Plan, Bay-Walton Sector Plan, Panama City Front Beach Road Community Redevelopment Plan, A Strategic Vision for Panama City's Historic Downtown and Its Waterfront, and the Panama City Post-Hurricane Michael Neighborhood Plans (Downtown, Glenwood, Millville, and St. Andrews). In response, Objective 6.6 identifies the need to incorporate a tourism strategy into the needs of the transportation system. Many of these projects are within the City of Panama City Beach and are the product of locally-funded Community Redevelopment Agency plans. However, the City of Panama City has also developed Neighborhood Plans in response to recovery efforts from Hurricane Michael that are bringing change to how the tourist-oriented areas should redevelop. Projects that directly relate to travel and tourism that are incorporated in the Needs Plan include:

Capacity Projects

- 23rd Street from US 98 to SR 390 [A-1]
- CR 30P from US 98A to US 98 [A-6]
- Powell Adams From US 98A to L.C. Hilton, Jr. Dr. [A-7]
- US 98 from Mandy Lane to Nautilus Street [A-18]
- US 98 from Nautilus Street to Richard Jackson Boulevard [A-19]
- Gulf Coast Parkway from US 98 to US 231 [A-22]
- CR 30C from US 98A to US 98 [A-26]
- CR 2321 from SR 77 to US 231 [A-28]
- Joan Avenue from CR 3031 to US 98A [A-31]
- Lyndell Lane from US 98A to US 98 [A-32]
- Powerline Road from West Bay Parkway to SR 79 [A-33]
- MLK Boulevard from US 98 to 23rd Street [A-37]
- US 98 from Richard Jackson Boulevard to the Hathaway Bridge [A-39]
- Clarence Street from SR 392A to US 98A [A-43]
- SR 77 from SR 390 to Bay County Line [A-45]
- US 98 from Walton County Line to SR 79 [A-47]
- SR 79 from SR 388 to Bay County Line [A-48]
- Bay Parkway Phase 3 from US 98 at Clara Avenue to US 98 at Chip Seal Parkway [A-49]
- US 98 Elevated Segment Connecting Bay Parkway Phases 2 and 3 [A-50]

Corridor / Complete Streets Projects

- 23rd Street from SR 390 to US 231 [B-1]
- 15th Street from 23rd Street to Transmitter Road [B-2]
- CR 28 from Beck Avenue to SR 77 [B-3]
- Business 98 from US 98 to US 231 [B-4]
- Cobb Road from US 98A to US 98 [B-5]
- US 98A (Front Beach Road) Segment 5 from SR 79 to Deluna Place [B-6]
- CR 392 from US 98A to CR 3031 [B-7]
- Nautilus Road from US 98A to US 98 [B-8]
- US 98A from Hill Road to SR 2923A [B-9]

- US 98A from Lullwater Drive to Hill Road [B-10]
- US 98A from SR 2923A to Richard Jackson Boulevard [B-11]
- 11th Street from MLK Boulevard to Tyndall Parkway [B-12]
- MLK Boulevard from 15th Street to Business 98 [B-13]
- Harrison Avenue from 15th Street to Government Street [B-14]
- SR 392A from US 98A to US 98A [B-15]
- SR 77 from SR 390 to 23rd Street [B-16]
- Transmitter Road from Wewa Highway to US 98 [B-17]
- Wewa Highway from Business 98 to Tyndall Parkway [B-18]

Transit Projects

- Express Bus Service to Airport from Panama City [D-1]
- Express Bus Service to Airport from Panama City Beach [D-2]
- Express Bus Service to Walton County [D-3]
- Inlet Beach Route [D-6]
- Beach Transfer Center [D-7]
- US 98A Dedicated Lane [D-8]
- Water Taxi [D-9]

Bike / Ped Projects

- Harvard Boulevard Sidewalks from SR 390 to Issac Byrd Park [E-1]
- Cherry Street Sidewalks from Tyndall Parkway to Business 98 [E-2]
- Sherman Avenue Sidewalks from 11th Street to 15th Street [E-3]
- 15th Street Sidewalks / Multi-Use Path Mexico Beach [E-4]
- Star Avenue Bike Lane from Wewa Highway to US 231 [E-5]
- Elevated Pedestrian Structures [E-6, E-7, E-8]

Many of the Strategic Intermodal System (SIS) projects can also be considered as linking tourism needs to the transportation network as the projects provide regional linkage for out-of-state visitors along I-10 and US 98.

As part of the local government outreach during the development of Cost Feasible Plan, the City of Mexico Beach identified additional sidewalk and crosswalk projects that would benefit local tourism. These projects were forwarded to the FDOT for consideration for future funding. The projects were: sidewalks along 15th Street, crosswalks at 37th Street, 31st Street, 15th Street, 7th Street, 5th Street, and Sea Street.

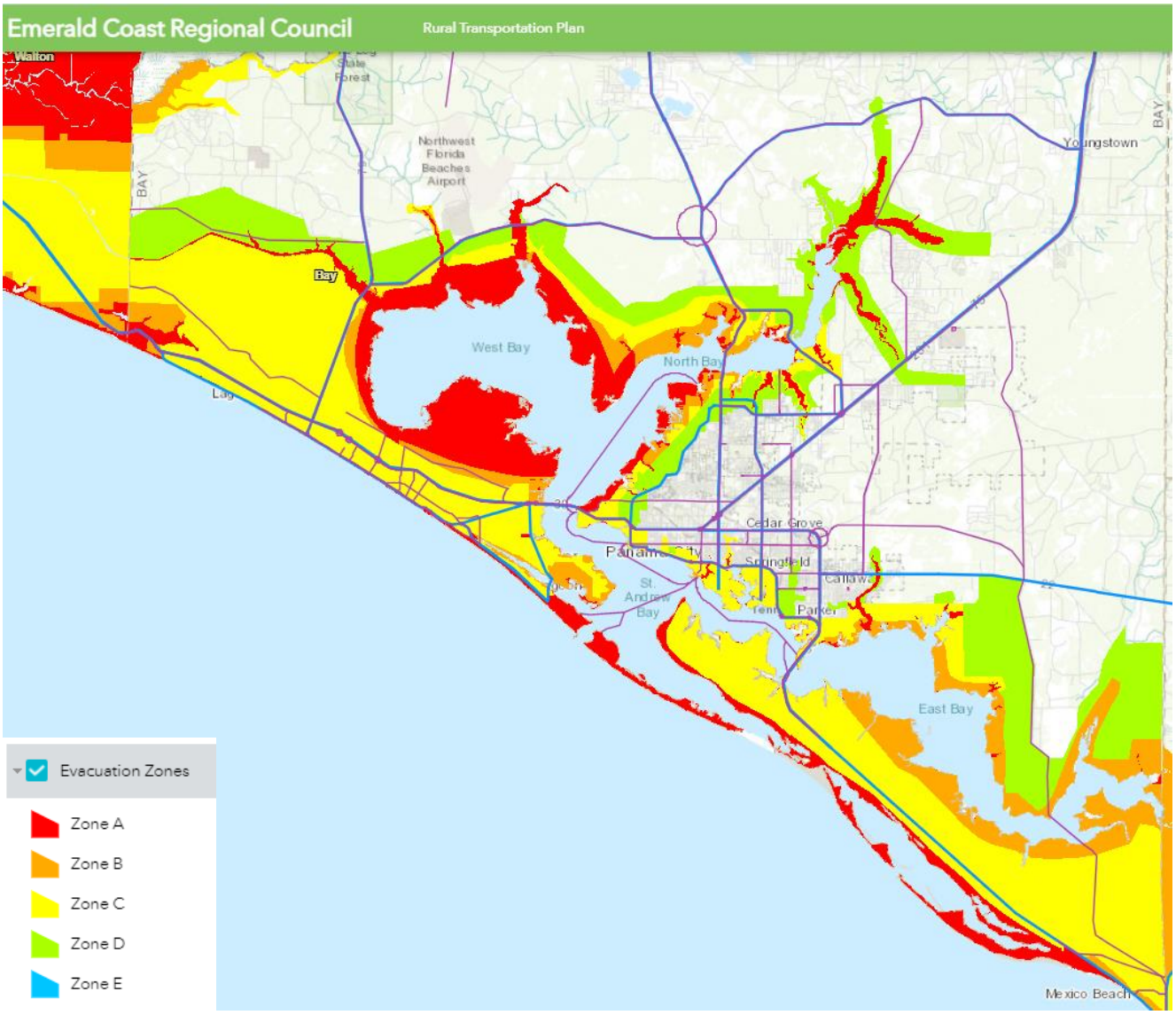
6.4.9 Natural Disaster Risk Reduction and Resiliency

Natural disaster risk reduction considerations were incorporated through reviewing state and local planning documents to incorporate risk reduction in development of the Goals and Objectives. For example, the following Plans were reviewed that provide direct linkage to consideration of natural disaster risk reduction in transportation planning: Florida Transportation Plan, Comprehensive Economic Development Strategy, and the local Comprehensive Plans. In response, Objectives 1.2 and 2.2 were retained regarding evacuation routes. Representation on the Steering Committee included local government planning officials to help identify needs for transportation facilities to mitigate risks from natural disasters. Needs Plan projects were mapped in relationship to the Coastal High Hazard areas and evacuation zones to help local government planners understand linkages and vulnerabilities and incorporating resiliency planning into the Long-Range Plan.

The following figure shows Evacuation Zones and Coastal High Hazard areas (Zone A) with the 2045 Needs Plan projects (**Figure 33**). The following projects directly address risk reduction and resiliency by improving evacuation corridors in coastal high hazard areas and improving linkages to the military installations critical to the region's economic stability and growth:

- 23rd Street from US 98 to SR 390 [A-1]
- SR 389 from Baldwin Road to CR 2327 [A-3]
- CR 389 from CR 2312 to SR 390 [A-4]
- Gulf to Bay Highway from US 98 to Bay / Gulf County Line [A-5]
- CR 30P from US 98A to US 98 [A-6]
- Powell Adams From US 98A to L.C. Hilton, Jr. Dr. [A-7]
- Wewa Highway from US 98 to Star Avenue [A-8]
- SR 388 from Burnt Mill Creek to SR 77 [A-9]
- SR 388 from NW FL Beaches International Airport to Burnt Mill Creek [A-10]
- US 231 Segment 7 from US 98 to SR 368 [A-13]
- US 231 Segment 8 from SR 368 to Pipeline Road [A-14]
- US 231 from Pipeline Road to Penny Road [A-15]
- US 231 from Penny Road to Scotts Ferry Road [A-16]
- US 231 from Scotts Ferry Road to SR 20 [A-17]
- US 98 from Mandy Lane to Nautilus Street [A-18]
- US 98 from Nautilus Street to Richard Jackson Boulevard [A-19]
- SR 388 West Bay Parkway from US 98 to SR 79 [A-20]
- Gulf Coast Parkway from US 98 to US 231 [A-22]
- Gulf Coast Parkway Connector from US 98 to US 231 [A-23]
- CR 30C from US 98A to US 98 [A-26]
- CR 2321 from SR 77 to US 231 [A-28]
- CR 388 from SR 77 to US 231 [A-29]
- Joan Avenue from CR 3031 to US 98A [A-31]
- Lyndell Lane from US 98A to US 98 [A-32]
- Powerline Road from SR 388 to SR 79 [A-33]
- US 98 Dupont Bridge Replacement [A-35]
- MLK Boulevard from US 98 to 23rd Street [A-37]
- US 98 from Richard Jackson Boulevard to the Hathaway Bridge [A-39]
- CR 389 from Port Entrance to US 98B [A-40]
- SR 389 from US 98B to CR 2337 [A-41]
- SR 20 from Washington County Line to US 231 [A-42]
- Clarence Street from SR 392A to US 98A [A-43]
- US 98 from CR 2327 to Tyndall Drive [A-44]
- SR 77 from SR 390 to Bay County Line [A-45]
- US 98 from Walton County Line to SR 79 [A-47]
- SR 79 from SR 388 to Bay County Line [A-48]
- Bay Parkway Phase 3 [A-49]
- US 98 Elevated Segment Connecting Bay Parkway Phases 2 and 3 [A-50]

Figure 33. Evacuation Zones and 2045 Needs Plan Projects



In response to Hurricane Michael, several planning documents were prepared to guide recovery efforts:

- Hurricane Michael Recovery Plan (Bay County)
- Long-Term Recovery and Neighborhood Plan (Panama City)
- Recovery and Resiliency Partnership Project (City of Parker).

These plans were reviewed and projects of transportation relevance incorporated into the 2045 Needs Plan: [24]

Capacity Projects

- SR 389 from Baldwin Road to CR 2337 [A-3] Hurricane Michael Recovery Plan #28
- CR 389 from CR 2312 to SR 390 [A-4] Hurricane Michael Recovery Plan #28
- Gulf to Bay Highway from US 98 to Bay / Gulf County Line [A-5] Hurricane Michael Recovery Plan #25
- SR 388 from NW FL Beaches Airport to Burnt Mill Creek [A-10] Hurricane Michael Recovery Plan #26
- Gulf Coast Parkway from US 98 to US 231 [A-22] Hurricane Michael Recovery Plan #25
- CR 2321 from US 231 to SR 77 [A-28] Hurricane Michael Recovery Plan #34
- Gulf Coast Parkway Extension from SR 77 to US 231 [A-34] Hurricane Michael Recovery Plan #26
- US 98 from CR 2327 to Tyndall Drive [A-44] Hurricane Michael Recovery Plan #244
- Bay Parkway Phase 3 [A-49] Hurricane Michael Recovery Plan #101,102.

Corridor / Complete Streets Projects

- US 98B (US Business 98 / 5th Street) from Beck Avenue to SR 77 [B-4] Panama City Recovery Plan
- US 98A Segment 5 from SR 79 to Deluna Place [B-6] Hurricane Michael Recovery Plan #104
- US 98A Segment 4.2 from Hill Road to SR 2923A [B-9] Hurricane Michael Recovery Plan #104 and 106
- US 98A Segment 4.1 from Lullwater Dr to Hill Rd [B-10] Hurricane Michael Recovery Plan #104 and 105
- US 98A Segment 4.3 from SR 2923A to Richard Jackson Blvd [B-11] Hurricane Michael Recovery Plan #104, 106
- Harrison Avenue from US 98 to Government Street [B-14] Panama City Recovery Plan
- SR 77 from SR 368 to SR 390 [B-16] Hurricane Michael Recovery Plan #41

Intersection Projects

- US 98 at Thomas Drive Interchange Phase II and III [C-2] Hurricane Michael Recovery Plan #29
- Roundabout at Beach Drive and 6th Street [C-8] Panama City Recovery Plan
- Roundabout at Harrison Avenue and 6th Street [C-9] Panama City Recovery Plan

Transit Projects

- Water Taxi [D-9] Hurricane Michael Recovery Plan #254

Bicycle / Pedestrian Projects

- Elevated Pedestrian Structure on Back Beach Rd at Nautilus St [E-6] Hurricane Michael Recovery Plan #18
- Elevated Pedestrian Structure on Back Beach Rd at Powell Adams [E-7] Hurricane Michael Recovery Plan #18
- Elevated Pedestrian Structure on Back Beach Rd at Pier Park [E-8] Hurricane Michael Recovery Plan #18.

[24] CR 30H from US 98A to US 98, Hurricane Michael Recovery Plan #103, was initially included in the Needs Plan, but later moved to Existing + Committed after further review with City of Panama City Beach Community Redevelopment Agency which is advancing the project to construction.

7 Cost Feasible Plan

7.1 Introduction

The final step of the 2045 LRTP is the development of the Cost Feasible Plan. The cost to implement all the mobility projects needed by 2045 far exceeds the anticipated revenues for the TPO. As a result, these needs must be reduced with the goal of a Cost Feasible Plan that is consistent with state and federal regulations and meets the needs of the public, stakeholders, and the TPO Board. The development of the Cost Feasible Plan for the Bay TPO requires an evaluation of overall transportation system needs within the context of available financial resources for mobility projects. The purpose of this Cost Feasible Plan is to demonstrate how the adopted transportation plan can be implemented while matching the public and private financial resources reasonably expected to be available to implement the cost feasible plan. This purpose is consistent with MAP-21 requirements for the development of LRTPs, which requires that transportation plans developed for urbanized areas be financially constrained, and that the Cost Feasible Plan be in "Year of Expenditure" (YOE) dollars.

This requirement calls for the Cost Feasible Plan to identify revenue in five-year increments as well as the development of project costs to reflect future year costs. This refinement has caused the Cost Feasible Plan to be developed in a way that incorporates the current Transportation Improvement Program, and creates two five-year and one ten-year funding stages. Project costs are then budgeted against forecasted revenues for each period while matching the mobility demands of the periods. Therefore, the Cost Feasible Plan typically matches the highest priority needs with the anticipated revenue.

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

The Bay TPO, its advisory committees, and the LRTP Steering Committee, along with members of the general public, participated in the development of the Cost Feasible Plan through a public workshop, Steering Committee meetings, advisory committee and Board meetings, and a formal public hearing.

7.2 Development of Cost Feasible Plan

The development of the 2045 Cost Feasible Plan included three 2045 Cost Feasible Plan Alternatives. The Cost Feasible Plan is revenue-constrained and includes federal, state, and local revenue projections. The adopted 2045 Needs Plan is the starting point of the 2045 Cost Feasible Plan. These revenue sources were considered for the 2045 Long-Range Transportation Plan: Strategic Intermodal System (SIS), Non-SIS, and Local, including projects already incorporated into the Transportation Improvement Program (TIP). The TPO has the most control over the Non-SIS revenues. As a result, three 2045 Cost Feasible Plan alternatives were developed with the intention of hybrid alternative being recommend for approval. The three Non-SIS Alternatives are as follows: (1) Existing Project Priorities; (2) Evaluation Criteria; and (3) Multi-Modal. The Existing Project Priorities Alternative was based on the current TPO's priorities for capacity projects. The Evaluation Criteria Alternative was based on the approved ranked criteria for road capacity projects. A separate report exists for the Evaluation Criteria process and development and is discussed in Section 4 of this report. The Multi-Modal Alternative included capacity projects as well as express bus service, sidewalks, Regional Trail Program, and the Corridor Management/Complete Streets Program. The projects for the three Non-SIS Alternatives are discussed in the sections below.

Development of the Cost Feasible Plan Scenarios involved review by the Steering Committee and the public at three Steering Committee meetings as further documented in the Cost Feasible Plan Technical Report:

- Steering Committee #8, March 1, 2021
- Steering Committee #9, April 5, 2021
- Steering Committee #10, May 12, 2021.

The Bay TPO and Advisory Committees reviewed the Draft Cost Feasible Plan scenarios on April 28, 2021. The following scenarios are the result of these reviews, in addition to individual coordination with FDOT, the County, and local government representatives including the City of Panama City Beach Community Redevelopment Agency.

7.2.1 Scenario 1: Priorities (Non-SIS, FY 26-45)

The development of the Priorities scenario is based on the FY22-26 Priorities, adopted September 2020, Table 1 (Non-SIS). Priority projects were placed on a worksheet and balanced against available funding to determine how many of the priorities could be funded. Consideration was given to both PD&E and Design phase funding, and right-of-way and construction funding. Where applicable, project costs were reduced by funding allocated in the current TIP. This scenario allocates $42M in box funds and provides full right-of-way and construction funding for three projects focusing on three corridors: SR 22, CR 389, and Transmitter Road. Scenario 1 (Non-SIS Priorities) is shown in **Table 29**, and **Figure 34**.

Table 29. 2045 Draft Cost Feasible Plan Scenario 1 Priorities (Non-SIS, FY 26-45)

Number for Map	Needs Plan #	Project Name	From	To	Improvement	Project Type	PD&E	Design	R/W	CST+CEI
n/a	none	Operations and Maintenance of Current ITS System 4084123 [Non-SIS Priority 1]			$600,000/year for 20 years	Box Funds	NA	NA	NA	$12,000,000
n/a	none	Corridor Management Complete Streets (Studies)			$150,000/year for 20 years	Box Funds	$3,000,000	NA	NA	0
n/a	none	Corridor Management Complete Streets (Projects)			$500,000/year for 20 years	Box Funds	NA	NA	NA	$10,000,000
n/a	none	Public Transportation Capital Improvements 4282091 [Non-SIS Priority 3]			$350,000/year for 20 years	Box Funds	NA	NA	NA	$7,000,000
n/a	none	Bicycle/Pedestrian Projects and Sidewalk Construction			$350,000 /year for 20 years	Box Funds	NA	NA	NA	$7,000,000
n/a	none	Regional Trails			$150,000/year for 20 years	Box Funds	NA	$3,000,000	NA	0
1	A-8	SR 22 (Wewa Highway) 4258031 [Non-SIS Priority 4 for r/w]	SR 30A (US 98) Tyndall Pkwy.	Star Avenue	Widen to 4 Lanes	Capacity	Complete	Underway	$5,413,866	$12,451,891
2	A-2	SR 390 [**SIS**] 4212252 [Non-SIS Priority 5 for r/w]	SR 77	US 231	Widen to 6 Lanes	Capacity	Complete	$5,500,000	$71,500,000	$96,300,000
3	A-4	CR 389 (East Ave.) [Non-SIS Priority 6 for PD&E]	CR 2312 (Baldwin Road	SR 390	Widen to 4 Lanes	Capacity	$1,570,145	$2,355,217	$7,850,723	$18,056,662
4	C-2	US 98 at Thomas Dr. [**SIS**] 2179951, 2199952 [Non-SIS Priority 7 for r/w]			Interchange Phases II and III	Capacity	Complete	$1,220,000	$2,786,000	$114,614,000
5	A-12	Transmitter Road [Non-SIS Priority 8 for PD&E] [**SIS**]	US 98 (E. 15th Street)	C Street	Widen to 4 Lanes	Capacity	$2,005,000	$2,295,479	$7,651,597	$17,598,673
6	A-11	Star Avenue [Non-SIS Priority 10 for PD&E]	SR 22 (Wewa Highway)	US 231 (SR 75)	Widen to 4 Lanes	Capacity	$2,977,450	$4,466,175	$14,887,249	$34,240,674

Number for Map	Needs Plan #	Project Name	From	To	Improvement	Project Type	PD&E	Design	R/W	CST+CEI
7	A-5	Gulf to Bay Parkway 4109115 [Non-SIS Priority 11 for construction]	CR 386	South of Tyndall Air Force Base	Construct New Roadway	Capacity	Complete 410911-2	Complete 410911-3	Complete 410911-3	$42,077,682
8	A-22	Gulf Coast Parkway 4109812 [Non-SIS Priority 12 for Design]	US 98 (SR 30)	US 231 (SR 75)	Construct New Roadway	Capacity	Complete 410981-2	$12,050,955 needed (partially funded at $8,545,045 from an estimated $20,596,000)	$29,900,000	$404,200,000

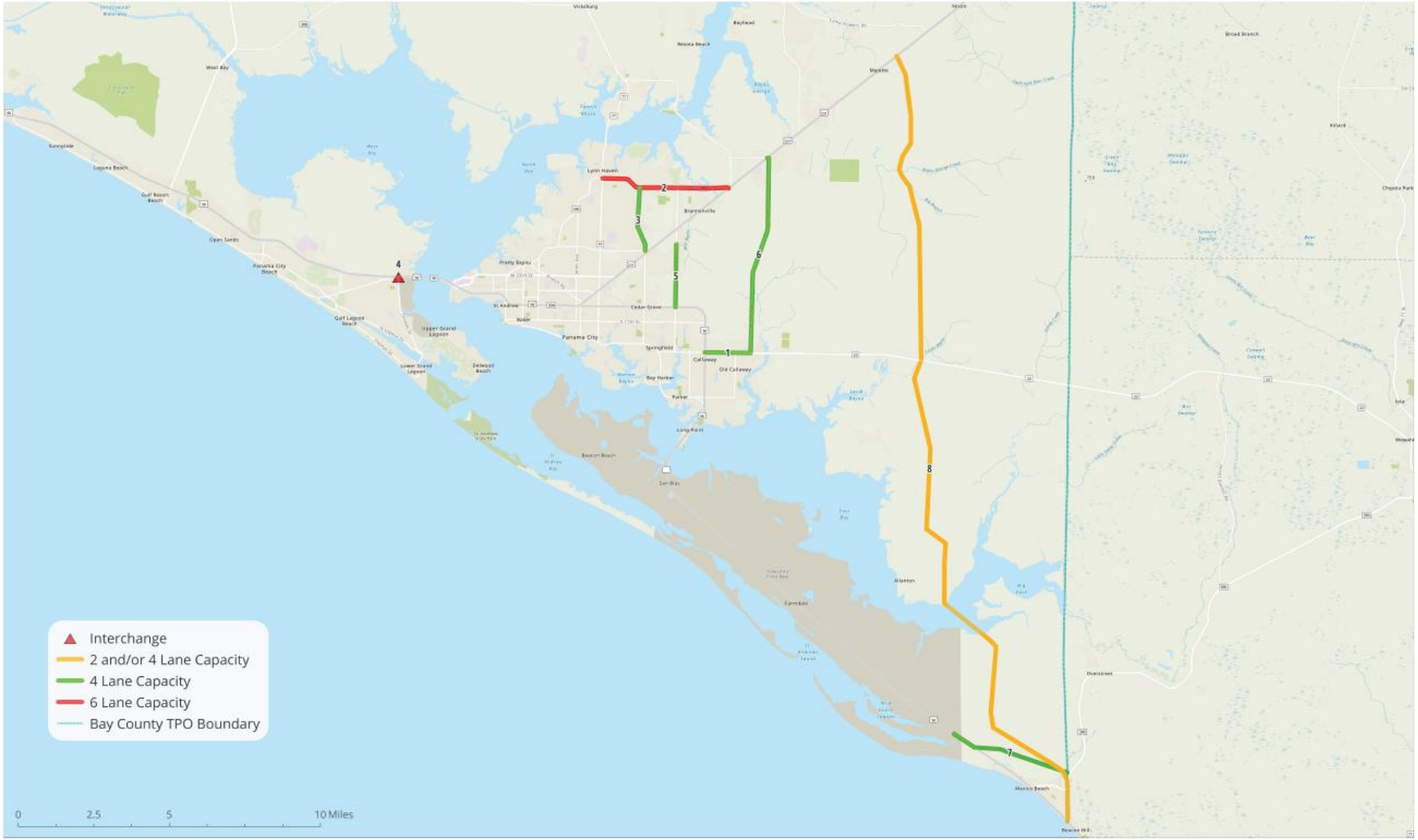
	R/W	CST/CEI
Sub Totals	$95,202,184	$84,107,226
Total (R/W and Construction)	$179,309,410	
Available funds R/W and CST (Non-SIS + TMA / SU Funds 2026-2045)	**$184,672,539**	
Difference	$5,363,129	
Total (PD&E and Design)	$36,934,508	
Available funds PD&E and Design (Non-SIS + TMA / SU Funds 2026-2045) (calculated as 20% of R/W+CST)	**$36,934,508**	
Difference	$0	
Available funds Transit (2026-2045)	**$58,045,028**	

Phase Not Funded in Draft 2045 Cost Feasible Plan.

Phase Funded in Draft 2045 Cost Feasible Plan.

Phase Partially Funded in Draft 2045 Cost Feasible Plan.

Figure 34. 2045 Draft Cost Feasible Plan Scenario 1 Priorities (Non-SIS, FY 26-45)



Bay County TPO - 2045 Long Range Transportation Plan
Cost Feasible Plan - Scenario 1: Non-SIS Priorities

7.2.2 Scenario 2: Evaluation Criteria (Non-SIS, FY 26-45)

The development of the Evaluation Criteria scenario is based on the adopted Evaluation Criteria. The Evaluation Criteria were applied to all Needs Plan projects, and the resulting scores ranked in order in a worksheet and balanced against available funding to determine how many could be funded. Consideration was given to both PD&E and Design phase funding, and right-of-way and construction funding. Where applicable, project costs were reduced by funding allocated in the current TIP. This scenario allocates $42M in box funds and provides full right-of-way and construction funding for 11 projects focusing on the following corridors: 15th Street, 5th Street, Panama City Beach Parkway, Front Beach Road, Wewa Highway, and Martin Luther King, Jr. Boulevard. The Evaluation Criteria application brought a different focus as compared with the Priorities Scenario 1. Only two of the top-10 ranked projects in the Evaluation Criteria Scenario are in the Priorities Scenario (projects C-2 Thomas Drive, and A-3 SR 390). The Evaluation Criteria Scenario also introduces multi-modal projects that are also not in the Priorities Scenario (projects D-3 Express Bus Service to Walton County, and D-8 Front Beach Road Dedicated Lane). Two Corridor Study / Complete Streets projects also were introduced in the Evaluation Criteria Scenario in the top-10 projects: B-3 US 98 / 15th Street, and Business 98 5th Street. Scenario 2 (Evaluation Criteria) is shown in **Table 30**, and **Figure 35**.

7.2.3 Scenario 3: Multi Modal (Non-SIS, FY 26-45)

The development of the Multi-Modal scenario is based on prioritizing express transit routes from the Needs Plan, and giving added emphasis to the box funds. This scenario allocates $50M in box funds (increasing allocations for Corridor Management Complete Streets Studies, and funding trail improvements), and funds the express transit projects. Projects were added based on their potential for multi-modal connectivity such as the Bay Parkway Phase 3, East Avenue, Star Avenue, Wewa Highway, the pedestrian crossings on Back Beach Road, and the roundabouts. Scenario 3 (Multi-Modal) is shown in **Table 31**, and **Figure 36**.

Table 30. 2045 Draft Cost Feasible Plan Scenario 2 Evaluation Criteria (Non-SIS, FY 26-45)

# for Map	Needs Plan #	Eval Score	Eval Rank	Project Name	From	To	Improvement	Project Type	PD&E	Design	R/W	CST+CEI
n/a	none	n/a	n/a	Operations and Maintenance of Current ITS System 4084123 [Non-SIS Priority 1]			$600,000/year for 20 years	Box Funds	NA	NA	NA	$12,000,000
n/a	none	n/a	n/a	Corridor Management Complete Streets (Studies)			$150,000/year for 20 years	Box Funds	NA	NA	NA	$3,000,000
n/a	none	n/a	n/a	Corridor Management Complete Streets (Projects)			$500,000/year for 20 years	Box Funds	NA	NA	NA	$10,000,000
n/a	none	n/a	n/a	Public Transportation Capital Improvements 4282091 [Non-SIS Priority 3]			$350,000/year for 20 years	Box Funds	NA	NA	NA	$7,000,000
n/a	none	n/a	n/a	Bicycle/Pedestrian Projects and Sidewalk Construction			$350,000 /year for 20 years	Box Funds	NA	NA	NA	$7,000,000
n/a	none	n/a	n/a	Regional Trails			$150,000/year for 20 years	Box Funds	NA	$3,000,000	NA	0
1	B-2	295	1	US 98 (15th Street) [SIS]	23rd Street	CR 2327 (Transmitter Rd)	Complete Streets / Corridor Study		Box Funds			
2	D-3	268	2	Express Bus Service to Walton County	Panama City	South Walton County	Peak Hour Bus Service	Transit	NA	NA	NA	$744,354
3	B-4	260	3	US 98B (US Business 98 / 5th Street)	US 98 (15th Street)	US 98 (SR 30)	Complete Streets / Corridor Study		Box Funds			

# for Map	Needs Plan #	Eval Score	Eval Rank	Project Name	From	To	Improvement	Project Type	PD&E	Design	R/W	CST+CEI
4	A-19	243	4	US 98 (Panama City Beach Parkway) SR 30A [**SIS**]	Nautilus Street	Richard Jackson Blvd	Widen to 6 Lanes	Capacity	Complete	$2,900,205	$6,000,000	$18,805,564
5	A-39	235	5	US 98 (Panama City Beach Parkway) SR 30A [**SIS**]	Richard Jackson Blvd	Hathaway Bridge	Widen to 6 Lanes	Capacity	Complete	$4,652,392	$8,000,000	$35,191,347
6	D-8	233	6	US 98A Front Beach Road Trolley (Dedicated Lane)	DeLuna Place	SR 392 (Thomas Drive)	US 98 A Front Beach Road Trolley (Dedicated Lane) from DeLuna Place to Thomas Drive	Transit	NA	NA	NA	$68,300,000
7	A-44	228	7	US 98 (SR 30) [**SIS**]	CR 2327 (Transmitter Road)	Tyndall Drive / Airey Avenue (on Tyndall AFB)	Widen to 6 Lanes	Capacity	$3,505,000	$7,842,765	$26,142,549	$60,127,862
8	C-1	225	8	US 231 (SR 75) at US 98 (Harrison Avenue) [**SIS**]	US 231 (SR 75) at US 98 (Harrison Avenue)	US 231 (SR 75) at US 98 (Harrison Avenue)	Major Intersection Reconfiguration	Intersection	$0	$0	$0	Cost included in project A-16.
9	C-2	225	9	US 98 (Thomas Drive) Interchange Phase II and III [**SIS**]	US 98	Thomas Drive (CR 3031)	Major Intersection Reconfiguration	Intersection	Complete	$1,220,000	$2,786,000	$114,614,000
10	A-2	223	10	SR 390 (E. 14th Street) [**SIS**]	SR 77 (Ohio Avenue)	US 231 (SR 75)	Widen to 6 Lanes	Capacity	Complete	$5,500,000	$71,500,000	$96,300,000

# for Map	Needs Plan #	Eval Score	Eval Rank	Project Name	From	To	Improvement	Project Type	PD&E	Design	R/W	CST+CEI
11	D-5	218	11	Express Bus Service between NSA and Tyndall Air Force Base	Naval Support Activity (NSA) Panama City	Tyndall Air Force Base	Express Bus Service	Transit	NA	NA	NA	$1,382,846
12	B-9	210	12	US 98A (Front Beach Road) Segment 4.2	Hill Road	SR 2923A (Hutchison Blvd)	Complete Streets / Corridor Study		Local Funds			
13	A-8	208	13	SR 22 (Wewa Highway) [Phase 1]	US 98 (Tyndall Parkway)	Star Avenue	Widen to 4 Lanes	Capacity	Complete	Underway	$3,789,706	$12,451,891
14	A-13	208	14	US 231 (SR 75) [Segment 7] [**SIS**]	US 98 (SR 30A) / 15th Street / Harrison Avenue	23rd Street (SR 368)	Widen to 6 Lanes & intersection improvement	Capacity	Complete	Complete	Funded	$179,684,000
15	A-47	208	15	US 98 (SR 30) [**SIS**]	Walton County Line	SR 79 (Arnold Drive)	Widen to 6 Lanes	Capacity	Funded in TIP	$9,625,000	$14,682,000	$136,260,000
16	A-37	205	16	SR 77 (MLK Jr. Blvd) [included in US 231 Project 217910-7 Segment 7]	US 98	23rd Street (SR 368)	Widen to 6 Lanes	Capacity	$585,854	$1,171,708	$5,858,541	$6,737,322
17	B-16	195	17	SR 77 (MLK Jr. Blvd)	23rd Street (SR 368)	SR 390	Complete Streets / Corridor Study		Box Funds			
18	D-1	195	18	Express Bus Service to Airport	Panama City International Airport		Peak Hour Bus Service	Transit	NA	NA	NA	$755,944

# for Map	Needs Plan #	Eval Score	Eval Rank	Project Name	From	To	Improvement	Project Type	PD&E	Design	R/W	CST+CEI
19	A-14	190	19	US 231 (SR 75) [Segment 8] [SIS]	23rd Street (SR 368)	Pipeline Road	Widen to 6 Lanes	Capacity	Complete	Complete	40,158,000	$118,677,000
20	A-35	190	20	US 98 Dupont Bridge Replacement over St. Andrews Bay and ICWW [SIS]	City of Parker	Tyndall Air Force Base	Dupont Bridge Replacement	Capacity	Complete	Funded	Funded	Funded

	R/W	CST/CEI
Sub Totals	$52,576,796	$107,576,001
Total (R/W and Construction)	$160,152,797	
Available funds R/W and CST (Non-SIS + TMA / SU Funds 2026-2045)	**$184,672,539**	
Difference	$24,519,742	
Total (PD&E and Design)	$30,377,924	
Available funds PD&E and Design (Non-SIS + TMA / SU Funds 2026-2045) (calculated as 20% of R/W+CST)	**$36,934,508**	
Difference	$6,556,584	
Available funds Transit (2026-2045)	**$58,045,028**	

Phase Not Funded in Draft 2045 Cost Feasible Plan.

Phase Funded in Draft 2045 Cost Feasible Plan.

Figure 35. 2045 Draft Cost Feasible Plan Scenario 2 Evaluation Criteria (Non-SIS, FY 26-45)

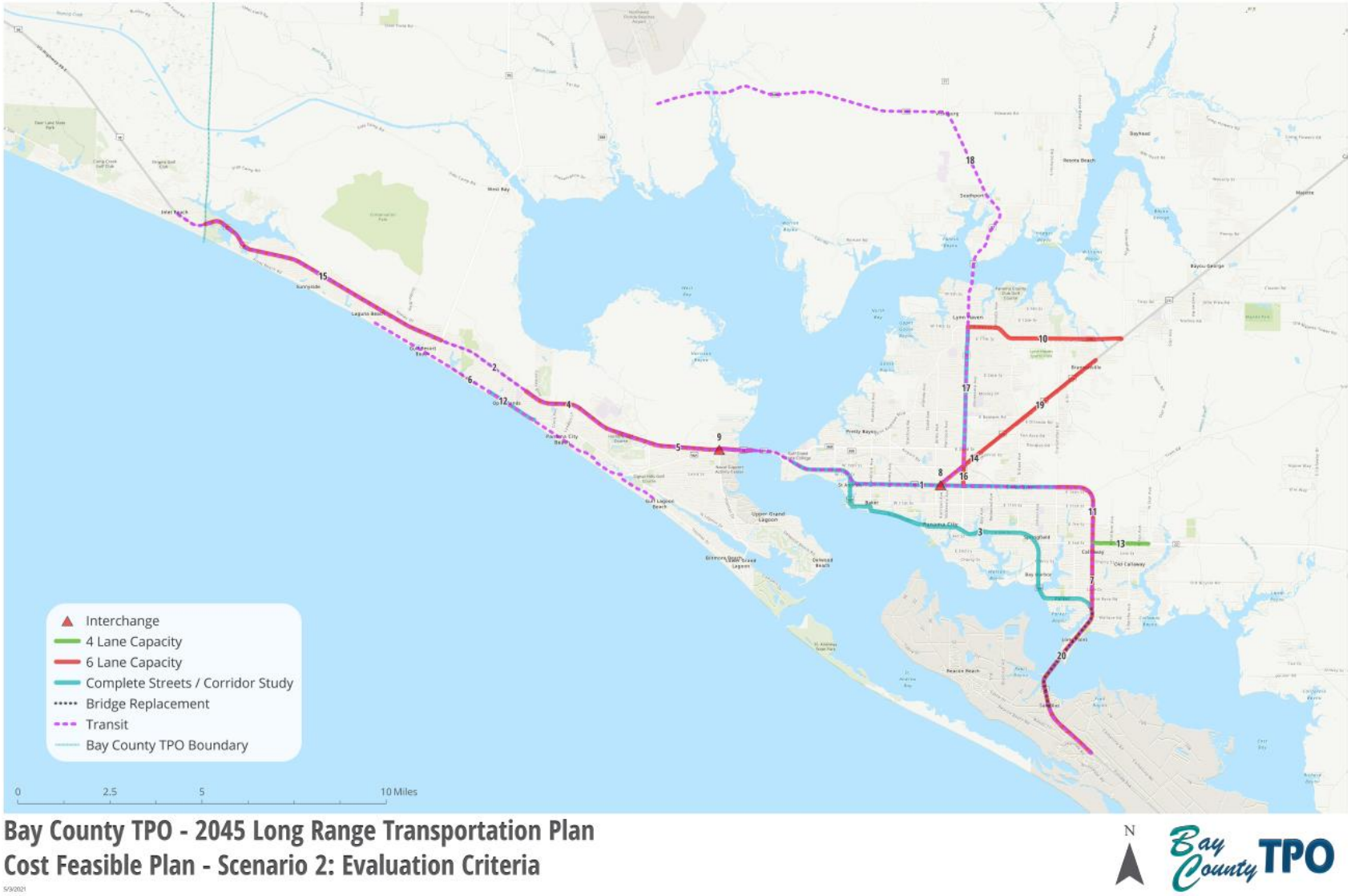


Table 31. 2045 Draft Cost Feasible Plan Scenario 3 Multi-Modal (Non-SIS, FY 26-45)

# for Map	Needs Plan #	Project Name	From	To	Improvement	Project Type	PD&E	Design	R/W	CST+CEI
n/a	none	Operations and Maintenance of Current ITS System 4084123 [Non-SIS Priority 1]			$600,000/year for 20 years	Box Funds	NA	NA	NA	$12,000,000
n/a	none	Corridor Management Complete Streets (**Studies**)			$350,000/year for 20 years	Box Funds	NA	NA	NA	$7,000,000
n/a	none	Corridor Management Complete Streets (**Projects**)			$500,000/year for 20 years	Box Funds	NA	NA	NA	$10,000,000
n/a	none	Public Transportation Capital Improvements 4282091 [Non-SIS Priority 3]			$350,000/year for 20 years	Box Funds	NA	NA	NA	$7,000,000
n/a	none	Bicycle/Pedestrian Projects and Sidewalk Construction			$350,000 /year for 20 years	Box Funds	NA	NA	NA	$7,000,000
n/a	none	Regional Trails			$350,000/year for 20 years	Box Funds	NA	NA	NA	$7,000,000
1	D-1	Express Bus Service to Airport (Panama City)			Peak Hour Bus Service	Transit	NA	NA	NA	$755,944
2	D-2	Express Bus Service to Airport (Panama City Beach)			Peak Hour Bus Service	Transit	NA	NA	NA	$770,628
3	D-3	Express Bus Service to Walton County from Panama City			Peak Hour Bus Service	Transit	NA	NA	NA	$744,354

# for Map	Needs Plan #	Project Name	From	To	Improvement	Project Type	PD&E	Design	R/W	CST+CEI
4	D-4	New Main Transfer Center US 231 at SR 77			US Hwy 231 @ SR 77 (vicinity)	Transit	NA	NA	NA	$3,300,000
5	D-5	Express Bus Service between NSA and Tyndall Air Force Base			Express Bus Service	Transit	NA	NA	NA	$1,382,846
6	D-6	Inlet Beach Route from Front Beach & US 98 to Inlet Beach			Inlet Beach Route	Transit	NA	NA	NA	$1,852,037
7	D-7	Beach Transfer and Maintenance Center (Thomas Drive @ Front Beach Road)			Beach Transfer Maintenance Center on city-owned lot across from Ripley's	Transit	NA	NA	NA	$15,000,000
8	D-8	US 98A Front Beach Road Trolley Dedicated Lane from DeLuna Place to Thomas Drive			Trolley Dedicated Lane	Transit	NA	NA	NA	$68,300,000
9	E-5	CR 2315 (Star Avenue)			Bicycle Lanes	Bike / Ped	$66,924	$133,848	$133,848	$1,472,325
10	E-8	Elevated Pedestrian Structure on Back Beach Road N. Pier Park Dr. [SIS]			Pedestrian Overcrossing	Bike / Ped	$131,596	$197,394	$657,982	$1,447,559
11	A-49	Bay Parkway Phase 3 (Back Beach Bypass, US 98 at Clara Avenue and Chip Seal Parkway)			Construct new 4 Lane Facility	Capacity	$4,000,000	$8,822,558	$44,112,791 (possibly donated)	$101,459,419
12	A-50	US 98 Panama City Beach Pkwy Elevated Segment [connecting Back Beach / Bay Pkwy Phase 2 and 3] [**SIS**]			Construct new 4-lane elevated segment of US 98	Capacity	$3,708,216	$29,665,726 estimated. Applying available PD&E and Design funds of $18,366,597.Leaving $11,299,129 needed.	$74,164,315	$170,577,923

# for Map	Needs Plan #	Project Name	From	To	Improvement	Project Type	PD&E	Design	R/W	CST+CEI
13	A-40	CR 389 (East Avenue) [SIS] (PD&E Segment 2) from Port Entrance to US 98B (SR 30) / 5th Street			Widen to 4 Lanes	Capacity	Underway	$1,050,000	$4,024,307	$9,255,906
14	A-41	SR 389 (East Avenue) [SIS] (PD&E Segment 1) from US 98B (SR 30) / 5th Street to CR 2337 (Sherman Avenue)			Widen to 4 Lanes	Capacity	Underway	$2,100,000	$7,900,635	$18,171,460
15	A-21	Truck Parking US 231 Industrial Park			Truck Parking	Capacity	NA	$140,590	$702,949	$808,392
16	A-8	SR 22 (Wewa Highway) [Phase 1] from US 98 (Tyndall Parkway) to Star Avenue			Widen to 4 Lanes	Capacity	Complete	Underway	$3,789,706	$12,451,891
17	C-8	Roundabout: Beach Drive @ 6th Street (Panama City)			Roundabout	Intersection	NA	$175,000	$525,000	$1,925,000
18	C-9	Roundabout: Harrison Avenue @ 6th Street (Panama City)			Roundabout	Intersection	NA	$875,000	$1,050,000	$2,012,500
19	C-10	Roundabout: CR 3026 (Cherry Street) @ CR 2323 (N. Berthe Ave) (Callaway)			Roundabout	Intersection	NA	$175,000	$525,000	$1,925,000
20	C-11	Roundabout: CR 3026 (Cherry Street) @ N. Hwy 22A (N. Bob Little Rd) (Springfield, Parker, Callaway)			Roundabout	Intersection	NA	$175,000	$525,000	$1,925,000
21	C-12	Roundabout: CR 2322 (E. 7th Avenue) @ CR 2327 (Transmitter Rd) (Springfield)			Roundabout	Intersection	NA	$175,000	$525,000	$1,925,000
22	C-13	Roundabout: US 98B (US Business 98) @ Cedar Streets and Pitts Avenue (Parker)			Roundabout	Intersection	NA	$175,000	$525,000	$1,925,000

# for Map	Needs Plan #	Project Name	From	To	Improvement	Project Type	PD&E	Design	R/W	CST+CEI
23	C-14	Roundabout: US 98B (US Business 98) @ Cheri Lane, Boat Race Road, and Luther Street (Parker)			Roundabout	Intersection	NA	$175,000	$525,000	$1,925,000

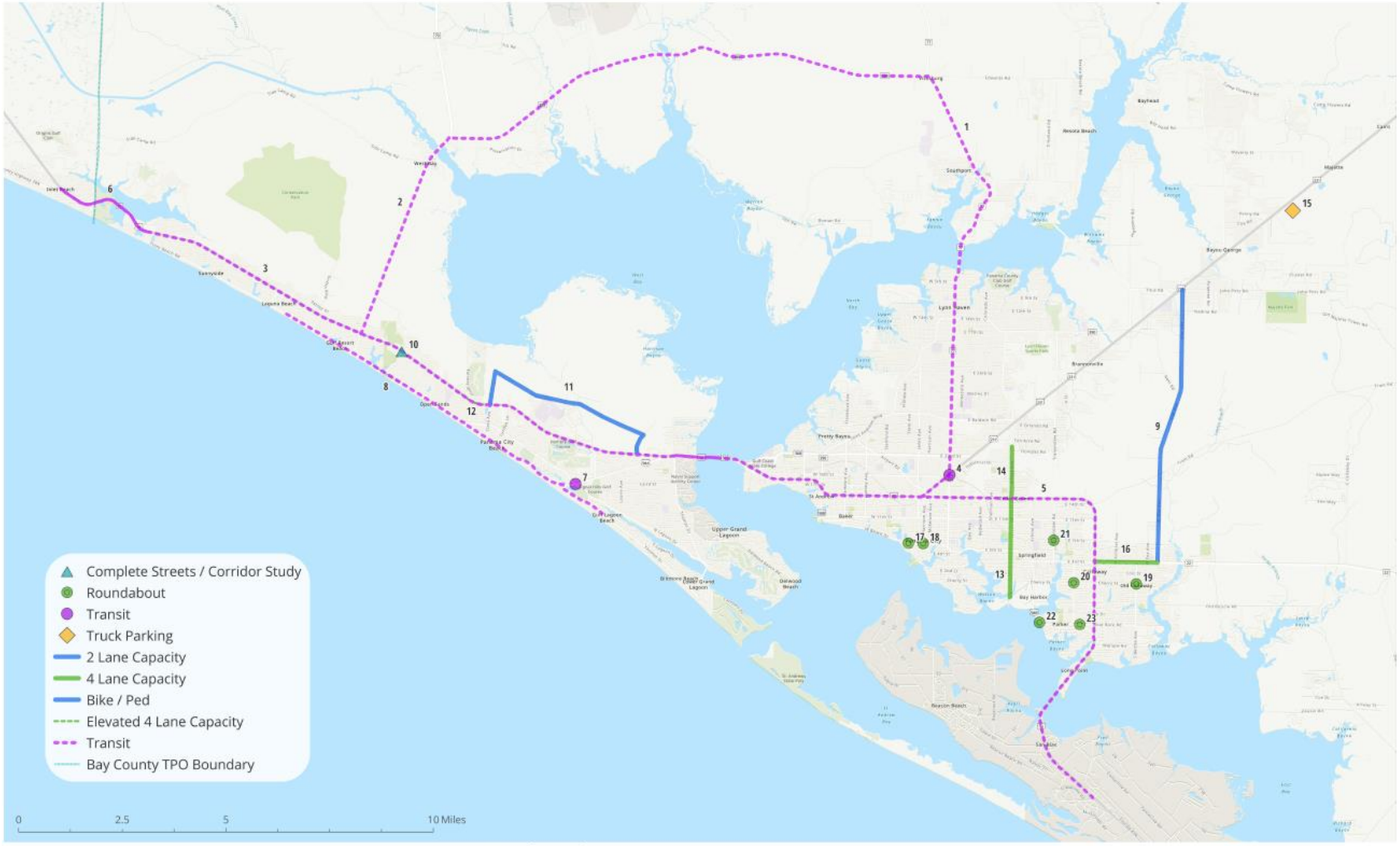
	R/W	CST+CEI
Sub Totals	$21,409,426	$159,396,584
Total (R/W and Construction)	$180,806,010	
Available funds R/W and CST (Non-SIS + TMA / SU Funds 2026-2045)	**$184,672,539**	
Difference	$3,866,529	
Total (PD&E and Design)	$36,934,508	
Available funds PD&E and Design (Non-SIS + TMA / SU Funds 2026-2045) (calculated as 20% of R/W+CST)	**$36,934,508**	
Difference	$0	
Available funds Transit (2026-2045)	**$58,045,028**	

Phase Not Funded in Draft 2045 Cost Feasible Plan.

Phase Funded in Draft 2045 Cost Feasible Plan.

Phase Partially Funded in Draft 2045 Cost Feasible Plan.

Figure 36. 2045 Draft Cost Feasible Plan Scenario 3 Multi-Modal (Non-SIS, FY 26-45)



7.2.4 Scenario 4: Hybrid as Presented to TPO (Non-SIS, FY 26-45)

A non-SIS hybrid scenario, based on the three scenarios above, was developed and presented to meeting #10 of the Steering Committee on May 12, 2021. The scenario was modified based on public input and feedback from the Steering Committee, and in consultation with FDOT, Bay County and the City of Panama City Beach Community Redevelopment Agency, for presentation to the TPO and Advisory Committees. This scenario allocates $42M in box funds (same as Priorities Scenario) and fully funds right-of-way and construction for four projects focusing on the project priorities. The top-10 non-SIS Priorities are included. The following projects from the other scenarios were incorporated:

- Bay Parkway Phase 3 [A-49] from the Multi-Modal Scenario,
- Panama City Beach Parkway Elevated Segment [A-50] from the Multi-Modal Scenario,
- Elevated Pedestrian Structure on Back Beach Road at Pier Park [E-8] from the Multi-Modal Scenario,
- Harrison Street Roundabout [C-9] from the Multi-Modal Scenario.

The projects in this scenario are shown in **Table 32**, and **Figure 37** as approved by the TPO and Advisory Committees on June 16, 2021 (Resolution Bay 21-17).

The Citizens' Advisory Committee and the Technical Coordinating Committee recommended the 2045 Cost Feasible Plan be approved as presented. An advertised public hearing occurred at the June 16, 2021 TPO meeting prior to the adoption of the 2045 Cost Feasible Plan. There was no public comment. After the public hearing was closed by the TPO Chairperson, the TPO approved the 2045 Cost Feasible Plan with Bay Parkway Phase III [A-51] being identified as a four-lane facility instead of a two-lane facility at request of Councilmember McConnell, Panama City Beach, noting it is intended to match the Bay Parkway Phase II project which opened to traffic on May 13, 2021 as a two-lane facility with right-of-way dedicated for a four-lane facility.[25] The Bay Parkway Phase III project is intended to be a four-lane facility as well. The Needs Plan project descriptions were modified along with the deletion of Bay Parkway Phase II project moving it to Existing + Committed.

[25] Bay Parkway Phase 2 was constructed at a cost of $16M in a combination of local (Panama City Beach), county, state, and FDOT funds. The roadway, also known as "Bay Parkway" or "Back, Back Beach Road" was named the Philip Griffitts Sr. Parkway by Panama City Beach, in honor of the longest-serving mayor of Panama City Beach, who died in December 2020 at 75 years old. *Panama City News Herald.* May 14, 2021, Nathan Cobb.
https://www.newsherald.com/story/news/local/2021/05/14/panama-city-beach-opens-phase-2-bay-parkway-ease-traffic/5037123001/

Table 32. 2045 Draft Cost Feasible Plan Scenario 4 Hybrid (Non-SIS, FY 26-45)

# for Map	Needs Plan #	Project Name	From	To	Improvement	Project Type	PD&E	Design	R/W	CST+CEI
n/a	none	Operations and Maintenance of ITS System 4084123 [Non-SIS Priority 1]			$600,000/year for 20 years	Box Funds	NA	NA	NA	$12,000,000
n/a	none	Corridor Management / Complete Streets (Studies)			$150,000/year for 20 years	Box Funds	$3,000,000	NA	NA	0
n/a	none	Corridor Management / Complete Streets (Projects)			$500,000/year for 20 years	Box Funds	NA	NA	NA	$10,000,000
n/a	none	Public Transportation Capital Improvements 4282091 [Non-SIS Priority 3]			$350,000/year for 20 years	Box Funds	NA	NA	NA	$7,000,000
n/a	none	Bicycle / Pedestrian Projects and Sidewalk Construction			$350,000 /year for 20 years	Box Funds	NA	NA	NA	$7,000,000
n/a	none	Regional Trails			$150,000/year for 20 years	Box Funds	NA	$3,000,000	NA	0
1	A-8	SR 22 (Wewa Highway) Phase I 4258031 [Non-SIS Priority 4 for r/w]	SR 30A (US 98) Tyndall Pkwy.	Star Avenue	Widen to 4 Lanes	Capacity [from Priorities and Evaluation Criteria]	Complete	Underway	$21,625,100	$14,406,274
2	A-2	SR 390 [SIS] 4212252 [Non-SIS Priority 5 for PE]	SR 77	US 231	Widen to 6 Lanes	Capacity [from Priorities and Evaluation Criteria]	Complete	$5,500,000	$71,500,000	**$96,300,000**
3	A-4	CR 389 (East Ave.) [Non-SIS Priority 6 for PD&E] Hurricane Recovery Project #28	CR 2312 (Baldwin Road	SR 390	Widen to 4 Lanes	Capacity [from Priorities]	$1,570,144	$2,355,216	$7,850,722	$18,056,662
4	C-2	US 98 at Thomas Dr. [SIS] 2179951, 2199952 [Non-SIS Priority 7 for PE & Hurricane Recovery Project #29]			Interchange Phases II and III	Capacity [from Priorities and Evaluation Criteria]	Complete	$1,220,000	$2,786,000	**$114,614,000**
5	A-38	Transmitter Road [Non-SIS Priority 8 for PD&E]	C Street	Brooke Lane	Widen to 4 Lanes	Capacity [from Priorities]	Funded with 2179108 US 231 from 23rd to Pipeline (SIS project)			
6	A-12	Transmitter Road [Non-SIS Priority 8 for PD&E] [SIS Military Access Facility]	US 98 (E. 15th Street)	C Street	Widen to 4 Lanes	Capacity [from Priorities]	$2,005,000	$2,295,479	**$7,651,597**	**$17,598,673**
7	A-11	Star Avenue [Non-SIS Priority 9 for PD&E]	SR 22 (Wewa Highway)	US 231 (SR 75)	Widen to 4 Lanes	Capacity [from Priorities]	$2,977,450	$4,466,175	**$14,887,249**	**$34,240,674**

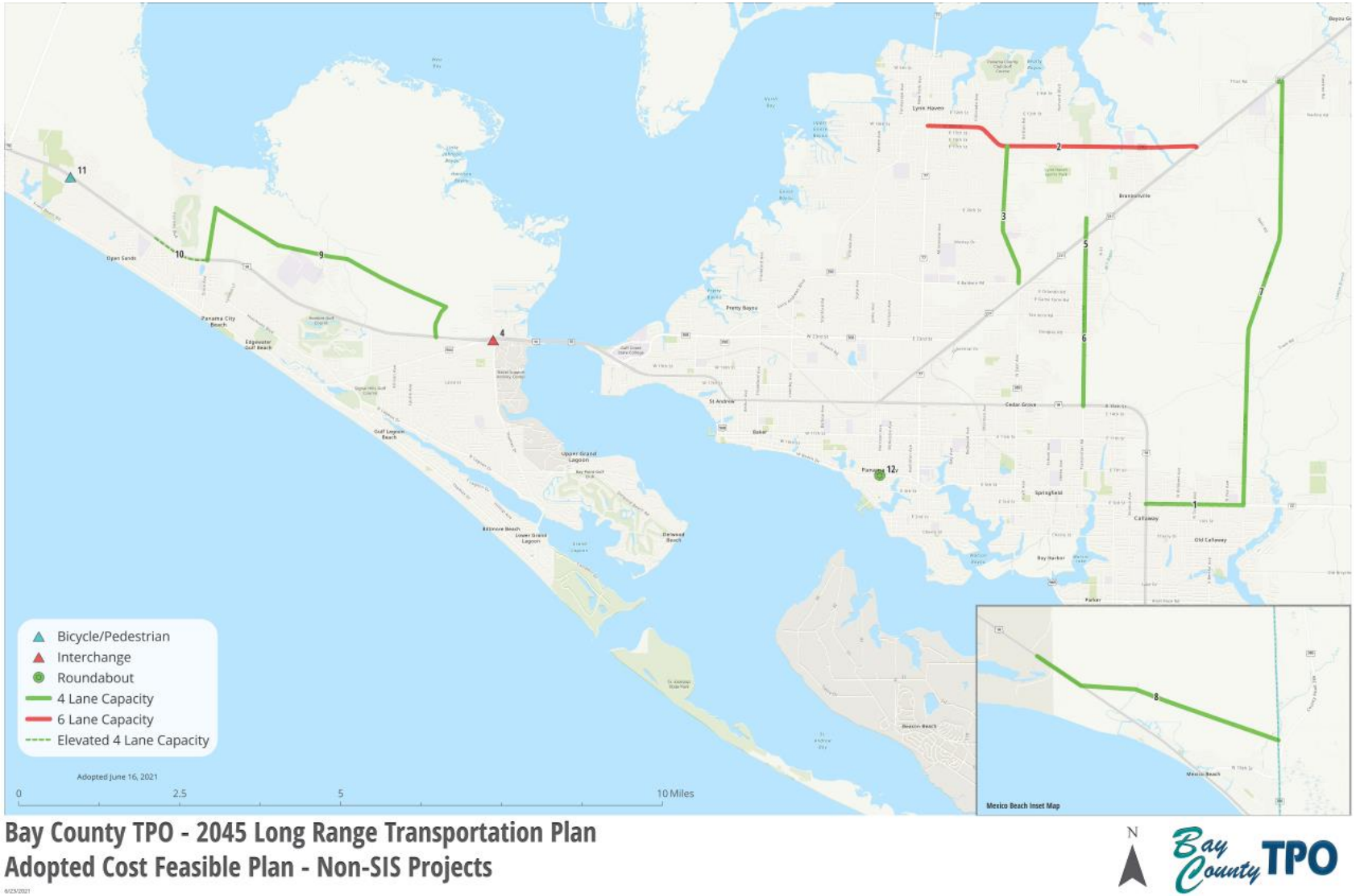
# for Map	Needs Plan #	Project Name	From	To	Improvement	Project Type	PD&E	Design	R/W	CST+CEI
8	A-5	Gulf to Bay Parkway 4109115 [Non-SIS Priority 10 for construction]	CR 386	South of Tyndall Air Force Base	Construct New Roadway	Capacity [from Priorities]	Complete 410911-2	Complete 410911-3	Complete 410911-3	**$42,077,682**
9	A-49	Bay Parkway Phase 3 Back Beach Bypass, Philip Griffitts Sr. Parkway between Clara Avenue and Chip Seal Parkway [Hurricane Michael Recovery Plan Project #101, 102]			Construct new 4 Lane Facility	Capacity [from Multi-Modal Scenario]	$3,000,000 [assumes Locally Funded from Bay County and PCB]	$8,000,000 [assumes $4M Locally-Funded]	**$15,000,000**	**$101,459,419**
10	A-50	US 98 Panama City Beach Pkwy Elevated Segment [connecting Back Beach / Bay Pkwy Phase 2 and 3] [SIS]			Construct new 4-lane elevated segment of Back Beach US 98	Capacity [from Multi-Modal Scenario]	$3,341,055	**$29,665,726**	**$74,164,315**	**$170,577,923**
11	E-8	Elevated Pedestrian Structure on US 98 (Back Beach Road) at N. Pier Park Dr. [Hurricane Recovery Project #18]			Construct Pedestrian Overcrossing	Bike / Ped [from Multi-Modal Scenario]	$131,596	$197,394	$657,982	$1,447,559
12	C-9	Harrison Street Roundabout at 6Th Street [Panama City Long Term Recovery Plan Project]			Roundabout	Intersection [from Multi-Modal Scenario]	$0	$875,000	$1,050,000	$2,012,500

	R/W	CST/CEI
Sub Totals	$105,469,804	$71,922,995
Total (R/W and Construction)	$177,392,799	
Available funds R/W and CST (Non-SIS + TMA / SU Funds 2026-2045)	**$184,672,539**	
Difference	$7,279,739	
Total (PD&E and Design)	$36,934,508	
Available funds PD&E and Design (Non-SIS + TMA / SU Funds 2026-2045)	**$36,934,508**	
Difference	$0	
Available funds Transit (2026-2045)	**$58,045,028**	

Phase Funded in Draft 2045 Cost Feasible Plan.

Phase Not Funded in Draft 2045 Cost Feasible Plan.

Figure 37. 2045 Draft Cost Feasible Plan Scenario 4 Hybrid (Non-SIS, FY 26-45)



7.2.5 2045 Draft SIS Projects (FY 26-45)

Draft SIS projects are listed in **Table 33** and shown in **Figure 38.** SIS Projects were obtained from the FDOT Adopted First Five Year Plan (July 2020), Second Five Year Plan (July 2020), and SIS 2029-2045 Long-Range Cost Feasible Plan (July 2018). Project costs for the US 231 segments were provided by FDOT as of January 13, 2021. Projects were not incorporated from the SIS Unfunded Needs Plan (July 2017). SIS projects focus on US 98, US 231, SR 368, CR 2327, SR 390, SR 77, and SR 389. At the time of adoption of the Bay 2045 LRTP, the SIS Plans had not yet been updated by FDOT. When the SIS Plans are updated, a Long Range Plan Amendment may commence.

7.2.6 2045 TIP and Local-Funded Projects (FY 20-25)

Projects in the Transportation Improvement Program (TIP) and Local-funded projects are listed in **Table 34** and shown in **Figure 39.** Some of the locally-funded projects are recently under construction, or are anticipated to be constructed by 2024, in consultation with the City of Panama City Beach Community Redevelopment Agency (June 30, 2021). These projects are retained on the map and list because they include funding in the current TIP, but noted as E+C.

Table 33. 2045 Draft Cost Feasible Plan SIS Projects (FY 25-45)

ID #	Needs Plan #	Name	From	To	Improvement	PD&E	PE	R/W	CST+CEI	Total
1	A-1	SR 368 (23rd Street) at US 98 441037-1, 441037-2, SIS #3325. SIS Priority 7 for PE.	US 98 / 23rd Street Interchange Flyover	SR 390 (St Andrews Boulevard)	Widen to 6 Lanes	Funded in TIP	$3,025,000	$36,240,000	$23,621,000	$62,886,000
2	A-12	CR 2327 (Transmitter Road) [SIS Military Access Facility] 446922-1, SIS #3453	US 98 / SR 30A (E. 15th Street)	C Street	Widen to 4 Lanes	$2,005,000	$2,295,479	$7,651,597	$17,598,673	$29,550,749
3	A-13	US 231 (SR 75) Segment 7 217910-4; 217910-7 SIS Priority 1 for CST	US 98 (SR 30A) / 15th Street / Harrison Avenue	23rd Street (SR 368)	Widen to 6 Lanes & intersection improvement	Complete	Complete	Funded in TIP	$149,821,459	$149,821,459
	A-37	SR 77 (MLK Jr. Blvd)	US 98	23rd Street (SR 368)	Widen to 6 Lanes [in association with 217910-7]					
	C-1	US 231 (SR 75) at US 98 (Harrison Avenue) 217910-2 217910-4; 217910-7	US 231 (SR 75) at US 98 (Harrison Avenue)	US 231 (SR 75) at US 98 (Harrison Avenue)	Major Interchange Improvements	$0	$0	$0	$0	Cost included in project A-16.
	C-4	US 231 (SR 75) at 19th Street and SR 77 Intersection 438138-1	US 231 (SR 75) at 19th Street and SR 77 Intersection	US 231 (SR 75) at 19th Street and SR 77 Intersection	Intersection Improvement (Add Turn Lane)	$0	$0	$0	$0	Cost included in project A-16.
4	A-14	US 231 (SR 75) Segment 8 217910-4; 217910-8. SIS priority 2 for CST	23rd Street (SR 368)	Pipeline Road	Widen to 6 Lanes	Complete	Complete	$40,304,393 underway [Partially funded in TIP] ($9,731,200 unfunded)	$88,862,468	$160,099,000
	A-3	SR 389 (East Avenue)	CR 2337 (Sherman Avenue)	Baldwin Road	Widen to 4 Lanes [in association with 217910-8]					
	A-38	CR 2327 (Transmitter Road)	C Street	Brooke Lane	Widen to 4 Lanes [in association with 217910-8]					
5	A-15	US 231 (SR 75) 217910-2; 217910-3; SIS #3317. SIS Priority 3 for r/w	Pipeline Road	Penny Road	Widen to 6 Lanes	Complete	$7,627,000 [Funded in TIP]	$40,235,000 unfunded ($1,666,548 underway) [Partially funded in TIP]	$146,770,443	$189,480,000

ID #	Needs Plan #	Name	From	To	Improvement	PD&E	PE	R/W	CST+CEI	Total
6	A-18	US 98 (Panama City Bch Pkwy) SR 30A 217838-3; 217838-2; SIS #3486. SIS Priority 5 for CST	Mandy Lane	Nautilus Street	Widen to 6 Lanes	Complete	$97,000	5,000,000	$27,836,000	$32,933,000
7	A-19	US 98 (Panama City Bch Pkwy) SR 30A 217838-4; 217838-2; SIS #3487. SIS Priority 4 for r/w	Nautilus Street	Richard Jackson Blvd	Widen to 6 Lanes	Complete	$2,900,205 (not listed in SIS LRTP)	$6,000,000	$18,805,564	$27,705,769
8	A-35	US 98 Dupont Bridge Replacement over St. Andrews Bay and ICWW 442667-1	City of Parker	Tyndall Air Force Base	DuPont Bridge Replacement	complete	Funded in TIP	Funded in TIP	Funded in TIP	Funded in TIP
9	A-39	US 98 (Panama City Beach Parkway) SR 30A 217838-5; 217838-2; SIS #3496. SIS Priority 6 for r/w	Richard Jackson Boulevard	Hathaway Bridge	Widen to 6 Lanes	Complete	$4,652,392 (not listed in SIS LRTP)	$8,000,000	$35,191,347	$47,843,739
10	A-40	CR 389 (East Avenue) (PD&E Segment 2) 440300-4; SIS #3385. SIS Priority 8 for PE.	Port Entrance	US 98B (SR 30) / 5th Street	Widen to 4 Lanes	Funded in TIP	$1,050,000	$4,024,307	$9,255,906	$14,330,213
11	A-41	SR 389 (East Avenue) (PD&E Segment 1) 440300-3; SIS #3386. SIS Priority 9 for PE.	US 98B (SR 30) / 5th Street	CR 2337 (Sherman Avenue)	Widen to 4 Lanes	Funded in TIP	$2,100,000	$7,900,635	$18,171,460	$28,172,094
12	A-44	US 98 (SR 30) SIS #3454, and SIS Unfunded Needs #120	CR 2327 (Transmitter Road)	Tyndall Drive / Airey Avenue (on Tyndall AFB)	Widen to 6 Lanes	$3,505,000	$7,842,765	$26,142,549	$60,127,862	$97,618,175

ID #	Needs Plan #	Name	From	To	Improvement	PD&E	PE	R/W	CST+CEI	Total
13	A-47	US 98 (SR 30) 437179-2, SIS 3495, 437759-1	Walton County Line	SR 79 (Arnold Drive)	Widen to 6 Lanes	$2,100,000	$9,625,000	$14,682,000	$136,260,000	$162,667,000
14	C-5	US 231 (SR 75) at CR 2327 (Transmitter Rd) Intersection 439892-1	US 231 (SR 75) at CR 2327 Transmitte r Rd.	US 231 (SR 75) at CR 2327 (Transmitter Road) Intersection	Intersection Improvement (Add Turn Lane)	$0	$0	$0	$1,288,000	$1,288,000
15	A-2	SR 390 (E. 14th Street)	SR 77 (Ohio Avenue)	US 231 (SR 75)	440487-1 Mill Bayou Bridge Replacement only	Complete	$5,500,000	$779,900 (Bridge only)	$5,640,081 (Bridge only)	$11,919,981

	PD&E	PE	R/W	CST+CEI
Sub Totals	$7,610,000	$43,689,841	$160,720,380	$715,629,262
subtotal (R/W and Construction)	n/a		$876,349,642	
subtotal (PD&E and Design)	$51,299,841		n/a	
Total	$927,649,483			

Phase Not Funded in SIS Plans.

Phase Funded in SIS Plans.

Phase Partially Funded in SIS Plans.

Figure 38. 2045 Draft Cost Feasible Plan Draft SIS Projects (FY 26-45)

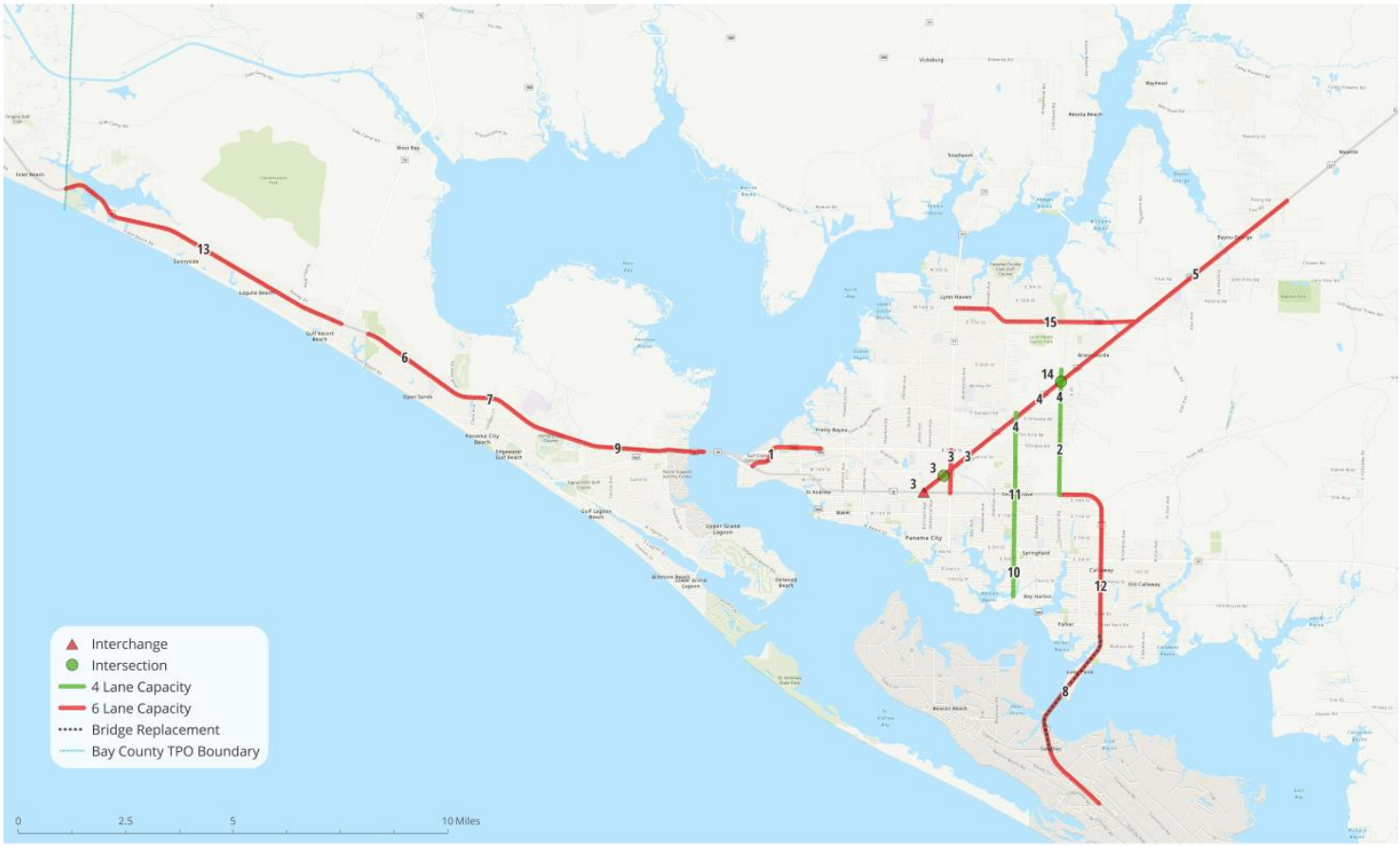


Table 34. 2045 Cost Feasible Plan TIP and Local-Funded Projects (FY 20-25)

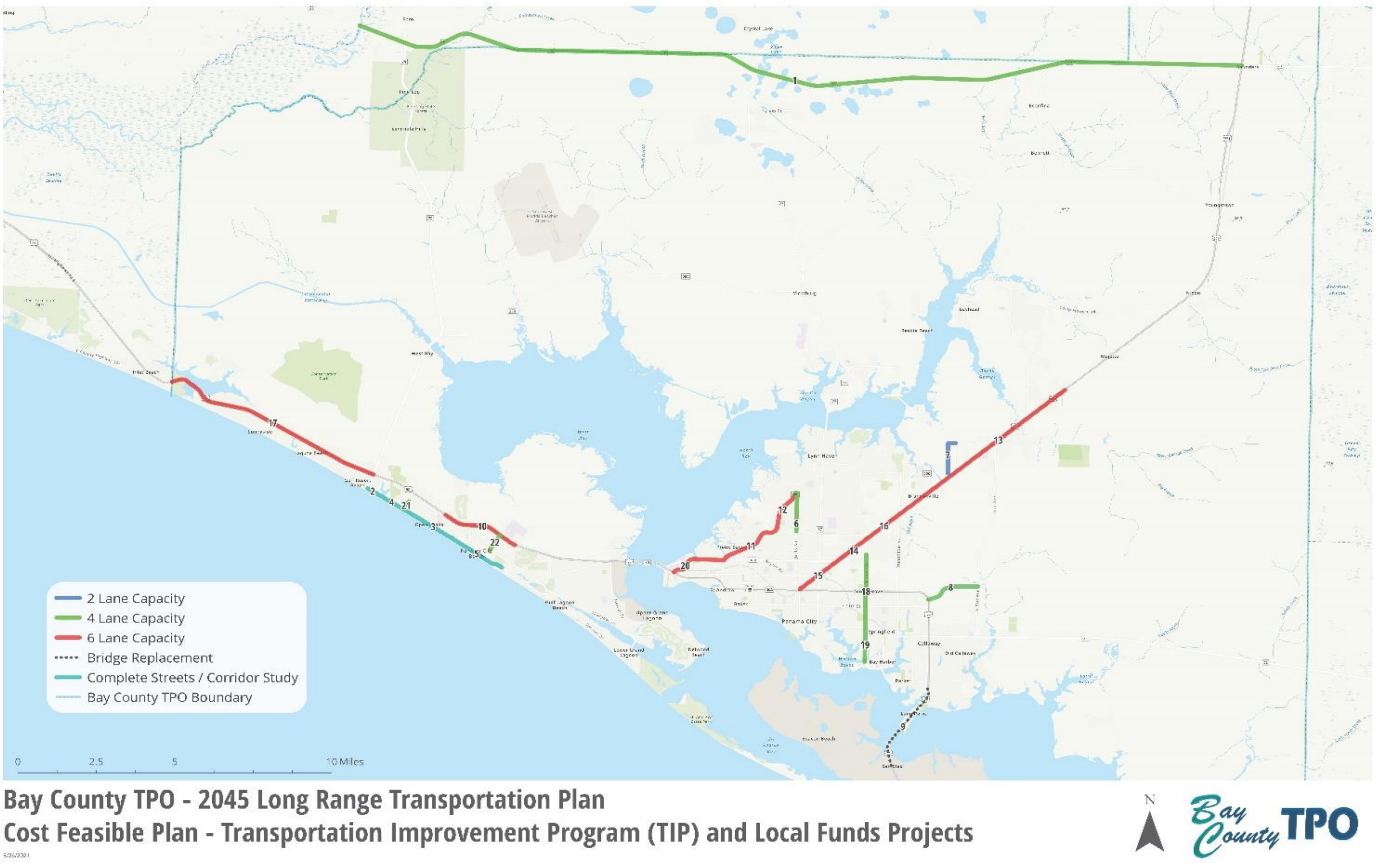
ID #	Needs Plan #	Name	From	To	Improvement	PD&E	PE	R/W	CST+CEI	Total
1	A-42	SR 20 2206356	Washington County Line	US 231 (SR 75)	PD&E Study to determine if need to widen to 4 lanes [PD&E/Capacity]	$2,100,000				$2,100,000
2	E+C	SR 30 (US 98A) Front Beach Road Segment 3 [Non-SIS] PCB Community Redevelopment Agency Project **LOCAL FUNDS** 4263912	West of SR 79	East of Lullwater Drive	Phase 3 Widen / Reconstruct SR 30 (US 98A) Front Beach Road for transit, mobility and safety. [Complete Streets]. Includes former SR 79, now South Arnold Road 2 to 4-lane capacity and roundabout.				$14,600,000 (construction underway as of 2021)	$14,600,000
3	B-9	SR 30 (US 98A) Front Beach Road Segment 4.2 [Non-SIS] PCB Community Redevelopment Agency Project **LOCAL FUNDS** 4263913	Hill Road	SR 392A Hutchison Blvd.	Phase 4.2 Widen/Reconstruct SR 30 (US 98A) Front Beach Road for mobility and safety. [Complete Streets]. Addition of 2 transit lanes (one in each direction).		$1,551,128	$6,000,000	$33,550,000 (construction 2022)	$41,101,128
4	B-10	SR 30 (US 98A) Front Beach Road Segment 4.1 [Non-SIS] PCB Community Redevelopment Agency Project **LOCAL FUNDS** 4263917	East of Lullwater Drive	Hill Road	Phase 4.1Widen / Reconstruct SR 30 (US 98A) Front Beach Road for mobility and safety. [Complete Streets] Addition of 2 transit lanes (one in each direction).		$1,303,38	$3,000,000	$37,500,000 (construction 2022)	$41,803,389
5	B-11	SR 30 (US 98A) Front Beach Road Segment 4.3 [Non-SIS] PCG Community Redevelopment Agency Project **LOCAL FUNDS** 4263918 and Hurricane Michael Recovery Plan Projects #104, 106	SR 392A Hutchison Blvd.	Richard Jackson Blvd.	Phase 4.1 Widen / Reconstruct SR 30 (US 98A) Front Beach Road for mobility and safety. [Complete Streets]. Addition of 2 transit lanes (one in each direction).		$2,000,000	$8,000,000	$42,574,000 (construction 2024)	$52,574,000
6	E+C	Jenks Avenue **LOCAL FUNDS**	Baldwin Road	SR 390	Widen to 4 lanes [Capacity]				$10,486,069	$10,486,069

ID #	Needs Plan #	Name	From	To	Improvement	PD&E	PE	R/W	CST+CEI	Total
7	A-36	Titus Road Connector **LOCAL FUNDS**	SR 390	CR 2321	Construct new 2 Lane Facility [Capacity]				$3,100,000	$3,100,000
8	E+C	Gulf Coast Parkway TPO Committed Non-SIS Project Priority 4109818	US 98 (SR 30)	CR 2315 (Star Avenue)	Construct New Roadway [Capacity]				$17,941,097	$17,941,097
9	A-35	US 98 Dupont Bridge Replacement over St. Andrews Bay and ICWW [SIS] 4426671	City of Parker	Tyndall Air Force Base	DuPont Bridge 460019 Replacement [Capacity]		$3,332,000	$10,000,000	$178,676,896	$192,008,896
10	A-19	US 98 (Panama City Beach Parkway) SR 30A [SIS] TPO Non-SIS Project Priority #8. 2178384	Nautilus Street	Richard Jackson Blvd	Widen to 6 Lanes [Capacity]		$2,900,205			$2,900,205
11	E+C	SR 390 St. Andrews [Committed TPO SIS Project Priority] 2178752	SR 368 23rd Street	CR 2312 Baldwin Road	Widen to 6 Lanes [Capacity]				$45,927,451	$45,927,451
12	E+C	SR 390 St. Andrews [Committed TPO SIS Project Priority] 2178753	CR 2312 Baldwin Road	Jenks Avenue	Widen to 6 Lanes [Capacity]			$2,861,917		$2,861,917
13	A-15	US 231 (SR 75) [SIS] TPO SIS Project Priority #2. 2179103	Pipeline Road	Penny Road	Widen to 6 Lanes [Capacity]		$314,068	$1,633,594	$25,000	$1,972,662
14	A-13, A-14	US 231 (SR 75) [SIS] TPO SIS Project Priority #1. 2179104	US 98 (SR 30A) / 15th St / Harrison Ave.	Pipeline Road	Widen to 6 Lanes [Capacity]		$84,426	$5,239,842	$25,000	$5,349,268
15	A-13	US 231 (SR 75) [SIS] TPO SIS Project Priority #1. 2179107	US 98 (SR 30A) / 15th Street / Harrison Avenue	23rd Street (SR 368)	Widen to 6 Lanes [Capacity]			$122,819,900		$122,819,900
16	A-14	US 231 (SR 75) [SIS] TPO SIS Project Priority #1. 2179108	23rd Street (SR 368)	Pipeline Road	Widen to 6 Lanes [Capacity]			$28,616,261		$28,616,261
17	A-47	US 98 (SR 30) [SIS] 4371792	Walton County Line	SR 79 (Arnold Drive)	Widen to 6 Lanes [PD&E/Capacity]	$2,100,000				$2,100,000

ID #	Needs Plan #	Name	From	To	Improvement	PD&E	PE	R/W	CST+CEI	Total
18	A-41	SR 389 (East Avenue) [SIS] (PD&E Segment 1) TPO Port Panama City Project Priority #4 in FY 19/20. 4403003	US 98B (SR 30) / 5th Street	CR 2337 (Sherman Avenue)	Widen to 4 Lanes [Capacity]	$1,050,000				$1,050,000
19	A-40	CR 389 (East Avenue) [SIS] (PD&E Segment 2) TPO Port Panama City Project Priority #4 in FY 19/20. 4403004	Port Entrance	US 98B (SR 30) / 5th Street	Widen to 4 Lanes [Capacity]	$525,000				$525,000
20	A-1	SR 368 (23rd Street) at US 98 [SIS] 4410371	US 98 / 23rd Street Interchange Flyover TPO SIS Project Priority #7.	SR 390 (St Andrews Boulevard)	Widen to 6 Lanes [Capacity]	$1,050,000				$1,050,000
21	A-7	Powell Adams Road Segment 2 PCB Community Redevelopment Agency Project **LOCAL FUNDS**	US 98A (Front Beach Road)	L.C. Hilton, Jr. Drive	Widen to 3 Lanes (2 southbound, 1 northbound), sidewalk, utility undergrounding, landscape, lighting. [Capacity]				$7,000,000 (construction potentially begins in 2025)	$7,000,000
22	E+C	CR 30H (Alf Coleman Road) PCB Community Redevelopment Agency Project and Hurricane Michael Recovery Plan Project # 103 **LOCAL FUNDS**	US 98 (Panama City Beach Parkway)	Hutchison Blvd.	Widen to 4 Lanes [Capacity], sidewalk, lighting, roadway elevation adjustment.				$2,100,000 (construction to begin in 2021 after Hazard Mitigation Grant received)	$2,100,000

	PD&E	PE	R/W	CST+CEI
Sub Totals	$6,825,000	$11,485,216	$188,711,514	$393,505,513
Sub Total **LOCAL FUNDS**	$0	$4,854,517	$17,000,000	$150,910,069
subtotal (R/W and Construction)	n/a		$582,217,027	
subtotal (PD&E and Design)	$18,310,216		n/a	
Total	$600,527,243			
Total **LOCAL FUNDS**	$172,764,586			

Figure 39. 2045 Cost Feasible Plan Draft TIP and Local-Funded Projects (FY 20-25)



7.3 Public Review

A hybrid in-person public meeting with an on-line component, and a virtual open house, were held for public review of the draft Cost Feasible Plan. Both events were promoted through Facebook, Eblast, Local Media contacts, and Community Group Outreach. The in-person meeting was held Thursday, May 6, 2021, at the Panama City Beach City Hall. At this meeting, an open house was held from 5:30 – 6:00 p.m. followed by a presentation at 6:00 p.m. with a public forum following. The agenda is shown in **Figure 40**.



May 6, 2021 Cost Feasible Plan Public Meeting at Panama City Beach City Hall.



News Channel 7 coverage of Cost Feasible Plan Public Meeting

Local media coverage was provided by News Channel 7 WJHG at 10:00 p.m. on the evening of the workshop.[26] Virtual participation at this meeting was provided via GoTo Meeting and a YouTube Live Stream as shown in **Figure 41**.[27] The virtual open house was available May 3 – 14, 2021. The advertisement of the meetings was sent by the ECRC staff. An on-line survey was posted on the Emerald Coast Regional Council Web Site from May 3 through May 14, 2021 (**Figure 42**).[28]

[26] https://www.wjhg.com/2021/05/07/panama-city-beach-parkway-widening-in-the-talks/

[27] https://www.youtube.com/watch?v=1JDV071J110

[28] https://wfrpc.wufoo.com/forms/m1bs32pu1ps4oo4/

Polling was also conducted during the public meeting by Poll Everywhere. Survey results (**Figure 43**) indicated that increased traffic congestion and delay are the most pressing issues, and that the Priorities Scenario was most favored among the Cost Feasible Plan options. Public comment received at this workshop included:

- Prioritize right-of-way funding for the east end of US 98 project segments over the west end. FDOT has indicated the eastern segments of Panama City Beach Parkway are a priority of the District and are also the top three projects for the Advanced Production List.
- Requesting conceptual design for the Elevated Segment of US 98. The Elevated segment of US 98 is currently only in the 2045 Needs Plan Once the project is funded in the Cost Feasible Plan and ultimately for PD&E and Design a conceptual design will be rendered.

As part of the Cost Feasible Plan approval, a public hearing was also opened at the June 16, 2021 TPO meeting. No public comment was presented at that time. Opportunity for public review was also provided at each of the noticed Steering Committee meetings. Public input was received on the Cost Feasible Plan development at Steering Committee Meeting 8 (March 1, 2021); Meeting 9 (April 5, 2021); and Meeting 10 (May 12, 2021) by a representative of the Citizens' Advisory Committee.



Meeting reminder sent by ECRC on May 3, 2021 for Cost Feasible Plan Workshop.

Figure 40. 2045 Cost Feasible Plan Public Meeting Agenda



Figure 41. 2045 Cost Feasible Plan Public Meeting Presentation

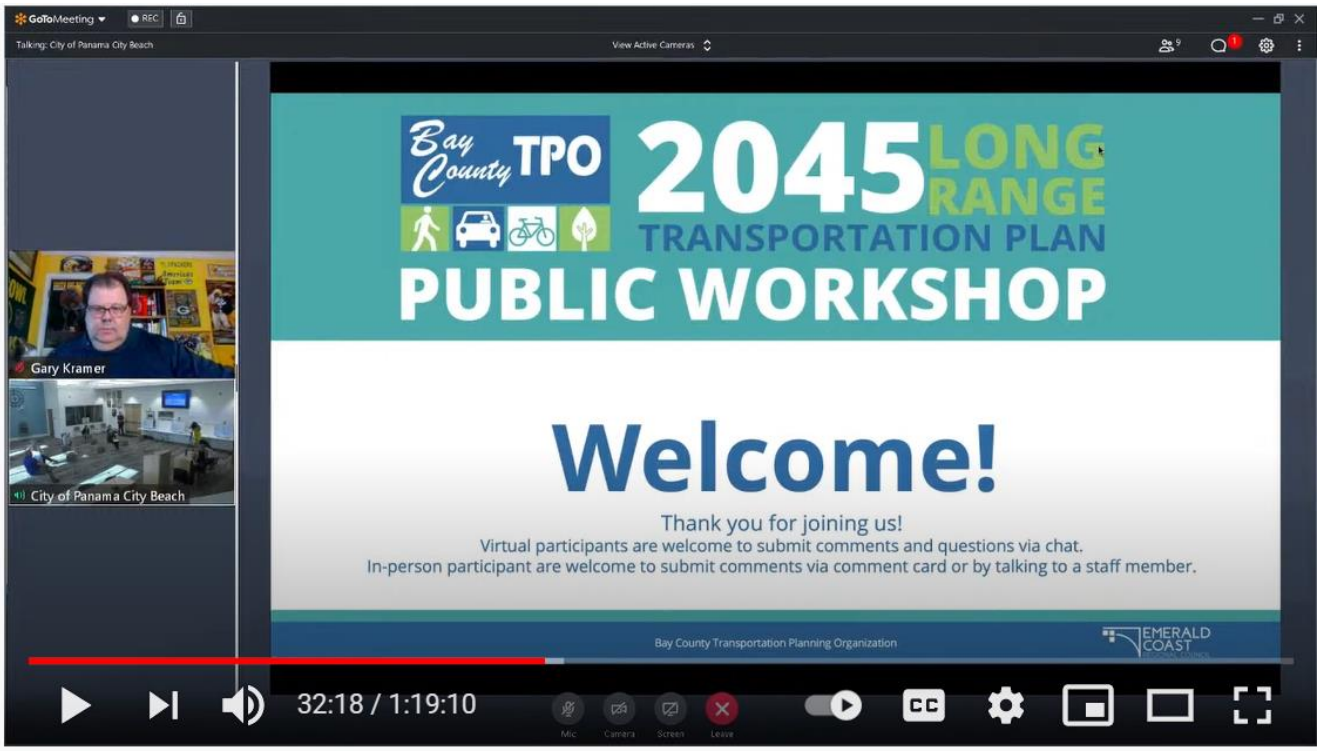
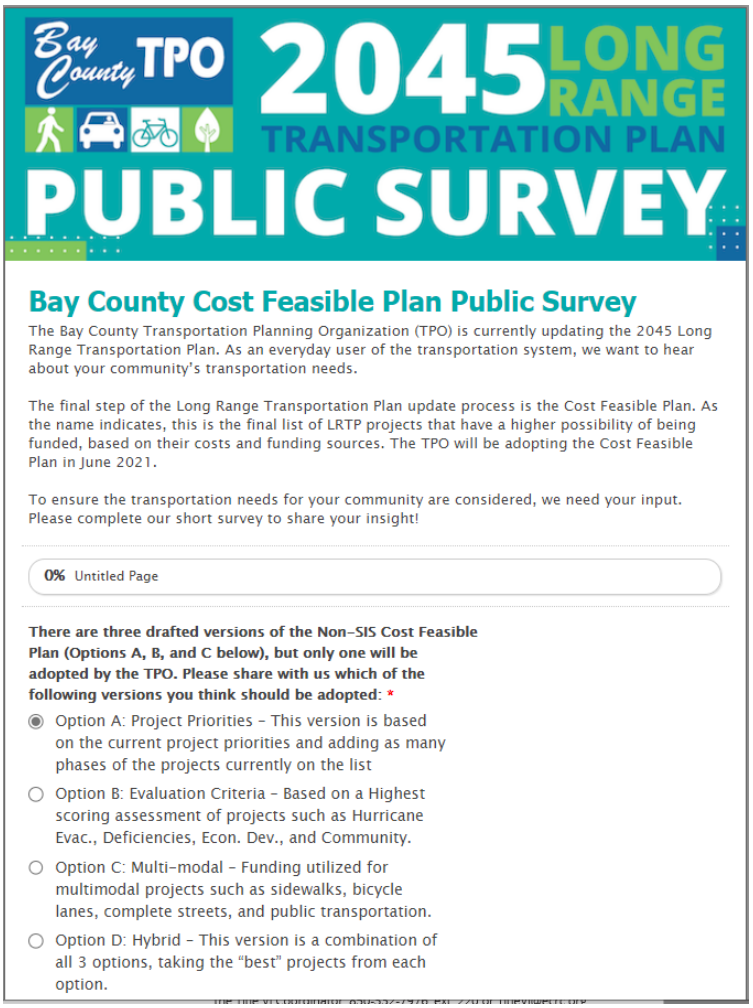




Figure 42. 2045 Cost Feasible Plan Public Survey



Bay County TPO 2045 LONG RANGE TRANSPORTATION PLAN PUBLIC SURVEY

Bay County Cost Feasible Plan Public Survey

The Bay County Transportation Planning Organization (TPO) is currently updating the 2045 Long Range Transportation Plan. As an everyday user of the transportation system, we want to hear about your community's transportation needs.

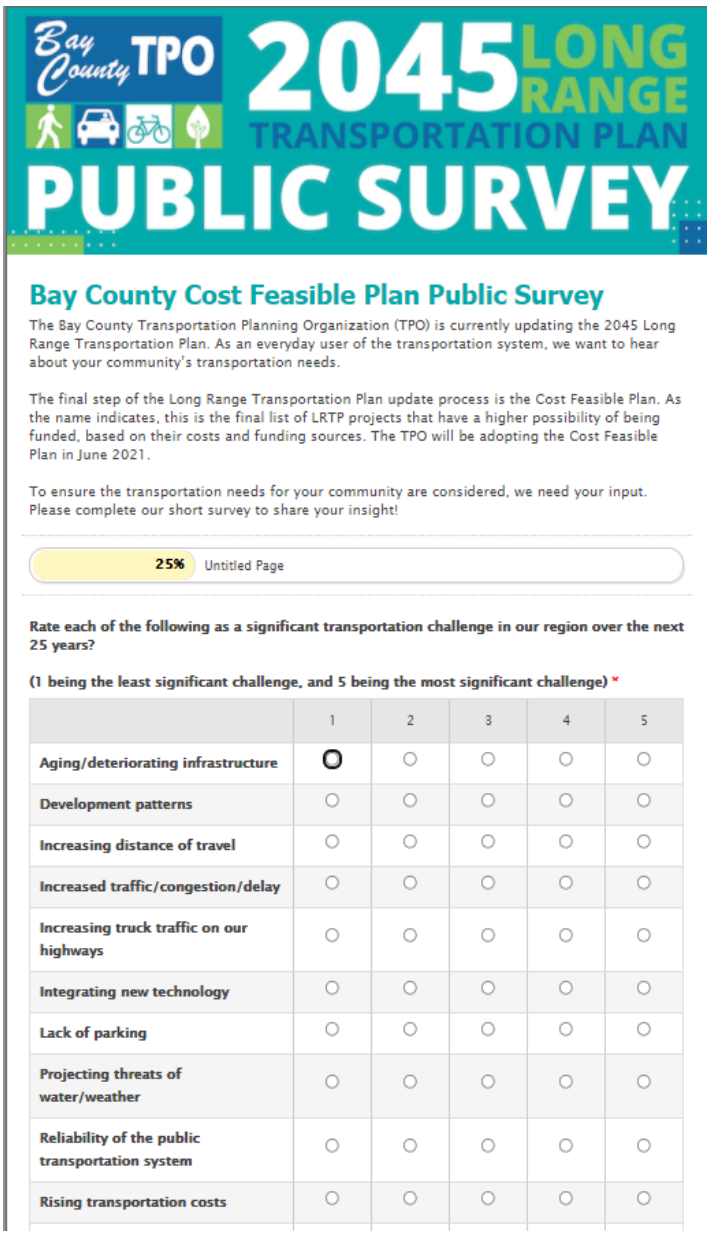
The final step of the Long Range Transportation Plan update process is the Cost Feasible Plan. As the name indicates, this is the final list of LRTP projects that have a higher possibility of being funded, based on their costs and funding sources. The TPO will be adopting the Cost Feasible Plan in June 2021.

To ensure the transportation needs for your community are considered, we need your input. Please complete our short survey to share your insight!

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There are three drafted versions of the Non-SIS Cost Feasible Plan (Options A, B, and C below), but only one will be adopted by the TPO. Please share with us which of the following versions you think should be adopted: *

- (●) Option A: Project Priorities – This version is based on the current project priorities and adding as many phases of the projects currently on the list
- ( ) Option B: Evaluation Criteria – Based on a Highest scoring assessment of projects such as Hurricane Evac., Deficiencies, Econ. Dev., and Community.
- ( ) Option C: Multi-modal – Funding utilized for multimodal projects such as sidewalks, bicycle lanes, complete streets, and public transportation.
- ( ) Option D: Hybrid – This version is a combination of all 3 options, taking the "best" projects from each option.



Bay County TPO 2045 LONG RANGE TRANSPORTATION PLAN PUBLIC SURVEY

Bay County Cost Feasible Plan Public Survey

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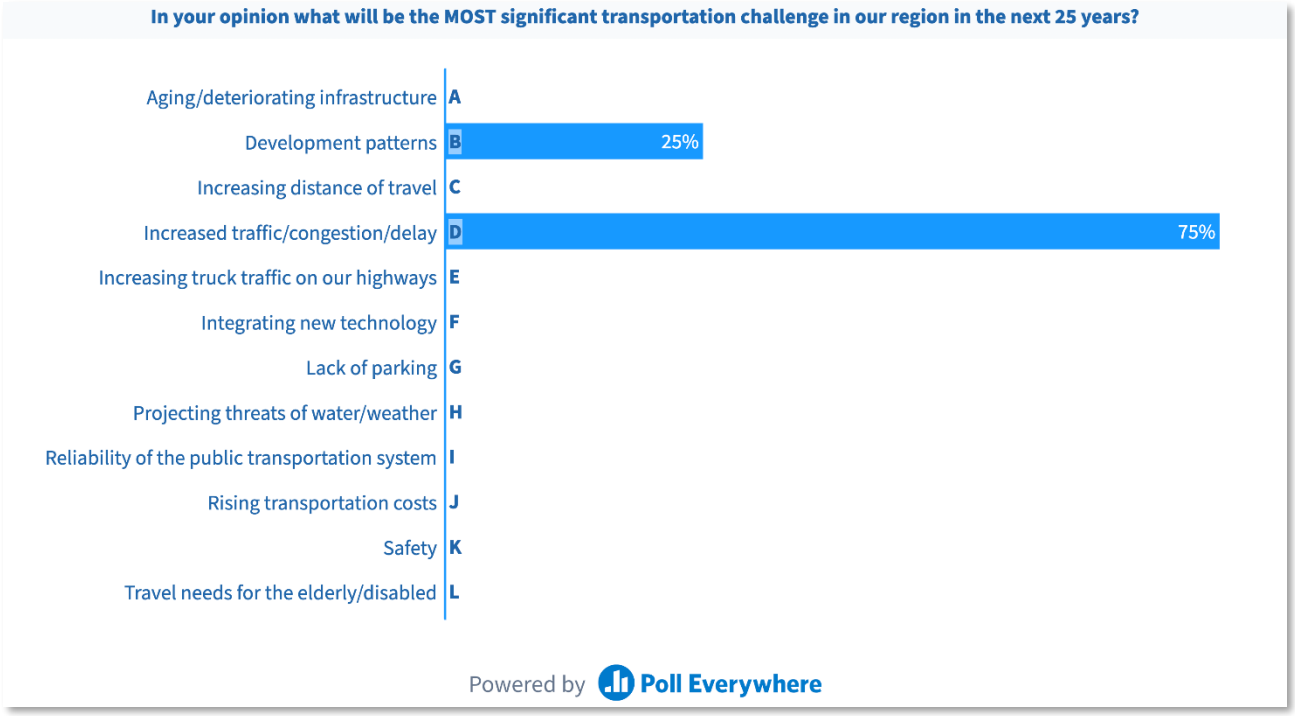
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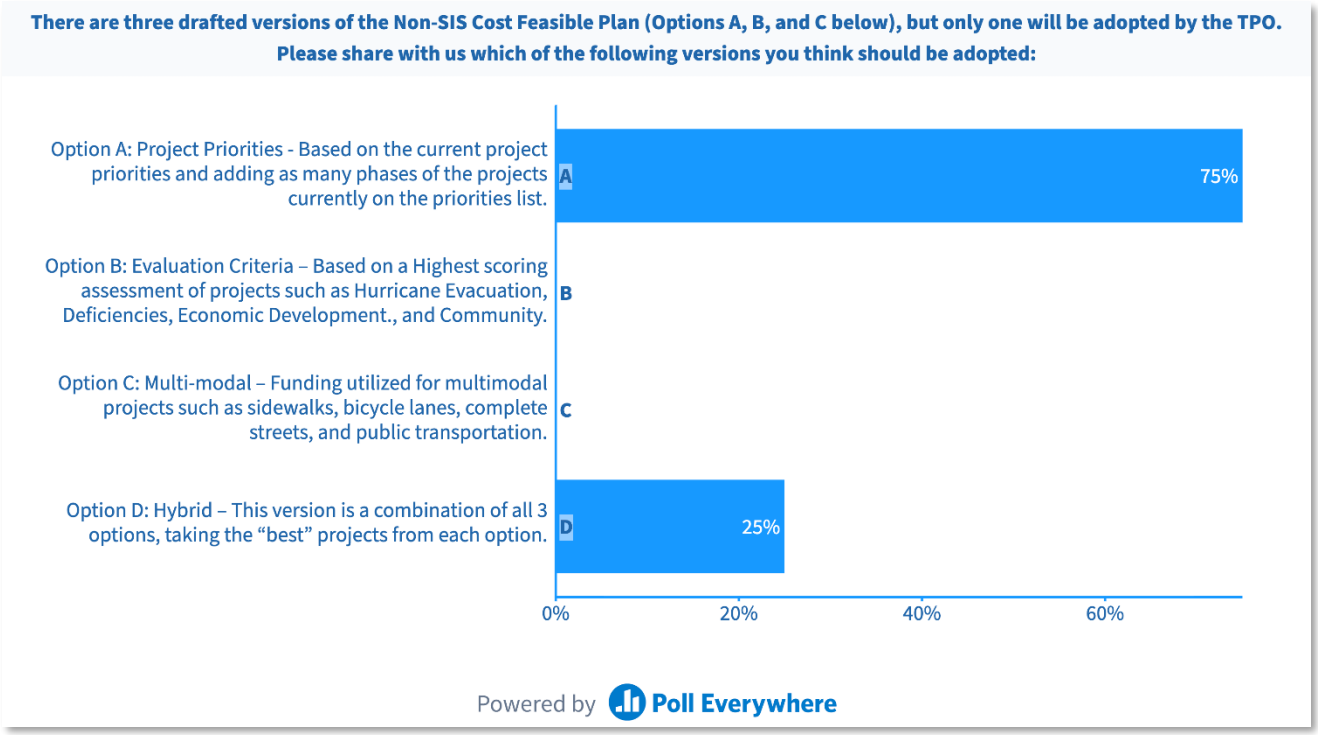
Rate each of the following as a significant transportation challenge in our region over the next 25 years?

(1 being the least significant challenge, and 5 being the most significant challenge) *

	1	2	3	4	5
Aging/deteriorating infrastructure	●	○	○	○	○
Development patterns	○	○	○	○	○
Increasing distance of travel	○	○	○	○	○
Increased traffic/congestion/delay	○	○	○	○	○
Increasing truck traffic on our highways	○	○	○	○	○
Integrating new technology	○	○	○	○	○
Lack of parking	○	○	○	○	○
Projecting threats of water/weather	○	○	○	○	○
Reliability of the public transportation system	○	○	○	○	○
Rising transportation costs	○	○	○	○	○

Figure 43. 2045 Cost Feasible Plan Public Survey Results





7.4 Adopted 2045 Cost Feasible Plan Projects

The Draft 2045 Cost Feasible Plan was presented to the Technical Coordinating Committee, Citizens' Advisory Committee, and the Transportation Planning Organization at their meetings on April 28, 2021 (for draft) and June 16, 2021 (for adoption).

The Bay TPO approved the 2045 Cost Feasible Plan at the June 16, 2021 meeting by Resolution Bay 21-17 (**Appendix A**). A map of Cost Feasible Plan projects is shown in **Figure 44** and the projects are listed in **Table 35** (Non-SIS), **Table 36** (SIS), **and Table 37** (Local). Projects in the current TIP are shown in the **Appendix H**.

June 16, 2021 Technical Coordinating Committee (TCC) Meeting

- The TCC recommended the 2045 Cost Feasible Plan be approved as presented.

June 16, 2021 Citizens' Advisory Committee (CAC) Meeting

- The CAC recommended the 2045 Cost Feasible Plan be approved as presented.

June 16, 2021 Transportation Planning Organization (TPO) Meeting

- An advertised public hearing occurred at the June 16, 2021 TPO meeting prior to the adoption of the 2045 Cost Feasible Plan. There was no public comment.
- After the public hearing was closed by the TPO Chairperson, the TPO approved the 2045 Cost Feasible Plan with Bay Parkway Phase III [A-52] being identified as a four-lane facility instead of a two-lane facility.

With the opening of Bay Parkway Phase II (May 13, 2021) as a two-lane facility with right-of-way for a four-lane facility, the Needs Plan was modified to remove that project from the Needs Plan list to the Existing + Committed (E+C) list of projects, resulting in a re-number of the Needs Plan Projects. Bay Parkway Phase II was previously identified as Needs Plan project A-8. With the Cost Feasible Plan approval, that project has been moved off the Needs Plan list and onto the E+C list, and the remaining A-x list of projects re-numbered.

Figure 44. Adopted 2045 Cost Feasible Plan Projects



Table 35. Adopted 2045 Cost Feasible Plan Projects: Non-SIS

Adopted Cost Feasible Plan: Non-Strategic Intermodal System (SIS) Projects ***Projects not shown in priority order***				
ID	**Project Name**	**From**	**To**	**Improvement**
1	Operations and Maintenance of Current ITS System 4084123			Regional Advanced Traffic Management System (ATMS) $600,000/year for 20 years
2	Corridor Management Complete Streets (Studies)			Corridor Management / Complete Streets Studies $150,000/year for 20 years
3	Corridor Management Complete Streets (Projects)			Corridor Management / Complete Streets Projects $500,000/year for 20 years
4	Public Transportation Capital Improvements 4282091			Public Transportation Capital Improvements $350,000/year for 20 years
5	Bicycle/Pedestrian Projects and Sidewalk Construction			Bicycle/Pedestrian Improvements $350,000 /year for 20 years
6	Regional Trails			Regional Trail Projects $150,000/year for 20 years
7	SR 22 (Wewa Highway) [A-8] Phase I 4258031	SR 30A (US 98) Tyndall Pkwy.	Star Avenue	Widen to 4 Lanes
8	SR 390 [A-2] 4212252	SR 77	US 231	Widen to 6 Lanes
9	CR 389 (East Avenue) [A-4]	CR 2312 (Baldwin Road	SR 390	Widen to 4 Lanes
10	US 98 at Thomas Dr. [C-2] 2179951, 2199952			Interchange Phases II and III
11	Star Avenue [A-11]	SR 22 (Wewa Highway)	US 231 (SR 75)	Widen to 4 Lanes
12	Transmitter Road [A-12]	US 98 (E. 15th Street)	C Street	Widen to 4 Lanes
13	Gulf to Bay Parkway [A-5] 4109115	CR 386	South of Tyndall Air Force Base	Construct New Roadway

Adopted Cost Feasible Plan: Non-Strategic Intermodal System (SIS) Projects *Projects not shown in priority order*				
ID	**Project Name**	**From**	**To**	**Improvement**
14	Bay Parkway Phase 3 [A-49] Back Beach Bypass, Philip Griffitts Sr. Parkway between Clara Avenue and Chip Seal Parkway			Construct new 4 Lane Facility
15	US 98 Panama City Beach Pkwy Elevated Segment [A-50] Connecting Back Beach / Bay Pkwy Phase 2 and 3]			Construct new 4-lane elevated segment of Back Beach US 98
16	Elevated Pedestrian Structure on US 98 (Back Beach Road) at N. Pier Park Drive [E-8]			Construct Pedestrian Overcrossing
17	Harrison Street Roundabout at 6Th Street [C-9]			Roundabout
18	SR 20 [A-42]	Washington County Line	US 231 (SR 75)	Widen to 4 Lanes
19	Transit Funds for Existing Service Levels			System-wide funding to maintain existing service.

Table 36. Adopted 2045 Cost Feasible Plan Projects: SIS

Adopted Cost Feasible Plan: Strategic Intermodal System (SIS) Projects ***Projects not shown in priority order.*** ***At time of adoption of the 2045 LRTP, FDOT was updating the SIS Needs and Cost Feasible Plans.*** ***An LRTP Amendment may be necessary when the SIS Plans are updated.***				
ID	**Project Name**	**From**	**To**	**Improvement**
20	SR 368 (23rd Street) at US 98 [A-1] 441037-1, 441037-2, SIS #3325	US 98 / 23rd Street Interchange Flyover	SR 390 (St Andrews Boulevard)	Widen to 6 Lanes
21	Transmitter Road [A-38]	C Street	Brooke Lane	Widen to 4 Lanes
22	CR 2327 (Transmitter Road) [SIS Military Access Facility] [A-12] 446922-1, SIS #3453	US 98 / SR 30A (E. 15th Street)	C Street	Widen to 4 Lanes
23	US 231 (SR 75) Segment 7 [A-13] 217910-4; 217910-7	US 98 (SR 30A) / 15th Street / Harrison Avenue	23rd Street (SR 368)	Widen to 6 Lanes & intersection improvement
24	SR 77 (MLK Jr. Boulevard) [A-37]	US 98	23rd Street (SR 268)	Widen to 6 Lanes [in association with 217910-7]
25	US 231 (SR 75) at US 98 (Harrison Avenue) [C-1] 217910-2, 217910-4, 217910-7	US 231 (SR 75) at US 98 (Harrison Avenue)	US 231 (SR 75) at US 98 (Harrison Avenue)	Major Interchange Improvements
26	US 231 (SR 75) at 19th Street and SR 77 Intersection [C-4] 438138-1	US 231 (SR 75) at 19th Street and SR 77 Intersection	US 231 (SR 75) at 19th Street and SR 77 Intersection	Intersection Improvement (Add Turn Lane)
27	US 231 (SR 75) Segment 8 [A-14] 217910-4, 217910-8	23rd Street (SR 368)	Pipeline Road	Widen to 6 Lanes
28	SR 389 (East Avenue) [A-3]	CR 2337 (Sherman Avenue)	Baldwin Road	Widen to 4 Lanes [in association with 217910-8]
29	CR 2327 (Transmitter Road) [A-38]	C Street	Brooke Lane	Widen to 4 Lanes [in association with 217910-8]
30	US 231 (SR 75) [A-15] 217910-2, 217910-3, SIS #3317	Pipeline Road	Penny Road	Widen to 6 Lanes
31	US 98 (Panama City Bch Pkwy) SR 30A [A-18] 217838-3, 217838-2, SIS #3486	Mandy Lane	Nautilus Street	Widen to 6 Lanes

Adopted Cost Feasible Plan: Strategic Intermodal System (SIS) Projects *Projects not shown in priority order.* *At time of adoption of the 2045 LRTP, FDOT was updating the SIS Needs and Cost Feasible Plans.* *An LRTP Amendment may be necessary when the SIS Plans are updated.*				
ID	**Project Name**	**From**	**To**	**Improvement**
32	US 98 (Panama City Bch Pkwy) SR 30A [A-19] 217838-4, 217838-2, SIS #3487	Nautilus Street	Richard Jackson Boulevard	Widen to 6 Lanes
33	US 98 Dupont Bridge Replacement Over St. Andrews Bay and ICWW [A-35] 442667-1	City of Parker	Tyndall Air Force Base	DuPont Bridge Replacement
34	US 98 (Panama City Beach Parkway) SR 30A [A-39] 217838-5, 217838-2, SIS #3496	Richard Jackson Boulevard	Hathaway Bridge	Widen to 6 Lanes
35	CR 389 (East Avenue) (PD&E Segment 2) [A-40] 440300-4, SIS #3385	Port Entrance	US 98B (SR 30) / 5th Street	Widen to 4 Lanes
36	SR 389 (East Avenue) (PD&E Segment 1) [A-41] 440300-3, SIS #3386	US 98B (SR 30) / 5th Street	CR 2337 (Sherman Avenue)	Widen to 4 Lanes
37	US 98 (SR 30) [A-44] SIS #3454	CR 2327 (Transmitter Road)	Tyndall Drive / Airey Avenue (on Tyndall Air Force Base)	Widen to 6 Lanes
38	US 98 (SR 30) [A-47] 437179-2, SIS 3495, 437759-1	Walton County Line	SR 79 (Arnold Drive)	Widen to 6 Lanes
39	US 231 (SR 75) at CR 2327 (Transmitter Rd) Intersection [C-5] 439892-1	US 231 (SR 75) at CR 2327 (Transmitter Road) Intersection	US 231 (SR 75) at CR 2327 (Transmitter Road) Intersection	Intersection Improvement (Add Turn Lane)
40	SR 390 (E. 14th Street) [A-2]	SR 77 (Ohio Avenue)	US 231 (SR 75)	440487-1 Mill Bayou Bridge Replacement

Table 37. Adopted 2045 Cost Feasible Plan Projects: Local-Funded

Adopted Cost Feasible Plan: Local Projects ***Projects not shown in priority order***				
ID	**Project Name**	**From**	**To**	**Improvement**
41	SR 30 (US 98A) Front Beach Road Segment 4.2 [B-9] Panama City Beach Community Redevelopment Agency Project 4263913	Hill Road	SR 392A Hutchison Boulevard	Phase 4.2 Widen / Reconstruct SR 30 (US 98A) Front Beach Road for mobility and safety. Add two transit lanes (one in each direction).
42	SR 30 (US 98A) Front Beach Road Segment 4.1 [B-10] Panama City Beach Community Redevelopment Agency Project 4263917	East of Lullwater Drive	Hill Road	Phase 4.1 Widen / Reconstruct SR 30 (US 98A) Front Beach Road for mobility and safety. Add two transit lanes (one in each direction).
43	SR 30 (US 98A) Front Beach Road Segment 4.3 [B-11] Panama City Beach Community Redevelopment Agency Project 4263918	SR 392A Hutchison Boulevard	Richard Jackson Boulevard	Phase 4.3 Widen / Reconstruct SR 30 (US 98A) Front Beach Road for mobility and safety. Add two transit lanes (one in each direction).
44	Titus Road Connector [A-36]	SR 390	CR 2321	Construct new 2 Lane Facility
45	Powell Adams Road Segment 2 [A-7] Panama City Beach Community Redevelopment Agency Project	US 98A (Front Beach Road)	L.C. Hilton, Jr. Drive	Widen to 3 Lanes (two southbound, one northbound), sidewalk, landscaping, utility undergrounding, and lighting.

7.5 Non-Capacity (Operations and Maintenance)

Non-capacity programs refer to FDOT programs designed to support, operate and maintain the state highway system: safety, resurfacing, bridge, product support, operations and maintenance, and administration. **Table 10** in the Revenue Forecast (**Appendix F**) includes a description of each non-capacity program and the linkage to the program categories used in the Program and Resource Plan. The FDOT has included sufficient funding in the 2045 Revenue Forecast to meet the following statewide objectives and policies:

- **Safety:** Includes the Highway Safety Improvement Program, the Highway Safety Grant Program, Bicycle/Pedestrian Safety activities, the Industrial Safety Program, and general safety issues on a Department-wide basis.
- **Resurfacing program**: Ensure that 80% of state highway system pavement meets standards;
- **Bridge program**: Ensure that 90% of FDOT-maintained bridges meet standards while keeping all FDOT-maintained bridges open to the public safe;
- **Operations and Maintenance program**: Achieve 100% of acceptable maintenance condition standard on the state highway system;
- **Product Support**: Reserve funds for Product Support required to construct improvements (funded with the forecast's capacity funds) in each district and metropolitan area; and
- **Administration**: Administer the state transportation program.

The FDOT reserves funds in the 2045 Revenue Forecast to carry out its responsibilities and achieve its objectives for the non-capacity programs on the state highway system in each district and metropolitan area. **Table 11** in the Revenue Forecast (**Appendix F**) identifies the statewide estimates for non-capacity programs. About $136 billion (48% of total revenues) is forecast for the non-capacity programs.

7.6 Projects with Federal Funding

For projects in the current FY 21-25 Transportation Improvement Program (Amended June 23, 2021), consideration was given to whether a project had a federal funding component, as identified from the interactive Transportation Improvement Program (TIP)[29] and/or FDOT Work Program[30] planning screens. The following projects have Federal funding as identified in **Table 38.**[31] Federal funding is also identified in the Cost Feasible Plan in **Appendix H**. Funding beyond the TIP years is shown in **Appendix H**.

Table 38. Projects with Federal Funding in Current TIP

Project			Federal Funding Codes
FPID	**Name**	**Phases with Federal $**	
4404871	SR 390 Bridge 460020 Replacement (SIS) [A-2]	R/W, CST	ACBR
4426671	US 98 Bridge 460019 Replacement (Dupont Bridge) (SIS) [A-35]	PE, R/W, DSB	ACBR, BNBR
2179107	US 231 from 15th Street to 23rd Street (SIS) [A-13]	R/W	BNIR, ACNP, ACFP
2179108	US 231 from 23rd Street to Pipeline Road (SIS) [A-14]	R/W	BNIR, ACNP, DIH
2206356	SR 20 from Washington County Line to US 231 [A-42]	PD&E	ACFP
4109818	Gulf Coast Parkway from US 98 to Star Avenue [E+C]	CST	TIMP, SL HPP
4212252	SR 390 from SR 77 to US 231 (SIS) [A-2]	PE	DIH, DDR
4371792	US 98 from Walton County Line to SR 79 (SIS) [A-47]	PD&E	ACNP

R/W: Right-of-way; DSB: Design Build; CST: Construction; PE: Preliminary Engineering; PD&E: Project, Development, and Environment.

[29] wfrpc.dtstiptool.com

[30] https://fdotewp1.dot.state.fl.us/fmsupportapps/workprogram/WorkProgram.aspx

[31] The projects in the table below are capacity or capacity-related projects such as major bridge replacements. Transit, planning, bike / ped and Transportation System Management (TSM) projects are not listed in this table, but are included in the TIP.

7.7 Fiscal Constraint

Development of the Financial Resources is discussed in Section 5 of this LRTP. Consistent with federal planning regulations [23 CFR 450.324(f)(11)] and Financial Guidelines for MPO 2045 Long-Range Plans to be adopted by the Metropolitan Planning Organization Advisory Council (MPOAC) in early 2017, the 2045 Revenue Forecast is expressed in Year of Expenditure (YOE) dollars. MPOs will need to use inflation factors to adjust project costs from "Present Day Cost" dollars (typically 2015, 2016 or 2017 dollars for recent cost estimates) to future YOE dollars. MPOs also may have to adjust estimates of local revenues not included in the Department's forecast to YOE dollars, depending on how those revenue estimates were developed.

Table 39 and **Table 40** are from the *FDOT Revenue Forecasting Guidebook* and assist the TPO in converting project costs to YOE dollars. For example, if the cost estimate for a specific project is expressed in 2015 dollars and the project is planned to be implemented in the 2026-2030 time period, the TPO should multiply the cost estimate by 1.43 to convert the cost estimate to YOE dollars. The inflation multipliers are based on FDOT's inflation factors associated with developing recent Work Programs. Factors for project cost estimates developed in fiscal years 2015, 2016, 2017 and 2018 are applied because required dates for the updates of long-range metropolitan area transportation plans by Florida's 27 MPOs may extend over those years.

Revenue forecasts are typically prepared in "current" or YOE dollars, which reflect the value of money at the time it will be collected (e.g., 2018) and reflect future growth in revenue. TPO plans include revenue forecasts for local sources of transportation revenues (e.g., local option gas taxes) that are not included in the FDOT's 2045 Revenue Forecast. As a result, if any estimates of local revenues are not expressed in YOE dollars, TPOs will need to convert estimates of those revenues to YOE dollars to ensure a common basis for all revenues included in the MPO plans. The annual inflation rates can be used to convert local revenue forecasts prepared in "today's" dollars to YOE dollars. For example, if the forecast of local revenues is expressed in 2015 dollars, the MPO can estimate the amount in 2021 dollars as follows:

2021 dollars = (2015 dollars) * (1.030) * (1.027) * (1.025) * (1.027) * (1.028) * (1.026)
(for 2016) (for 2017) (for 2018) (for 2019) (for 2020) (for 2021)

Table 39. FDOT Revenue Forecasting Guidebook Table 8a

Table 8a Inflation Factors to Convert Project Cost Estimates to Year of Expenditure Dollars by Time Bands

Time Period for Planned Project or Project Phase Implementation	Multipliers to Convert Project Cost Estimates to Year of Expenditure Dollars			
	Project Cost in 2015 PDC $*	Project Cost in 2016 PDC $*	Project Cost in 2017 PDC $*	Project Cost in 2018 PDC $*
2024-2025 (2 Year Period)	1.29	1.25	1.22	1.19
2026-2030	1.43	1.39	1.35	1.32
2031-2035	1.69	1.64	1.59	1.55
2036-2045	2.22	2.16	2.10	2.05

Table 40. FDOT Revenue Forecasting Guidebook Table 8b

Table 8b Inflation Factors to Convert Project Cost Estimates to Year of Expenditure Dollars for Each Individual Year

	Multipliers are based on the following annual inflation estimates:			
	From	To	Annual Rate	
	2015 Dollars	2016 Dollars	3.0%	
	2016 Dollars	2017 Dollars	2.7%	
	2017 Dollars	2018 Dollars	2.5%	
	2018 Dollars	2019 Dollars	2.7%	
	2019 Dollars	2020 Dollars	2.8%	
	2020 Dollars	2021 Dollars	2.6%	
	2021 Dollars	2022 Dollars	2.5%	
	2022 Dollars	2023 Dollars	2.7%	
	2023 Dollars	2024 Dollars	2.8%	
	2024 Dollars	2025 Dollar	2.9%	
	2025 Dollars	2026 Dollars	3.0%	
	2026 Dollars	2027 Dollars	3.1%	
	2027 Dollars	2028 Dollars	3.2%	
	2028 Dollars	2029 Dollars	3.3%	
	2029 Dollars	2030 Dollars and beyond	3.3 % each year	

* "PDC $" means "Present Day Cost"

7.7.1 Project Costs

The 2045 Cost Feasible Plan Projects *in Year of Expenditure dollars* for three categories (Non-SIS, SIS, and Alabama Projects) are shown in **Appendix H** by the following four categories (2020-2025, 2026-2030, 2031-2035, and 2036-2045). Projects with federal funding and projects with funding needs beyond 2045 are also identified in **Appendix H.**

2045 Cost Feasible Plan Costs (YOE) Shown by Project Category (including SIS)

Roadway Projects	$ 1,690,942,945
Public Transportation Projects	$ 12,197,500
Bicycle / Pedestrian Projects	$ 20,638,581
Mobility Programs	$ 172,731,017
Total	**$ 1,896,510,043**

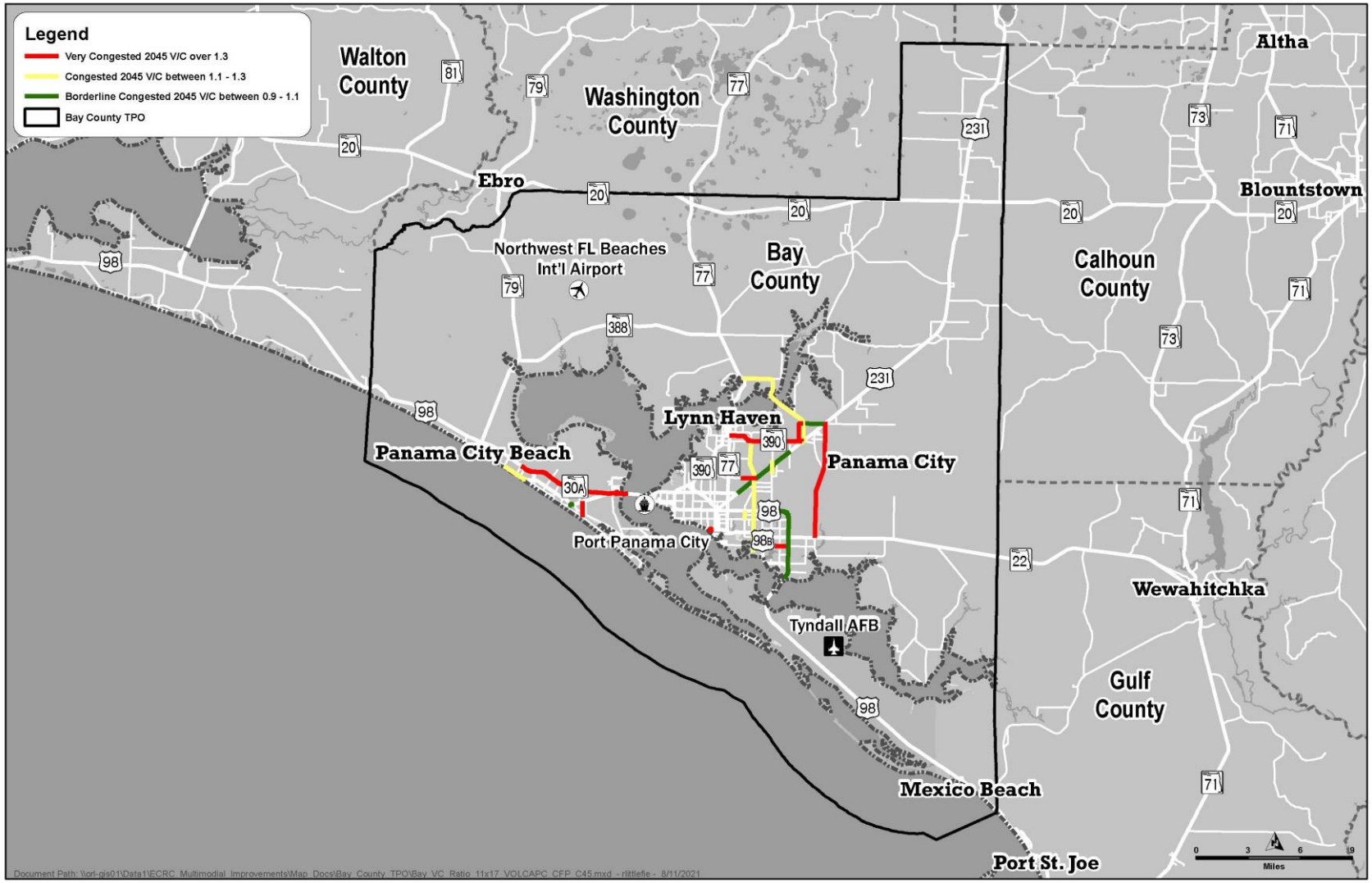
7.8 Deficiencies

Deficiencies for the adopted 2045 Cost Feasible Plan are illustrated in **Figure 45.** Deficiencies are determined from the 2045 Northwest Florida Regional Transportation Model. The 2045 socio-economic data that was developed in coordination with the Land Use Subcommittee was utilized in the development of the forecast deficiencies. The data was used by the model to produce travel demand on the network. This demand is analyzed as volume to roadway capacity or Volume to Capacity (V/C). This analysis that was completed identified facilities that are expected to experience various levels of congestion in year 2045. For this analysis, the following V/C Ratios that were used are listed in **Table 41**. The 2045 Cost Feasible Plan improvements do not address all deficiencies anticipated by 2045. The main reason for the lack of deficiencies being addressed in the 2045 Cost Feasible Plan is because only 7% percent of the 2045 needed projects (non-SIS) were funded in the 2045 Cost Feasible Plan.

Table 41. Volume to Capacity Congestion Levels

Daily v/c Ratio	Congestion Level
0.9 - 1.1	Borderline Congested
1.1 to 1.3	Congested
Higher than 1.3	Very Congested

Figure 45. Cost Feasible Plan Deficiency Map



7.9 Comparison of 2040 and 2045 Cost Feasible Plans

The projects identified in the 2040 Long-Range Transportation Plan, but not included in the 2045 Cost Feasible Plan, are listed in **Table 42.**

Table 42. 2045 Cost Feasible Plan Compared to 2040 Cost Feasible Plan

Project	From	To	Improvement	Reason Not Included in 2045 Plan
Non-SIS				
US 98 (SR 30) at Tyndall Air Force Base			Major Intersection Improvement	Project is under construction.
Transmitter Road	US 231 (SR 75)	SR 22 (Wewa Highway)	Widen to 4 Lanes	Transmitter Road from SR 22 to US 98 converted to Corridor / Complete Streets Study [Needs Plan Project B-18].
Park and Ride Lots				Constructed
SR 388	East of Airport	East of Burnt Mill Creek	Widen to 4 Lanes	Not Cost Feasible in 2045 LRTP
SR 388	East of Burnt Mill Creek	SR 77	Widen to 4 Lanes	Not Cost Feasible in 2045 LRTP
Back Beach Bypass (Loop Road Phase 2)	Loop Road	Nautilus Street	Construct new 4 Lane Facility	Construction Complete.
Gulf Coast Parkway	US 98	SR 75 (US 231)	Construct new 4 Lane Facility	Design Phase is underway for Gulf Coast Parkway segment 410981-7 (from Wewa Highway to Star Avenue).Segment 410981-8 (from US 98 Tyndall Parkway to Star Avenue is funded through construction in the TIP). Other segments are not Cost Feasible in 2045.
West Bay Parkway	US 98 in Walton County	SR 79	Construct new 4 Lane Facility	Not Cost Feasible in 2045 LRTP
West Bay Parkway Extension	SR 77	SR 75 (US 231)	Construct new 4 Lane Facility	Not Cost Feasible in 2045 LRTP
Jenks Avenue	Baldwin Road	SR 390	Widen to 4 lanes	Project is under construction.
CR 30H (Alf Coleman Road)	US 98A (Front Beach Road)	US 98 (Panama City Beach Parkway)	Widen to 4 lanes, raise roadway elevation, stormwater improvements.	Project is under construction.
South Arnold Road	US 98 (Panama City Beach Parkway)	US 98A (Front Beach Road)	Widen to 4 lanes with roundabout, sidewalk, lighting, landscaping, utility undergrounding	Project is under construction.
SIS				
US 231 (SR 75)	Penny Road / Entrance to Port of Panama City Distribution Center	South of Scotts Ferry	Widen to 6 Lanes	PD&E selected No Build
US 231 (SR 75)	South of Scotts Ferry	SR 20	Widen to 6 Lanes	PD&E selected No Build

8 Measuring Progress and Looking Forward

8.1 System Performance Report

Appendix D of this Long-Range Transportation Plan incorporates the System Performance Report to meet the federal transportation performance management rules, and consistent with the Transportation Performance Measures Consensus Planning Document developed jointly by the FDOT, and the Metropolitan Planning Organization Advisory Council. Appendix D addresses the roles of FDOT, the TPOs, and the public transportation providers in the TPO planning areas to ensure consistency to the maximum extent practicable in satisfying the transportation performance management requirements promulgated by the United States Department of Transportation in Title 23 Parts 450, 490, 625, and 673 of the Code of Federal Regulations (23 CFR). The System Performance Report includes performance measures for:

- Highway Safety (PM1),
- Bridge and Pavement (PM2),
- System Performance (PM3),
- Transit Asset Management and
- Transit Safety Performance.

The purpose of the System Performance Report is to illustrate progress in planning and programming of projects towards the achievement of the region's transportation goals.

8.2 Congestion Management Process

A Congestion Management Process (CMP) was completed (September 2020) in association with the development of this Long-Range Transportation Plan. The CMP included development of mitigation strategies and performance measures. **Section 6.4.4** of this Long-Range Transportation Plan references the CMP. **Table 25** shows the summary table from the CMP which links the Objectives to performance measures, and provides references to the applicable sections of the CMP. **Table 26** identifies the objectives, mitigation strategies, and the CMP performance measures listed below, and **Table 27** presents the Congestion Management Process Performance Measures.

- Provide Options to Reduce Travel Demand
  - Percent carpooled to work
  - Public transportation annual passenger per revenue mile
  - Commute to work mode split
  - Commute to work travel times
- Improve Safety
  - Annual crash rates
  - Annual number of fatalities
- Encourage Active Transportation Modes
  - Percent population within one mile of bicycle facilities
- Provide Reliable and Efficient Transportation options
  - Percent of facilities with LOS D, E, or F
- System Preservation
  - Number of miles resurfaced annually.

8.3 What's Next?

This Long-Range Transportation Plan looks ahead for a 20-year planning horizon. In the year of preparation of this document (2021), society experienced an unprecedented global pandemic, the ramifications of which are not fully understood in terms of how it will affect and re-shape the transportation needs, available revenue, and funding going forward. Will society continue to operate at reduced travel demands because we have learned to work in a virtual environment? How will the reduction of travel and the funding loss from the gasoline tax affect future funding levels? Will this shift further prepare us to embrace emerging technology and move away from the internal combustion engine to electric vehicle options? Will public transit and shared-use vehicles become more in demand, or less in demand as people seek to minimize physical contact? Coupled with planning for sea level rise, potentially stronger hurricanes, more severe / extreme weather events, and other ramifications of climate change, these and other questions will continue to demand resiliency in transportation planning going forward due to the TPO proximity to the Gulf Coast. Following are some thoughts for consideration going forward in the next update of the Long-Range Transportation Plan:

- **SIS Plan Updates:** SIS Projects were obtained from the FDOT Adopted First Five Year Plan (July 2020), Second Five Year Plan (July 2020), SIS 2029-2045 Long-Range Cost Feasible Plan (July 2018), and the SIS Unfunded Needs Plan (July 2017). When the SIS Plans are updated, a Long Range Plan Amendment may be necessary to update projects and costs.

- **TPO Boundaries:** As data from the 2020 Census become available, the Census Bureau will deliver population counts used for apportionment to the President as required by law, and will send redistricting counts to the states. The Federal Highway Administration will then consider if there are changes in the urbanized area that need to be made. For example, growth demands will likely continue to increase on the western boundary of the TPO with adjoining Walton County which is within the Okaloosa-Walton TPO planning area with the build-out of the Sector Plan. The estimated schedule[32] is:
    - **Fall 2022:** US DOT will publish *Federal Register* notice of Transportation Management Areas (TMAs) for urban areas with populations of 200,000 or more as determined by Census.
    - **Within 4 Years of New Urban Area Boundary (or before next regularly-scheduled plan update, whichever is first):** Existing MPOs must expand their Metropolitan Planning Area (MPA) to include all territory in urban areas with populations of 50,000 or more.
    - **Spring / Summer 2023:** New MPOs must be designated by Governor.
    - **Spring 2024:** New TMAs must have a Congestion Management Plan.
    - **April 15, and June 15 2024:** Any adjustments to urban area boundaries must be approved by Governors and FHWA Division Offices. FHWA will consider all urban area boundaries final as of June 1, 2024.

[32] From AASHTO Urban Areas for the 2020 Census Webinar, March 30, 2021.

- **Spring / Summer 2026:** New MPOs must have formally adopted Metropolitan Transportation Plan and Transportation Improvement Program.

- **Emerging Mega Regions:** Megaregions are networks of metropolitan areas, connected by travel patterns, economic links, shared natural resources, and social and historical commonalities. In the U.S., 11 emerging megaregions have been identified, where much of the nation's growth will take place by 2050.[33] The Gulf Coast Mega Region extends from Texas into Florida. Interstate connections through this emerging Mega Region may need to be further considered. Intrastate connections to the Southern Florida Mega Region may also need to be considered.

- **Aspirational Projects:** In development of the Needs Plan, there are two Illustrative or Aspirational Projects to be carried forward for further consideration in subsequent Long-Range Transportation Plan updates. These projects are listed in **Table 43.**

Table 43. Illustrative or Aspirational Projects for Future Consideration

Corridor	Limits	Description
Capacity Projects		
FL-AL Connector [SIS unfunded need]	SR 79 to Bay TPO Boundary, continuing to Alabama State Line	Construct new 4-lane limited access facility.
Northern Airport Connection [SIS unfunded need]	SR 20 to Airport	Construct new 2-lane facility.

[33] *America 2050: An Infrastructure Vision for 21st Century America.* America 2050. www.america2050.org.

Appendix A: Resolutions

Resolution Bay 21-02 (Needs Plan) A-3

Resolution Bay 21-17 (Cost Feasible Plan) A-4

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RESOLUTION BAY 21-02

A RESOLUTION OF THE BAY COUNTY TRANSPORTATION PLANNING ORGANIZATION APPROVING THE 2045 BAY LONG RANGE TRANSPORTATION PLAN NEEDS PLAN

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

WHEREAS, the Bay County Transportation Planning Organization (TPO) Long Range Transportation Plan 2045 Update was developed pursuant to Part 23 Section 134(i), Code of Federal Regulations and Chapter 339.175 (7) Florida Statutes; and

WHEREAS, the Bay County Transportation Planning Organization (TPO) approved the Long Range Transportation Plan 2045 Update Scope of Services on July 24, 2019; and

WHEREAS, a task in the Long Range Transportation Plan 2045 Update Scope of Services is development of a Needs Plan; and

WHEREAS, the Long Range Transportation Plan 2045 Needs Plan was presented and reviewed by a steering committee consisting of members of the TPO's Technical Coordinating Committee, Citizens' Advisory Committee, and other members of the transportation industry, and

WHEREAS; the Long Range Transportation Plan 2045 Needs Plan virtual public outreach was conducted from November 2-13, 2020; and

WHEREAS; the Long Range Transportation Plan 2045 Needs Plan contains multi-modal projects;

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

The Bay County TPO approves the Needs Plan for its 2045 Long Range Transportation Plan Update.

Passed and duly adopted by the Bay County TPO on this 27th day of January 2021.

TRANSPORTATION PLANNING ORGANIZATION STATE OF FLORIDA

ATTEST:

BAY COUNTY TRANSPORTATION PLANNING ORGANIZATION

BY: Pamn Henderson

Pamn Henderson, Chairperson

RESOLUTION BAY 21-17

A RESOLUTION OF THE BAY COUNTY TRANSPORTATION PLANNING ORGANIZATION ADOPTING THE 2045 BAY LONG-RANGE TRANSPORTATION PLAN COST FEASIBLE PLAN

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

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

WHEREAS, the 2045 Cost Feasible Plan was presented at a virtual public workshop and a questionnaire was disseminated online, through community groups, and at local libraries within TPO area; and

WHEREAS, the 2045 Cost Feasible Plan was presented and reviewed by the Steering Committee members on March 1, 2021, April 5, 2021, and May 12, 2021; and

WHEREAS, the 2045 Cost Feasible Plan contains multi-modal projects;

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

The Bay County TPO adopts the 2045 Cost Feasible Plan.

Passed and duly adopted by the Bay County Transportation Planning Organization on this 16th day of June 2021.

BAY COUNTY TRANSPORTATION PLANNING ORGANIZATION

BY: Pamn Henderson
Pamn Henderson, Chairperson

ATTEST:

Appendix B: Checklists

Federal Requirements B-3

State Requirements B-12

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	Section A- Federal Requirements	Where and How Addressed
23 C.F.R. Part 450 – Planning Assistance and Standards		
A-1	Does the plan cover a 20-year horizon from the date of adoption? Please see the "Administrative Topics" section of the 2018 FHWA LRTP Expectations Letter for guidance. 23 C.F.R. 450.324(a)	Yes. The planning horizon is FY26-45, incorporating the current five years of the TIP. Appendix H provides the 20-year funding horizon for projects in the LRTP.
A-2	Does the plan address the planning factors described in 23 C.F.R. 450.306(b)? Please see the "Fiscal Constraint" section of the 2018 FHWA LRTP Expectations Letter for guidance. Please see the "New Requirements" section of the 2018 FHWA LRTP Expectations Letter for guidance. Risk and Resiliency Does the plan improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation? Travel and Tourism Does that plan enhance travel and tourism? Please see the "Proactive Improvements" section of the 2018 FHWA LRTP Expectations Letter for guidance. 23 C.F.R. 450.324(a)	Yes. The planning factors are address in Appendix B to show incorporation in the Goals and Objectives. Section 7.7 addresses fiscal constraint. Section 2 addresses the public involvement program and the measures of effectiveness which are included in the Public Participation Plan document and discussion of outreach to low-income, minorities, and traditionally underserved. In addition, Section 6.2.6 provides in-depth discussion of how transportation projects were screened for traditionally underserved communities using a new equity analysis GIS tool. Section 2.2.2 addresses Tribal coordination. Section 2.2.3 addresses Resource Agency coordination. Appendix D provides the System Performance Report linking to Strategic Highway Safety Plan consistency. Sections 1.10 and 6.4.2 address the freight network and projects. Section 6.4.3 addresses environmental mitigation and consultation. Section 6.4.4 addresses the linkage to the Congestion Management Process. Section 6.4.5 addresses linkages to ADA plans. Section 6.4.6 addresses multi-modal feasibility. Section 6.4.7 addresses emerging technology such as Mobility on Demand. Sections 2.2.5 and 6.3.9 address risk and resiliency. Sections 2.2.4 and 6.4.8 address tourism. Appendix F provides the Revenue Forecast.

	Section A- Federal Requirements	Where and How Addressed
A-3	Does the plan include both long-range and short-range strategies/actions that provide for the development of an integrated multimodal transportation system (including accessible pedestrian walkways and bicycle transportation facilities) to facilitate the safe and efficient movement of people and goods in addressing current and future transportation demand? Please see the "Technical Topics" section of the 2018 FHWA LRTP Expectations Letter for guidance. 23 C.F.R. 450.324(b)	Yes. Section 6.4.4 addresses the linkage to the Congestion Management Process. Section 6.4.5 addresses linkages to ADA plans. Section 6.4.6 addresses multi-modal feasibility. Sections 1.10 and 6.4.2 address the freight network and projects. In addition, this LRTP incorporates the Bicycle / Pedestrian projects into the Needs Plan from the Bay Bike / Ped Plan.
A-4	Was the requirement to update the plan at least every five years met? Please see the "Administrative Topics" section of the 2018 FHWA LRTP Expectations Letter for guidance. 23 C.F.R. 450.324(c)	Yes. Section 1 addresses. The 2040 Plan was adopted June 22, 2016. The 2045 Plan was adopted June 16, 2021.
A-5	Did the MPO coordinate the development of the metropolitan transportation plan with the process for developing transportation control measures (TCMs) in a State Implementation Plan (SIP)? 23 C.F.R. 450.324(d)	Not applicable. The Bay TPO area is not in a nonattainment area for ozone or carbon monoxide.
A-6	Was the plan updated based on the latest available estimates and assumptions for population, land use, travel, employment, congestion, and economic activity? Please see the "Proactive Improvements" section of the 2018 FHWA LRTP Expectations Letter for guidance. 23 C.F.R. 450.324(e)	Yes. An Area Profile was developed (Section 1.5 and Appendix C) and data incorporated from the Northwest Florida Regional Planning Model which incorporated current socioeconomic data.
A-7	Does the plan include the current and projected transportation demand of persons and goods in the metropolitan planning area over the period of the plan? Please see the "Technical Topics" section of the 2018 FHWA LRTP Expectations Letter for guidance. Please see the "Administrative Topics" section of the 2018 FHWA LRTP Expectations Letter for guidance. 23 C.F.R. 450.324(f)(1)	Yes. A regional travel demand model was developed that projected demands on the roadway infrastructure through the year 2045.

	Section A- Federal Requirements	Where and How Addressed
A-8	Does the plan include existing and proposed transportation facilities (including major roadways, public transportation facilities, intercity bus facilities, multimodal and intermodal facilities, nonmotorized transportation facilities, and intermodal connectors that should function as an integrated metropolitan transportation system, giving emphasis to those facilities that serve important national and regional transportation functions over the period of the transportation plan? 23 C.F.R. 450.324(f)(2)	Yes. Section 6.4.6 addresses multi-modal feasibility.
A-9	Does the plan include a description of the performance measures and performance targets used in assessing the performance of the transportation system in accordance with §450.306(d)? Please see the "New Requirements" section of the 2018 FHWA LRTP Expectations Letter for guidance. 23 C.F.R. 450.324(f)(3)	Yes. Section 6.4.4 addresses the linkage to the Congestion Management Process. Appendix D provides the System Performance Report.
A-10	Does the plan include a system performance report and subsequent updates evaluating the condition and performance of the transportation system with respect to the performance targets described in §450.306(d), including progress achieved by the metropolitan planning organization in meeting the performance targets in comparison with system performance recorded in previous reports, including baseline data? Please see the "New Requirements" section of the 2018 FHWA LRTP Expectations Letter for guidance. 23 C.F.R. 450.324(f)(4)(i)	Yes. Section 6.4.4 addresses the linkage to the Congestion Management Process. Appendix D provides the System Performance Report.

	Section A- Federal Requirements	Where and How Addressed
A-11	Did the MPO integrate in the metropolitan transportation planning process, directly or by reference, the goals, objectives, performance measures, and targets described in other State transportation plans and transportation processes, as well as any plans developed under 49 U.S.C. chapter 53 by providers of public transportation, required as part of a performance-based program including: (i) The State asset management plan for the NHS, as defined in 23 U.S.C. 119(e) and the Transit Asset Management Plan, as discussed in 49 U.S.C. 5326; (ii) Applicable portions of the HSIP, including the SHSP, as specified in 23 U.S.C. 148; (iii) The Public Transportation Agency Safety Plan in 49 U.S.C. 5329(d); (iv) Other safety and security planning and review processes, plans, and programs, as appropriate; (v) The Congestion Mitigation and Air Quality Improvement Program performance plan in 23 U.S.C. 149(l), as applicable; (vi) Appropriate (metropolitan) portions of the State Freight Plan (MAP-21 section 1118); (vii) The congestion management process, as defined in 23 CFR 450.322, if applicable; and (viii) Other State transportation plans and transportation processes required as part of a performance-based program. Please see the "New Requirements" section of the 2018 FHWA LRTP Expectations Letter for guidance. 23 C.F.R. 450.306 (d)(4)	Yes. Section 6.4.4 addresses the linkage to the Congestion Management Process. Appendix D provides the System Performance Report. Section 3 addresses the development of Goals and Objectives and the new emphasis on researching local and regional planning documents and initiatives to bring in new projects into the Needs Plan. Sections 1.10 and 6.4.2 address the freight network and projects.
A-12	Does the plan include operational and management strategies to improve the performance of existing transportation facilities to relieve vehicular congestion and maximize the safety and mobility of people and goods? Please see the "Technical Topics" section of the 2018 FHWA LRTP Expectations Letter for guidance. 23 C.F.R. 450.324(f)(5)	Yes. Section 7.5 address Operations and Maintenance. Section 4.3 includes discussion of operational and integrated as part of the Evaluation Criteria.

	Section A- Federal Requirements	Where and How Addressed
A-13	Does the plan include consideration of the results of the congestion management process in TMAs, including the identification of SOV projects that result from a congestion management process in TMAs that are nonattainment for ozone or carbon monoxide? Please see the "Technical Topics" section of the 2018 FHWA LRTP Expectations Letter for guidance. 23 C.F.R. 450.324(f)(6)	Yes. While Bay TPO is not a TMA, Section 6.4.4 addresses the linkage to the Congestion Management Process. The TPO area is not in a nonattainment area for ozone or carbon monoxide.
A-14	Does the plan include assessment of capital investment and other strategies to preserve the existing and projected future metropolitan transportation infrastructure, provide for multimodal capacity increases based on regional priorities and needs, and reduce the vulnerability of the existing transportation infrastructure to natural disasters? 23 C.F.R. 450.324(f)(7)	Yes. Section 7.5 address Operations and Maintenance. Section 4.3 includes discussion of operational and integrated as part of the Evaluation Criteria.
A-15	Does the plan include transportation and transit enhancement activities, including consideration of the role that intercity buses may play in reducing congestion, pollution, and energy consumption in a cost-effective manner and strategies and investments that preserve and enhance intercity bus systems, including systems that are privately owned and operated, and including transportation alternatives, as defined in 23 U.S.C. 101(a), and associated transit improvements, as described in 49 U.S.C. 5302(a)? 23 C.F.R. 450.324(f)(8)	Yes. Section 6.4.6 addresses multi-modal feasibility. Section 7.2.3 addresses the Multi-Modal scenario for the Cost Feasible Plan.
A-16	Does the plan describe all proposed improvements in sufficient detail to develop cost estimates? Please see the "Fiscal Constraint" section of the 2018 FHWA LRTP Expectations Letter for guidance. 23 C.F.R. 450.324(f)(9)	Yes. Section 6.3.2 describes how cost estimates were developed, including linking costs to current PD&E studies and incorporating current information was available from FDOT and ALDOT.
A-17	Does the plan include a discussion of types of potential environmental mitigation activities and potential areas to carry out these activities, including activities that may have the greatest potential to restore and maintain the environmental functions affected by the metropolitan transportation plan? Please see the "Technical Topics" section of the 2018 FHWA LRTP Expectations Letter for guidance. 23 C.F.R. 450.324(f)(10)	Yes. Section 6.4.3 discusses environmental mitigation options.
A-18	Does the plan include a financial plan that demonstrates how the adopted transportation plan can be implemented? Please see the "Fiscal Constraint" section of the 2018 FHWA LRTP Expectations Letter for guidance. 23 C.F.R. 450.324(f)(11)	Section 7.7 addresses fiscal constraint. Appendix H provides the 20-year financial plan spreadsheets.

	Section A- Federal Requirements	Where and How Addressed
A-19	Does the plan include system-level estimates of costs and revenue sources to adequately operate and maintain Federal-aid highways and public transportation? 23 C.F.R. 450.324(f)(11)(i)	Yes. Section 5 provides a discussion of Financial Resources. Support for this requirement is also found in Section 7.5 and Tables 10 and 11 of Appendix F.
A-20	Did the MPO, public transportation operator(s), and State cooperatively develop estimates of funds that will be available to support metropolitan transportation plan implementation, as required under §450.314(a)? Please see the "Proactive Improvements" section of the 2018 FHWA LRTP Expectations Letter for guidance. 23 C.F.R. 450.324(f)(11)(ii)	Yes. Section 5 provides a discussion of Financial Resources. Bay Town Trolley was actively involved in the Steering Committee and participated in approval of the Cost Feasible Plan.
A-21	Does the financial plan include recommendations on additional financing strategies to fund projects and programs included in the plan, and, in the case of new funding sources, identify strategies for ensuring their availability? 23 C.F.R. 450.324(f)(11)(iii)	Yes. Section 5 provides a discussion of Financial Resources. Additional funding strategies are discussed in the Financial Resources Technical Report.
A-22	Does the plan's revenue and cost estimates use inflation rates that reflect year of expenditure dollars, based on reasonable financial principles and information, developed cooperatively by the MPO, State(s), and public transportation operator(s)? 23 C.F.R. 450.324(f)(11)(iv)	Yes. Section 5 provides a discussion of Financial Resources.
A-23	Does the financial plan address the specific financial strategies required to ensure the implementation of TCMs in the applicable SIP? 23 C.F.R. 450.324(f)(11)(vi)	Not applicable. The TPO area is not in a nonattainment area for ozone or carbon monoxide. A maintenance plan is not required for this airshed at this time based on Section 185A of the Clean Air Act Amendments and the adopted State Implementation Plan.
A-24	Does the plan include pedestrian walkway and bicycle transportation facilities in accordance with 23 U.S.C.17(g)? 23 C.F.R. 450.324(f)(12)	Yes, This LRTP incorporates the Bicycle / Pedestrian projects into the Needs Plan. Section 6.4.6 addresses multi-modal feasibility.
A-25	Does the plan integrate the priorities, goals, countermeasures, strategies, or projects for the metropolitan planning area contained in the HSIP, including the SHSP, the Public Transportation Agency Safety Plan, or an Interim Agency Safety Plan? Please see the "Technical Topics" section of the 2018 FHWA LRTP Expectations Letter for guidance. 23 C.F.R. 450.324(h)	Yes. The Florida SHSP was included in analysis of the Goals and Objectives in the development of this Long-Range Transportation Plan. The Evaluation Criteria prioritized Safety and Security, prioritizing projects on evacuation routes, and projects on corridors with higher crash rates. Safety performance measures and targets are further discussed in the new Systems Performance Report, provided in **Appendix D** of this Long-Range Transportation Plan. In addition, an objective of the Congestion Management Process included the need to improve safety and an evaluation of crash data.
A-26	Does the plan identify the current and projected transportation demand of persons and goods in the metropolitan planning area over the period of the plan? 23 C.F.R. 450.324(g)(1)	Yes. A travel demand model was prepared as part of the planning process that included information on the population, land use, employment, congestion, travel, and economic activity. These data sets were reviewed by the appropriate local governments, regional agencies and the TPO.

	Section A- Federal Requirements	Where and How Addressed
A-27	Did the MPO provide individuals, affected public agencies, representatives of public transportation employees, public ports, freight shippers, providers of freight transportation services, private providers of transportation (including intercity bus operators, employer-based commuting programs, such as carpool program, vanpool program, transit benefit program, parking cashout program, shuttle program, or telework program), representatives of users of public transportation, representatives of users of pedestrian walkways and bicycle transportation facilities, representatives of the disabled, and other interested parties with a reasonable opportunity to comment on the transportation plan using the participation plan developed under §450.316(a)? 23 C.F.R. 450.324(j)	Yes. Section 2.1 discusses the Steering Committee composition and role in developing the LRTP. The referenced Technical Reports provide the documentation of the meetings.
A-28	Did the MPO publish or otherwise make readily available the metropolitan transportation plan for public review, including (to the maximum extent practicable) in electronically accessible formats and means, such as the World Wide Web? Please see the "Stakeholder and Coordination Input" section of the 2018 FHWA LRTP Expectations Letter for guidance. Please see the "Administrative Topics" section of the 2018 FHWA LRTP Expectations Letter for guidance. 23 C.F.R. 450.324(k), 23 C.F.R. 450.316(a)(1)(iv)	Yes. ECRC Staff managed the public involvement and outreach including publishing documents to the ECRC web page.
A-29	Did the MPO provide adequate public notice of public participation activities and time for public review and comment at key decision points, including a reasonable opportunity to comment on the proposed metropolitan transportation plan? Please see the "Stakeholder and Coordination Input" section of the 2018 FHWA LRTP Expectations Letter for guidance. 23 C.F.R 450.316(a)(1)(i)	Yes. ECRC Staff managed the public involvement and outreach.
A-30	In developing the plan, did the MPO seek out and consider the needs of those traditionally underserved by existing transportation systems such as low-income and minority households? Please see the "Stakeholder and Coordination Input" section of the 2018 FHWA LRTP Expectations Letter for guidance. Please see the "Proactive Improvements" section of the 2018 FHWA LRTP Expectations Letter for guidance. 23 C.F.R 450.316(a)(1)(vii)	Section 2 addresses the public involvement program and the measures of effectiveness which are included in the Public Participation Plan document and discussion of outreach to low-income, minorities, and traditionally underserved. In addition, Section 6.2.6 provides in-depth discussion of how transportation projects were screened for traditionally underserved communities using a new equity analysis GIS tool.

	Section A- Federal Requirements	Where and How Addressed
A-31	Has the MPO demonstrated explicit consideration of and response to public input received during development of the plan? If significant written and oral comments were received on the draft plan, is a summary, analysis, and report on the disposition of the comments part of the final plan? Please see the "Stakeholder and Coordination Input" section of the 2018 FHWA LRTP Expectations Letter for guidance. 23 C.F.R. 450.316(a)(1)(vi) & 23 C.F.R. 450.316(a)(2)	Yes. The referenced Technical Reports provide discussion and disposition of public comments received on the technical reports.
A-32	Did the MPO provide an additional opportunity for public comment if the final plan differs significantly from the version that was made available for public comment and raises new material issues which interested parties could not reasonably have foreseen from the public involvement efforts? Please see the "Stakeholder and Coordination Input" section of the 2018 FHWA LRTP Expectations Letter for guidance. 23 C.F.R 450.316(a)(1)(viii)	Yes. Section 7.3 discusses public review of the Cost Feasible Plan. While the plan did not differ significantly or raise any material issues, the public was provided additional opportunities to comment.
A-33	Did the MPO consult with agencies and officials responsible for other planning activities within the MPO planning area that are affected by transportation, or coordinate its planning process (to the maximum extent practicable) with such planning activities? Please see the "Proactive Improvements" section of the 2018 FHWA LRTP Expectations Letter for guidance. 23 C.F.R. 450.316(b)	Yes. Section 2.1 discusses the Steering Committee composition and role in developing the LRTP. The referenced Technical Reports provide the documentation of the meetings.
A-34	If the MPO planning area includes Indian Tribal lands, did the MPO appropriately involve the Indian Tribal government(s) in the development of the plan? 23 C.F.R 450.316(c)	Yes. Section 2.1 discusses the Steering Committee composition and role in developing the LRTP. The referenced Technical Reports provide the documentation of the meetings. Section 2.2.2 addresses Tribal coordination.
A-35	If the MPO planning area includes Federal public lands, did the MPO appropriately involve Federal land management agencies in the development of the plan? 23 C.F.R 450.316(d)	Yes. Section 2.1 discusses the Steering Committee composition and role in developing the LRTP. The referenced Technical Reports provide the documentation of the meetings. Section 6.4.3 addresses environmental consultation. Military representatives were also actively involved in the Steering Committee to make recommendations on project affecting the several area military bases.

	Section A- Federal Requirements	Where and How Addressed
A-36	In urbanized areas that are served by more than one MPO, is there written agreement among the MPOs, the State, and public transportation operator(s) describing how the metropolitan transportation planning processes will be coordinated to assure the development of consistent plans across the planning area boundaries, particularly in cases in which a proposed transportation investment extends across those boundaries? 23 C.F.R. 450.314(e)	ECRC ensures coordination between the Bay TPO and the Okaloosa-Walton TPO which joins the boundary on the west side.

Section B- State Requirements		Where and How Addressed
Section 339.175(6)(b), F.S. [From FDOT MPO Handbook (October 2020), Section 4.2.2]		
B-1	Section 339.175(6)(b), F.S., requires the LRTP provide for consideration of projects and strategies that will: • Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency; • Increase the safety and security of the transportation system for motorized and non-motorized users; • Increase the accessibility and mobility options available to people and for freight; • Protect and enhance the environment, promote energy conservation, and improve quality of life; • Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight; • Promote efficient system management and operation; and • Emphasize the preservation of the existing transportation system.	• Goal 2 includes Objectives to increase mobility of people and goods. Bicycle and Pedestrian projects are discussed in Section 1.8, 1.9, and 7.2.3. The freight network is discussed in section 1.10 and in Section 6.4.2. • The Mission Statement for this LRTP aims to guide safe and socially responsible transportation decision=making for the modernization of the Bay County TPO transportation system while balancing the needs of residents and transient populations for the economic development of the region (Section 3.3). Goal 1 focuses on a system that is safe and secure (Section 3.3). Safety and Security is addressed in the Evaluation Criteria (Section 4.3). The ability to recover from natural disasters is addressed in Section 6.4.9. Linkage to the Strategic Highway Safety Plan is addressed in Section 6.4.1. • The Vision Statement for this LRTP includes the need to protect the environment, support economic vitality, promotes efficient system management and operation, and emphasizes the modernization of the transportation system (Section 3.3). Goal 4 includes an objective to reduce impacts on the environment. Section 6.2.6 discusses a notable improvement of this LRTP to provide GIS analysis of Needs Plan projects with respect to environmental considerations such as wildlife corridors, farmland, forests, and parks. Section 6.4.3 discusses environmental mitigation and consultation. Energy conservation is incorporated in the discussion of additional electric vehicle charging stations in Section 6.4.7. • Goal 2 includes Objectives to provide a multi-modal network for movement of people and goods. • Goal 3 focuses on a system that is maintained and operated efficiently. • Section 7.5 addresses non-capacity Operations and Maintenance.
B-2	In addition to these considerations, Florida Statutes require MPOs to develop, in cooperation with the State and public transit operators, transportation plans and programs for each metropolitan area that provide for the development and integrated management and operation of transportation systems and facilities; these include pedestrian walkways and bicycle transportation facilities, which will function as an intermodal transportation system for the metropolitan area, based upon the prevailing principles provided in s.334.046, F.S. and s.339.175(1), F.S.	Bay Town Trolley was an active member of the Steering Committee (Section 6.2.7). For the Needs Plan, a Multi-Modal Scenario was developed (Section 7.2.3).

	Section B- State Requirements	Where and How Addressed
B-3	The process for developing such plans and programs shall provide for consideration of all modes of transportation; the process shall be continuing, cooperative, and comprehensive, to the degree appropriate, based on the complexity of the transportation problems to be addressed. [s.339.175(1), F.S.]	The composition of the Steering Committee (Section 6.2.7) was designed to fulfill the 3C process to address the local complexity of the region including our military partners.
B-4	To ensure the process is integrated with the statewide planning process, MPOs shall develop plans and programs that identify transportation facilities that should function as an integrated metropolitan transportation system, giving emphasis to facilities that serve important national, state, and regional transportation functions. These include the facilities on the Strategic Intermodal System (SIS) designated under s.339.63, F.S. and facilities for which projects have been identified pursuant to s.339.2819(4), F.S. (Transportation Regional Incentive Program). [s.339.175(1), F.S.]	SIS facilities are addressed in Section 7.2.6. The Cost Feasible Plan includes TRIP-funded projects.
B-5	The LRTP must address at least a 20-year planning horizon, include both long-range and short-range strategies, and comply with all other State and Federal requirements. The LRTP must also consider these prevailing principles: preserving the existing transportation infrastructure, enhancing Florida's economic competitiveness, and improving travel choices to ensure mobility. [s.339.175(7), F.S.]	The 20-year planning horizon is displayed in the Appendix H. Preservation of existing system is addressed in Section 7.5 addresses non-capacity Operations and Maintenance. The Vision Statement for this LRTP includes the need to support the region's economic vitality (Section 3.3). Goal 6 of the LRTP is to develop a transportation system that supports economic vitality (Section 3.3). Economic vitality is a component of the Evaluation Criteria (Section 4.3). Economic vitality is addressed as a component of Tourism in Section 6.4.8. The ability to recover from natural disasters is addressed in Section 6.4.9, which references the ECRC Comprehensive Economic Development Strategy. The Florida Department of Economic Opportunity, was included on direct outreach from ECRC for agency coordination on this LRTP (Section 2.2.3). Goal 2 includes Objectives to increase accessibility and mobility of people and goods. The freight network is discussed in section 1.10 and in Section 6.4.2.
B-6	The LRTP must be consistent, to the maximum extent feasible, with future land use elements and the goals, objectives, and policies of the approved local government comprehensive plans of the units of local government located within the jurisdiction of the MPO. [s.339.175(7), F.S.]	Section 1.16 discusses how local planning documents were reviewed for goals and objectives and specific projects including the Bay County Comprehensive Plan, and local municipal plans. In addition, representatives of the Steering Committee provided local government representation to ensure locally-important projects and needs were considered (Section 6.2.7).
B-7	Each MPO is encouraged to consider strategies that integrate transportation and land use planning in order to provide for sustainable development and reduce GHG emissions. [s.339.175(7), F.S.]	The Vision Statement for this LRTP includes the need to protect the environment. Goal 4 focuses on a transportation system that improves quality of life. Section 6.2.6 discusses a notable improvement of this LRTP to provide GIS analysis of Needs Plan projects with respect to environmental considerations such as wildlife corridors, farmland, forests, and parks. Section 6.4.3 discusses environmental mitigation and consultation. Energy conservation is incorporated in the discussion of additional electric vehicle charging stations in Section 6.4.7. New emphasis was included in this LRTP to discuss electric vehicles and the need for additional electric vehicle charging stations (Section 6.4.7).

	Section B- State Requirements	Where and How Addressed
B-8	The approved LRTP must be considered by local governments in the development of the transportation elements in local government comprehensive plans and any amendments thereto. [s.339.175(7), F.S.]	Section 1.16 discusses how local planning documents were reviewed for goals and objectives and specific projects including the Bay County Comprehensive Plan, and municipal planning documents. In addition, representatives of the Steering Committee provided local government representation to ensure locally-important projects and needs were considered (Section 6.2.7).
B-9	The LRTP must, at a minimum: • Identify transportation facilities, including, but not limited to, major roadways, airports, seaports, spaceports, commuter rail systems, transit systems, and intermodal or multimodal terminals that will function as an integrated metropolitan transportation system. [s.339.175(7)(a), F.S.]	SIS facilities are addressed in Section 7.2.5. Goal 2 includes Objectives to increase accessibility and mobility of people and goods. The freight network is discussed in section 1.10 and in Section 6.4.2. For the Needs Plan, a Multi-Modal Scenario was developed (Section 7.2.3).
B-10	• Give emphasis to those transportation facilities that serve national, statewide, or regional functions; and must consider the goals and objectives identified in the Florida Transportation Plan. If a project is located within the boundaries of more than one MPO, the MPOs must coordinate plans regarding the project in their LRTPs. [s.339.175(7)(a), F.S.]	SIS facilities are addressed in Section 7.2.5. Goal 2 includes Objectives to increase accessibility and mobility of people and goods. The freight network is discussed in section 1.10 and in Section 6.4.2. For the Needs Plan, a Multi-Modal Scenario was developed (Section 7.2.3). The FL Transportation Plan was reviewed in the development of the Goals and Objectives to ensure the policy elements were incorporated into the adopted Goals and Objectives (Section 3.3). ECRC ensures coordination between the Bay TPO and the Okaloosa-Walton TPO which joins the boundary on the west side.
B-11	• Include a financial plan that demonstrates how the plan can be implemented, indicating resources from public and private sources that are reasonably expected to be available to carry out the plan, and recommends any additional financing strategies for needed projects and programs. The financial plan may include, for illustrative purposes, additional projects that would be included in the adopted LRTP if reasonable additional resources beyond those identified in the financial plan were available. [s.339.175(7)(b), F.S.]	Appendix H lists the projects and funding in the Cost Feasible Plan and shows funding needs beyond the scope of the 20-year planning horizon. Section 6.3.2 discusses development of project costs. Section 8.3 discusses Illustrative / Aspirational projects beyond the scope of this current LRTP.
B-12	• Assess capital investment and other measures necessary to ensure the preservation of the existing metropolitan transportation system, including requirements for the operation, resurfacing, restoration, and rehabilitation of major roadways and requirements for the operation, maintenance, modernization, and rehabilitation of public transportation facilities. [s.339.175(7)(c)(1), F.S.]	Section 7.5 addresses non-capacity Operations and Maintenance.
B-13	• Assess capital investment and other measures necessary to make the most efficient use of existing transportation facilities to relieve vehicular congestion, improve safety, and maximize the mobility of people and goods. Such efforts must include, but are not limited to, consideration of infrastructure and technological improvements necessary to accommodate advances in vehicle technology, such as autonomous technology and other developments. [s.339.175(7)(c)(2), F.S.]	The Congestion Management Process is discussed in Section 6.4.4, and in Section 8.2. The incorporation of emerging technology is discussed in 6.4.7 and in Appendix E.

	Section B- State Requirements	Where and How Addressed
B-14	• Indicate, as appropriate, proposed transportation enhancement activities, including, but not limited to, pedestrian and bicycle facilities, scenic easements, landscaping, historic preservation, mitigation of water pollution due to highway runoff, and control of outdoor advertising. [s.339.175(7)(d), F.S.]	For the Needs Plan, a Multi-Modal Scenario was developed (Section 7.2.3). Bicycle and Pedestrian projects are discussed in Section 6.3. Bicycle and Pedestrian projects include projects identified by the Transportation Alternatives (TA) application process. Section 6.4.3 discusses environmental mitigation and consultation.
B-15	• Be approved by each MPO on a recorded roll-call vote or hand-counted vote of the majority of the MPO membership present. [s.339.175(13), F.S.]	The Bay TPO conducted a roll-call vote of its members on June 16, 2021 to adopt this LRTP.

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Appendix C: Area Profile

1.1 Population C-3
1.2 Households C-5
1.3 Employment C-8
1.4 Income C-12
1.5 Real Gross Regional Product C-12
1.6 Poverty Rate C-14
1.7 Educational Attainment C-15
1.8 Hotel and Motel Units C-17
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1.10 Vehicle Registrations C-19
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Study Area Characteristics and Trends

The purpose of this section is to describe the historical and projected future trends in the study area socioeconomic characteristics to provide the context for other components of the LRTP.

The study area for the 2045 LRTP encompasses all of Bay County including the incorporated cities of Panama City, Panama City Beach, Mexico Beach, Callaway, Springfield, Parker, and Lynn Haven. The land area in Bay County is composed of 758 square miles of land and 275 square miles of inland and territorial waters, totaling 1,033 square miles.

1.1 Population

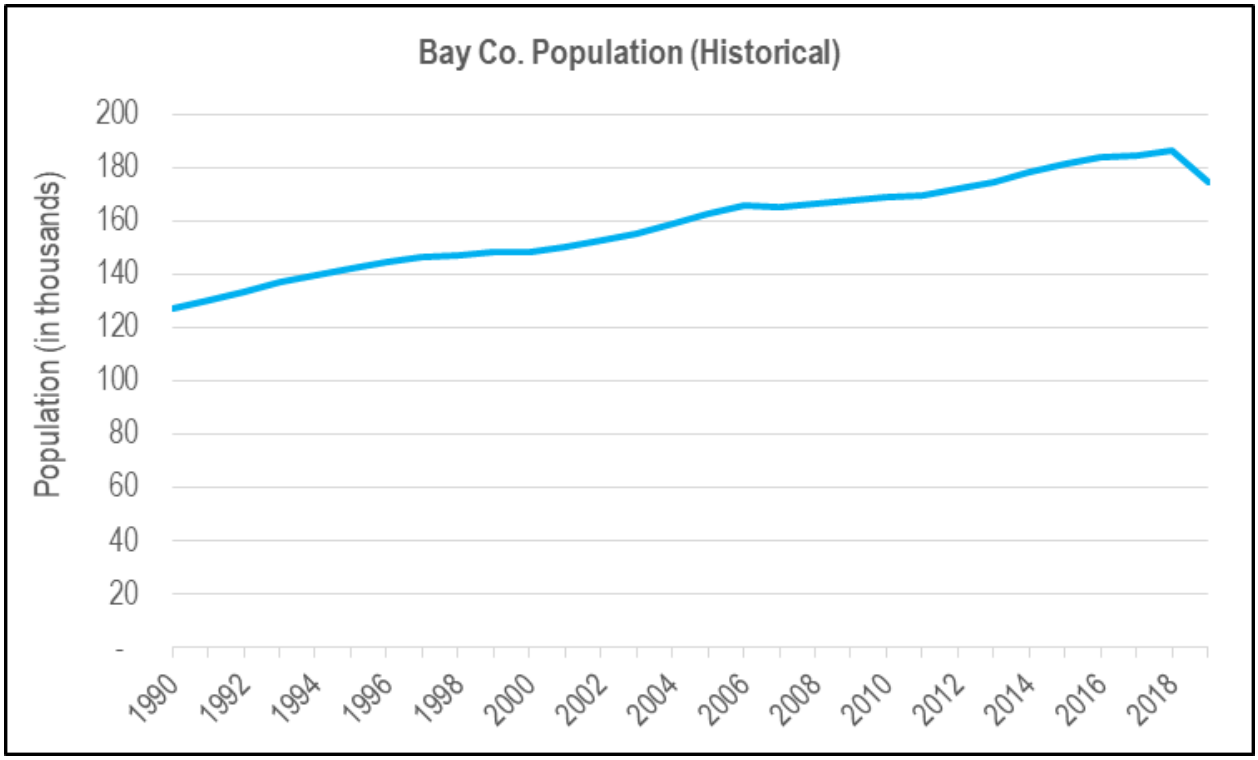
Population is a key variable that drives traffic movements including those in Bay County. As presented in **Table 1** and **Figure 1**, based on Census data, Bay County population increased by almost 48,000 during the 1990 to 2019 timeframe, reaching the estimated total of 174,700 in 2019 (the latest year of available data). This equated to a compound average annual growth rate (CAAGR) of 1.1 percent, which is somewhat below the corresponding Statewide CAAGR of 1.8 percent, but exceeded the U.S. national average pace of 1.0 percent per annum since 1990.

It needs to be noted that the Census-estimated 2018 population in Bay County stood at 186,240 (record high, and 11,500 or 6.2 percent greater than in 2019). This loss in the residential base from 2018 to 2019 is largely attributed to the destructive effects of Category 5 Hurricane Michael that occurred in October 2018. A recovery to a more long-term trajectory anticipated in the next couple of years.

Table 1: Regional Population – Summary

Area	Population			Absolute Increase		Annual Growth Rate	
	1990	2019	2045	1990-2019	2019-2045	1990-2019	2019-2045
Bay Co	126,994	174,705	210,900	47,711	36,195	1.1%	0.7%
Florida	12,938,071	21,477,737	27,266,900	8,539,666	5,789,163	1.8%	0.9%
Sources: Census, 2020 and BEBR, 2020							

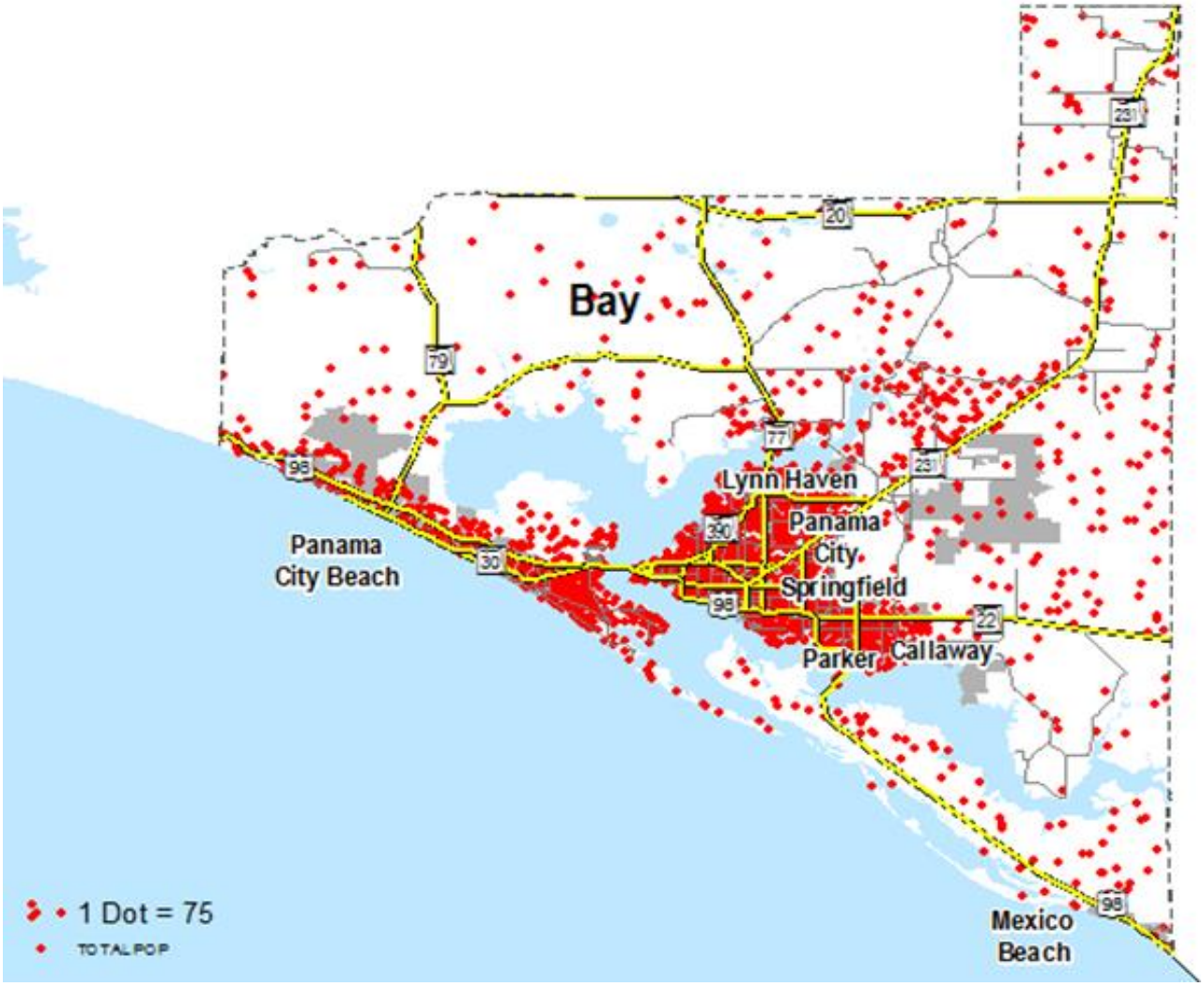
BFigure 1: Regional Population – Historical Trend



Source: Census, 2020

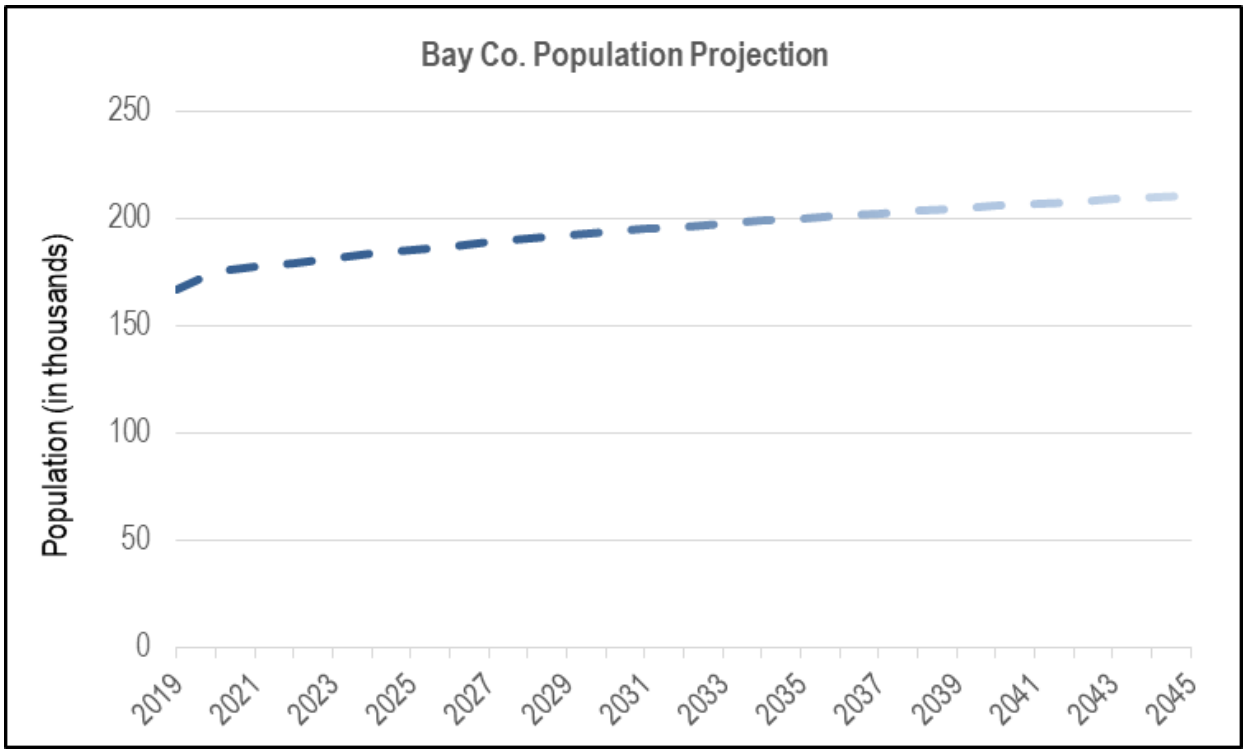
Figure 2 illustrates a mapping of population density in the County in year 2018. The average density was around 246 people per sq. mile, which is lower than the statewide average of 396, but over twice as dense as the U.S. as a whole. As expected, the density within the County is unevenly distributed, with concentrations in Panama City, Panama City Beach, and along the major transportation corridors. It is naturally going to grow with further clustering over time, with increases in demand for transportation infrastructure to accommodate it.

Figure 2: Area Population Density



According to the Bureau of Economic and Business Research (BEBR) latest projections , the population in Bay County is expected to reach 210,900 in year 2045 (see **Table 1** and **Figure 3**). This is a 36,200 increase (or 0.7 percent annually on average) from the 2019 level. This growth rate, however, is somewhat below the corresponding future rate for the State as a whole, i.e., 0.9 percent, and also lower than the County's historical long-term rate.

Figure 3: Regional Population – Projected Trend



Source: BEBR, 2020

1.2 Households

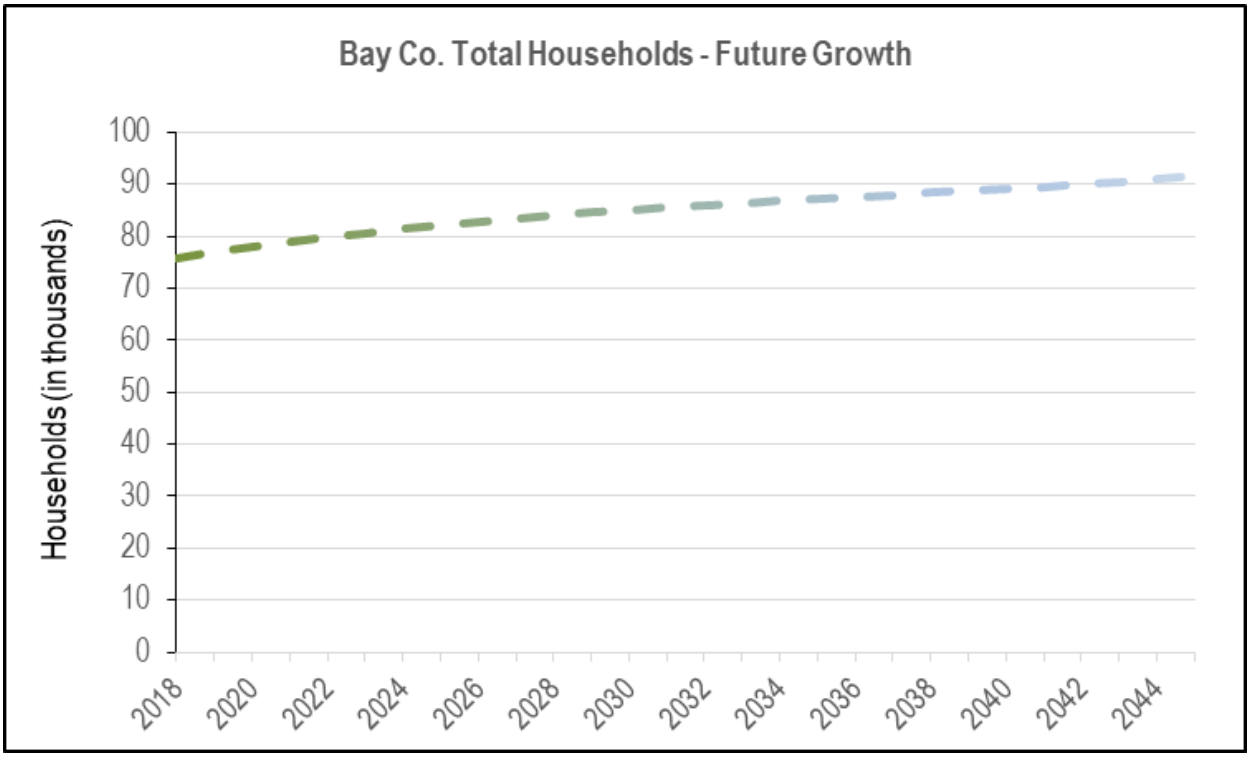
Growth in Bay County households has historically shown a similar pattern to population, albeit at a somewhat faster pace in the County since 1990 (see **Table 2** and **Figure 4**). There were 74,000 households in Bay County as of 2018, an increase of almost 25,000 (or 1.5 percent annually) since 1990. That was equivalent to an annual pace of 1.5 percent, which matched the corresponding State average. The average household size in the County is about 2.5, which is similar to the State average.

Based on Woods & Poole Economics (W&P, 2019) projections, future average growth rate of households in the County is forecasted to decelerate to 0.8 percent per annum through 2045, which will be comparatively slower than Florida as a whole (at 1.4 percent per year).

Table 2: Regional Households – Summary

Area	Households			Absolute Increase		Annual Growth Rate	
	1990	2018	2045	1990-2018	2018-2045	1990-2018	2018-2045
Bay Co	49,184	73,856	91,508	24,672	17,652	1.5%	0.8%
Florida	5,166,179	7,809,358	11,445,862	2,643,179	3,636,504	1.5%	1.4%
Source: Census, 2020; Woods & Poole Economics, 2019							

Figure 4: Regional Households – Projected Trend



Source: Woods & Poole, 2019

1.3 Employment

Employment trends, as presented in **Table 3**, are typically more volatile than both population and households, and a key driver behind commuting flows. According to the BEA, County's total employment expanded by close to 41,000 (equivalent to a 1.7 percent CAAGR) between 1990 and 2018, reaching the level of almost 110,000 in 2018.

Industry-wise, one can observe that the County's employment is service sector oriented, with the largest industries being government, retail trade, accommodations, and health care (see **Table 4**).

Table 3: Bay County Employment – Summary

Area	Employment			Absolute Increase		Annual Growth Rate	
	1990	2018	2045	1990-2018	2018-2045	1990-2018	2018-2045
Bay Co	68,858	109,563	149,206	40,705	39,643	1.7%	1.2%
Florida	6,740,289	12,462,208	18,003,378	5,721,919	5,541,170	2.2%	1.4%

Source: BEA 2020; and Woods & Poole, 2019

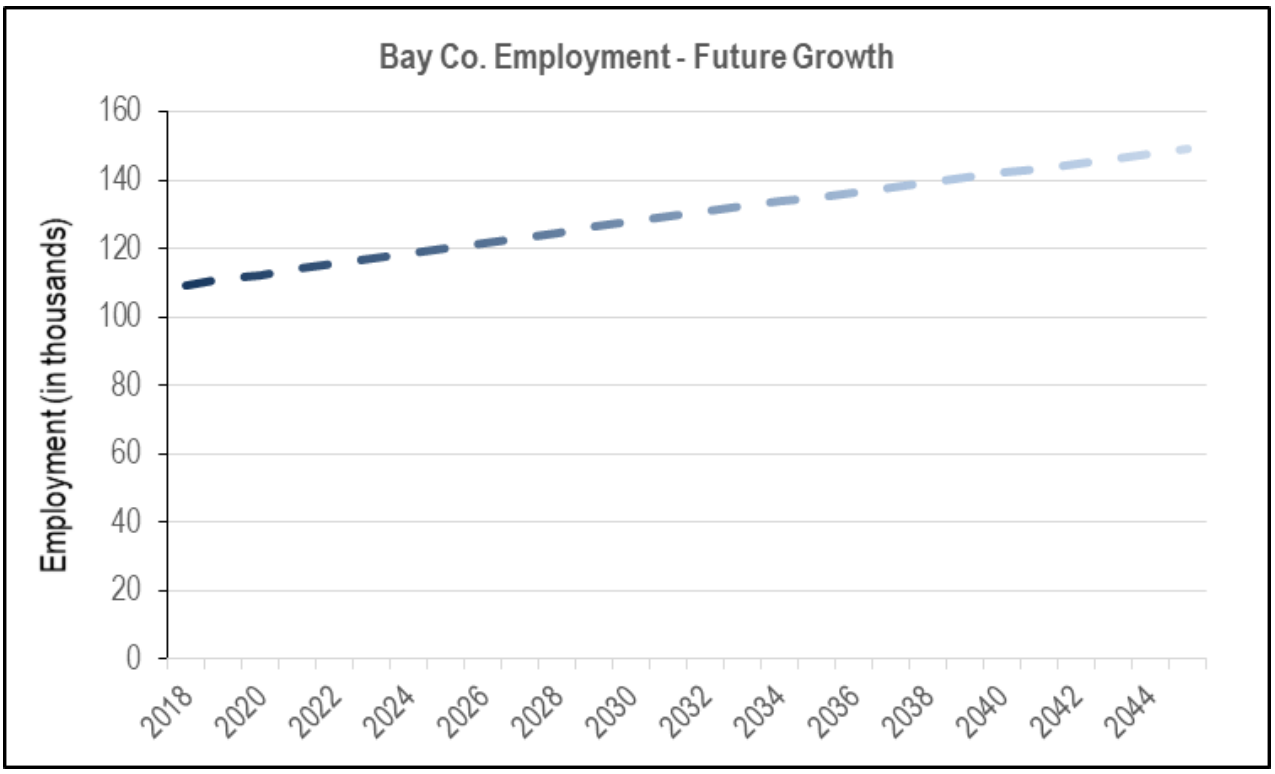
Table 4: Regional Industry Employment

Industry	Employment (in 2017)	Ranking
Government and government enterprises	17,298	1
Retail trade	13,221	2
Accommodation and food services	12,830	3
Health care and social assistance	11,580	4
Administrative/support/waste management/remediation	8,725	5

Source: BEA, 2020. Note that much of 2018 industry employment data are suppressed for confidentiality reasons at time of report preparation.

Growth in employment is forecast to decelerate to 1.1 percent through 2045, when total employment in the Region is expected to reach 340,700 (see **Table 3**, and **Figure 5**), based on W&P projections. This rate is faster than those of population and households, but more cyclical, and also slower than the State average (1.4 percent per year).

Figure 5: Regional Employment – Projected Trend



Source: Woods & Poole, 2019

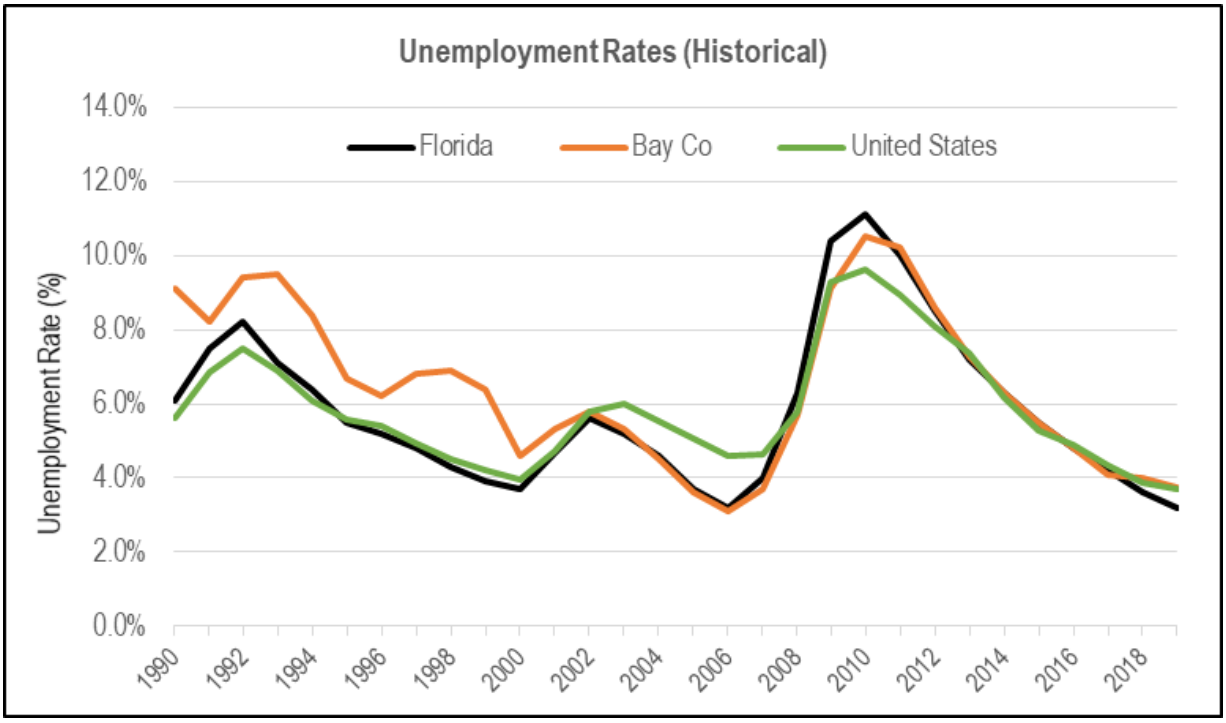
1.3.1 Unemployment Rate

Table 5 and **Figure 6** illustrate annual unemployment rates between 1990 and 2019, based on the BLS data. Historical unemployment rates for the County and the State have generally trended closely with those for the Nation, but with these sub-national units showing wider moves in both directions. Unemployment rates were around 3.5 percent to 6 percent during the pre-recession years of early 2000s. The unemployment rates then spiked to near the 10 percent plus territory peaking in 2010, and then gradually decreased to under 4 percent in 2019. The unemployment rate in the County averaged 4.4 percent in the last decade. Low unemployment rates indicate improvements and reduced slack in the area labor market, which is, ceteris paribus, favorable for trip making in the County.

Table 5: Regional Unemployment Rate – Summary

Area	Unemployment Rate				Absolute Change	Period Averages	
	1990	2000	2010	2019	1990-2019	1990-2019	2010-2019
Bay Co.	9.1%	4.6%	10.5%	3.7%	-5.4%	6.4%	4.4%
Florida	6.1%	3.7%	11.1%	3.2%	-2.9%	5.8%	4.3%
Source: Bureau of Labor Statistics, 2020							

Figure 6: Regional Unemployment Rate – Historical Trend



Source: BLS, 2020

1.4 Income

Historical real (inflation-adjusted) per-capita income is presented in **Table 6**. The County's per capita annual income is estimated to have stood at almost $41,000 (in 2012 constant dollars) in 2018, which is almost $15,000 above the 1990 inflation-adjusted level of $26,000. This is a result of real growth of 1.7 percent per year since 1990, a pace stronger than that experienced in Florida Statewide (by 1.4 percent). However, the County's recent income level was still below the State average of almost $46,000, as well as the national average of over $49,000 per annum.

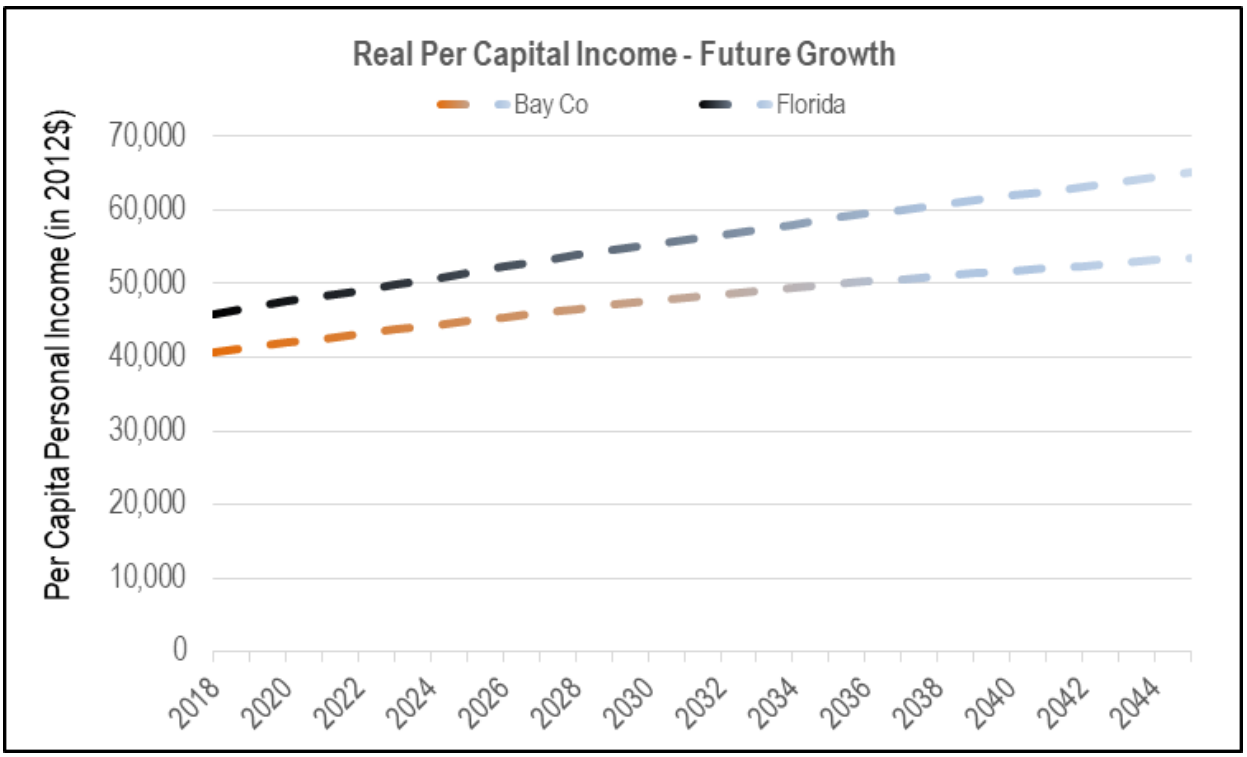
Looking ahead, the per capita income is projected to rise by 1 percent on average through 2045, and reach almost $54,000, but due to a slower rate that will still be around $11,000 per person per year below the Florida-wide average level in that outer analysis year (see **Figure 7**), based on W&P forecasts.

Table 6: Regional Real Per Capita Income – Summary

Area	Real Personal Per Capita Income (in 2012$)			Absolute Increase		Annual Growth Rate	
	1990	2018	2045	1990-2018	2018-2045	1990-2018	2018-2045
Bay Co	$ 26,168	$ 40,718	$ 53,556	$ 14,550	$ 12,838	1.7%	1.0%
Florida	$ 31,193	$ 45,848	$ 65,088	$ 14,655	$ 19,240	1.4%	1.3%

Source: Woods & Poole Economics, 2019

Figure 7: Regional Real Per Capita Income – Projected Trend



Source: Woods & Poole, 2019

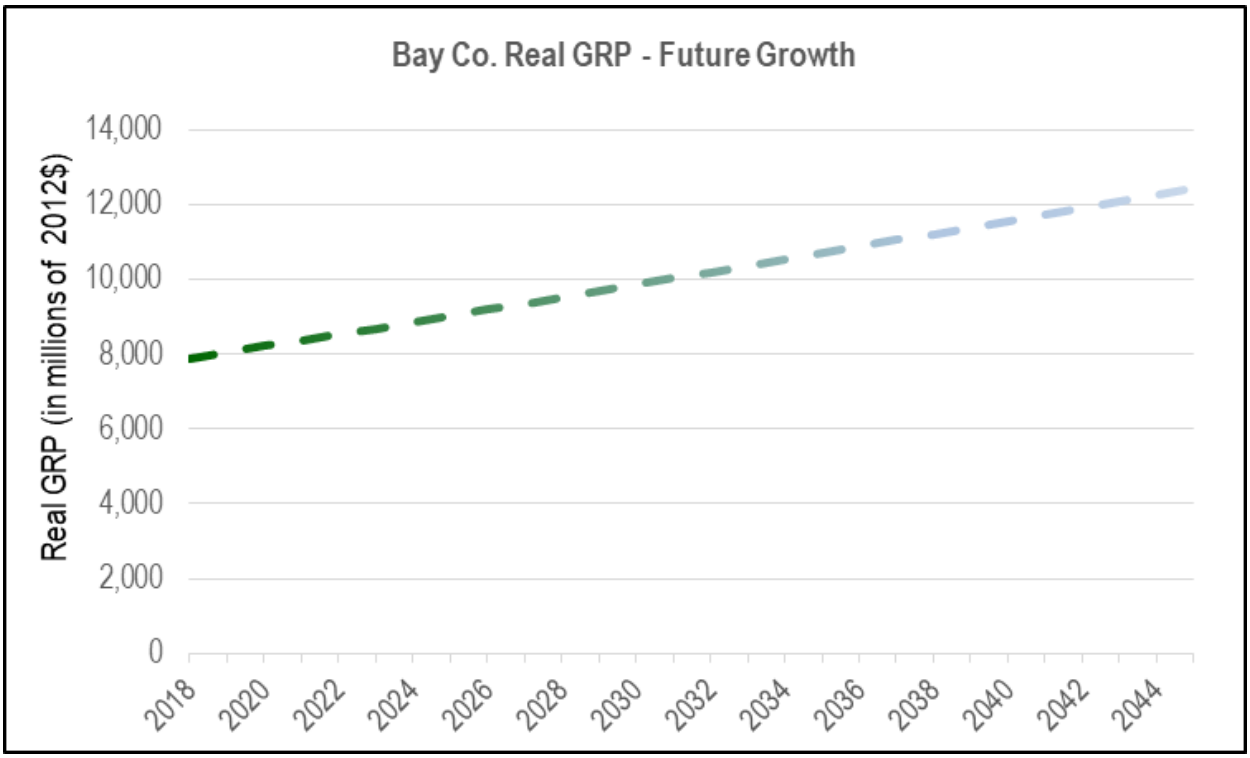
1.5 Real Gross Regional Product

Real Gross Regional Product (GRP), a measure equivalent to the national GDP, but at a sub-state level such as for a county, has grown in Bay County at a fairly good pace of 2.8 percent since 1990, and is estimated to have recently reached $7.6 Billion in the value of its total goods and services produced in 2018 (BEA, 2020), as shown in **Table 7**. After decelerating to 1.8 percent annually over the next quarter century that is projected to increase to $12.4 Billion annually in year 2045 (see **Table 7** and **Figure 8**), compared to about $1.8 Trillion and 2.4 percent per annum at the Statewide scale (W&P, 2019).

Table 7: Regional Real GRP – Summary

Area	Real Gross Regional Product (in millions of 2012$)			Absolute Increase		Annual Growth Rate	
	1990	2018	2045	1990-2018	2018-2045	1990-2018	2018-2045
Bay Co	$ 3,599	$ 7,607	$ 12,423	$ 4,008	$ 4,816	2.8%	1.8%
Florida	$ 413,913	$ 924,873	$ 1,793,487	$ 510,960	$ 868,614	3.0%	2.4%
Source: BEA, 2020; and Woods & Poole Economics, 2019							

Figure 8: Regional Real GRP – Projected Trend

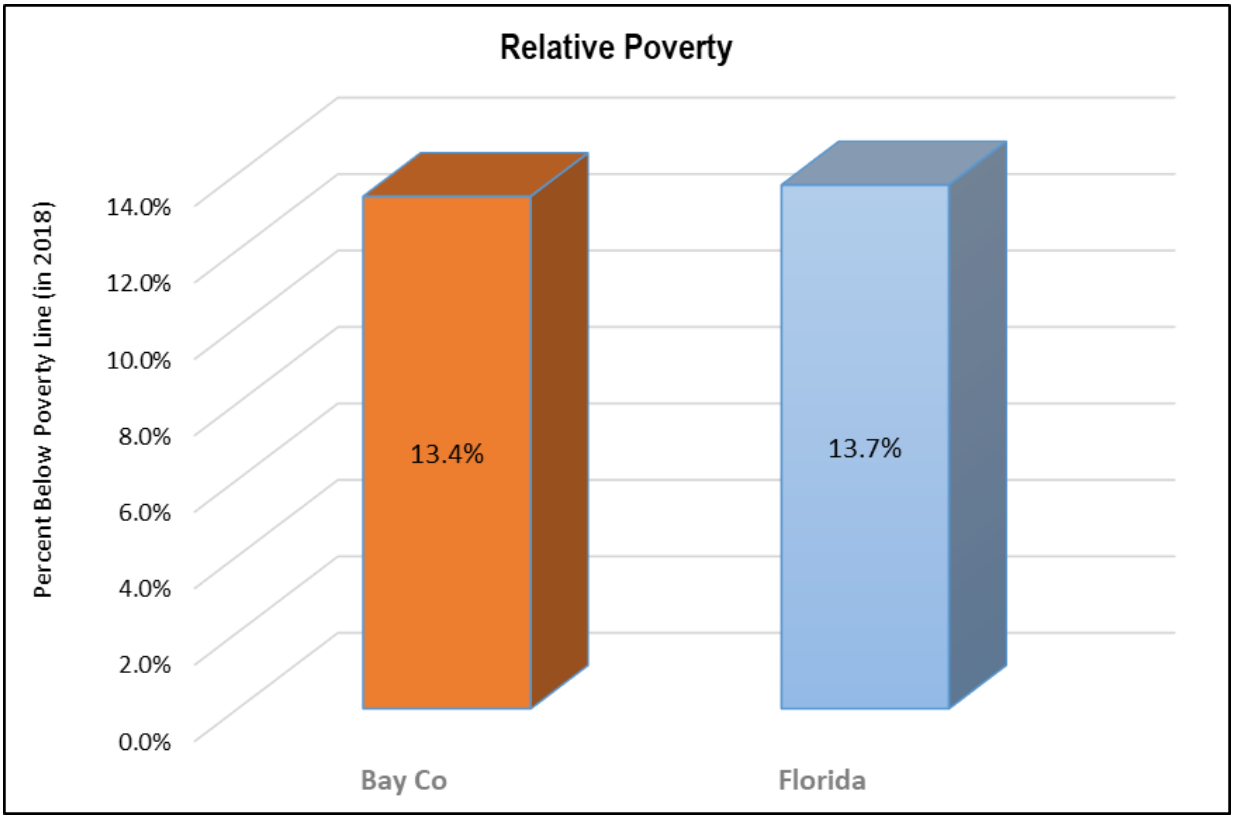


Source: Woods & Poole, 2019

1.6 Poverty Rate

Related to income, the poverty rate in the County is currently at 13.4 percent, which is slightly below the statewide average (see **Figure 9**), but both are higher than the national average of 11.8 percent.

Figure 9: Regional Poverty Rate

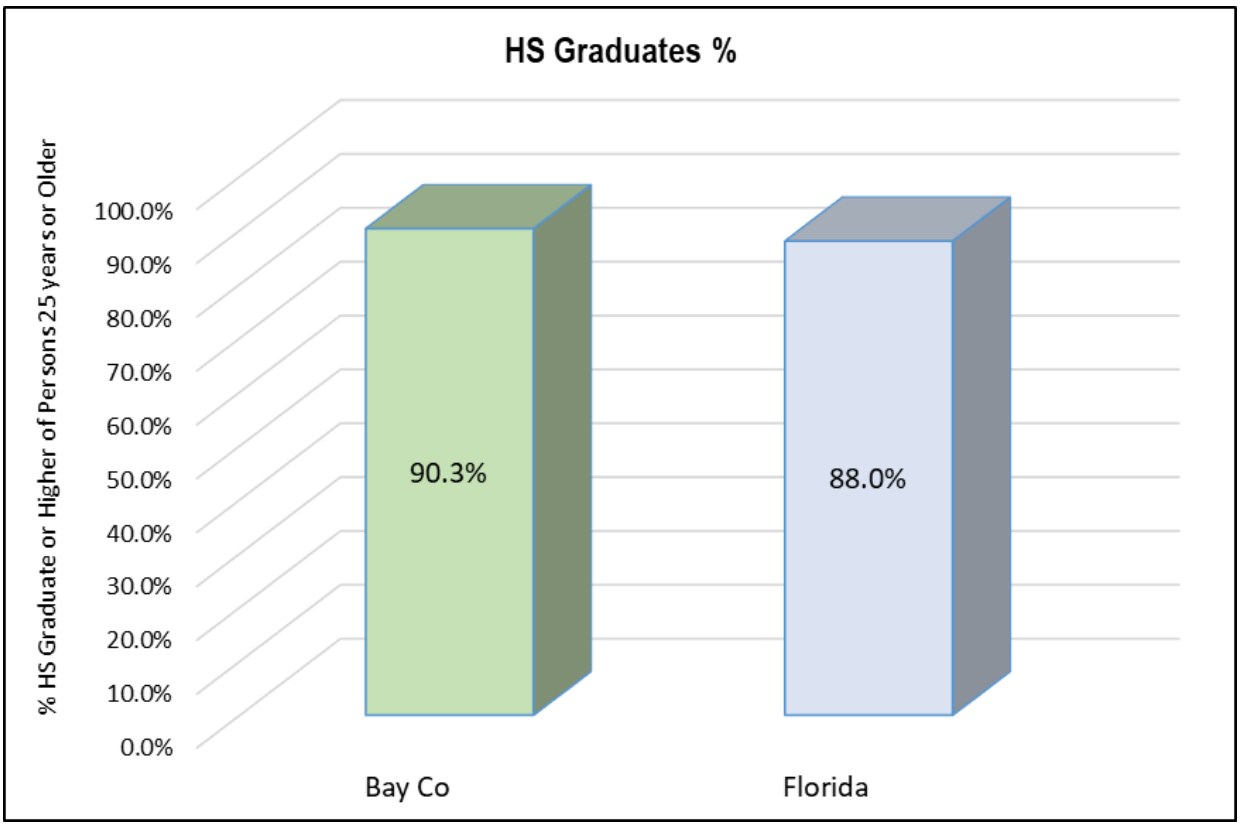


Source: Florida EDR, 2020

1.7 Educational Attainment

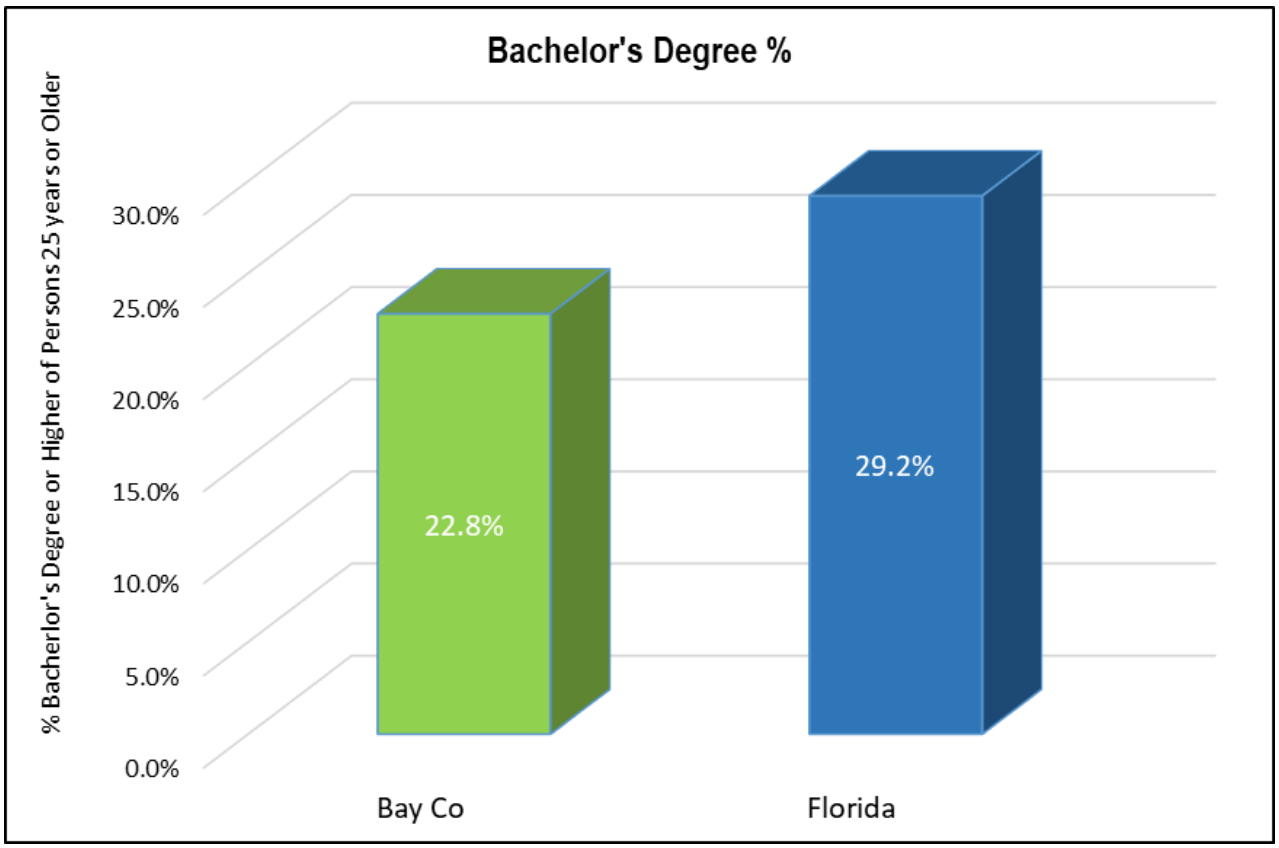
When it comes to the educational attainment of the County's residents, the picture is somewhat mixed. When looking at one metric of high school graduates as percentage of adult population (25 years of age or older), Bay County fares quite well at over 90 percent, which is stronger than the Florida average of 88 percent (see **Figure 10**). However, when comparing the shares of bachelor or higher degree holders, Bay County, at close to 23 percent, is behind the Florida Statewide average by about 6 percent (see **Figure 11**), which may be somewhat of a handicap in the 21st century knowledge-based economy.

Figure 10: Regional High School Graduates (Percentage)



Source: Florida EDR, 2020

Figure 11: Regional Bachelor's Degree Holders (Percentage)

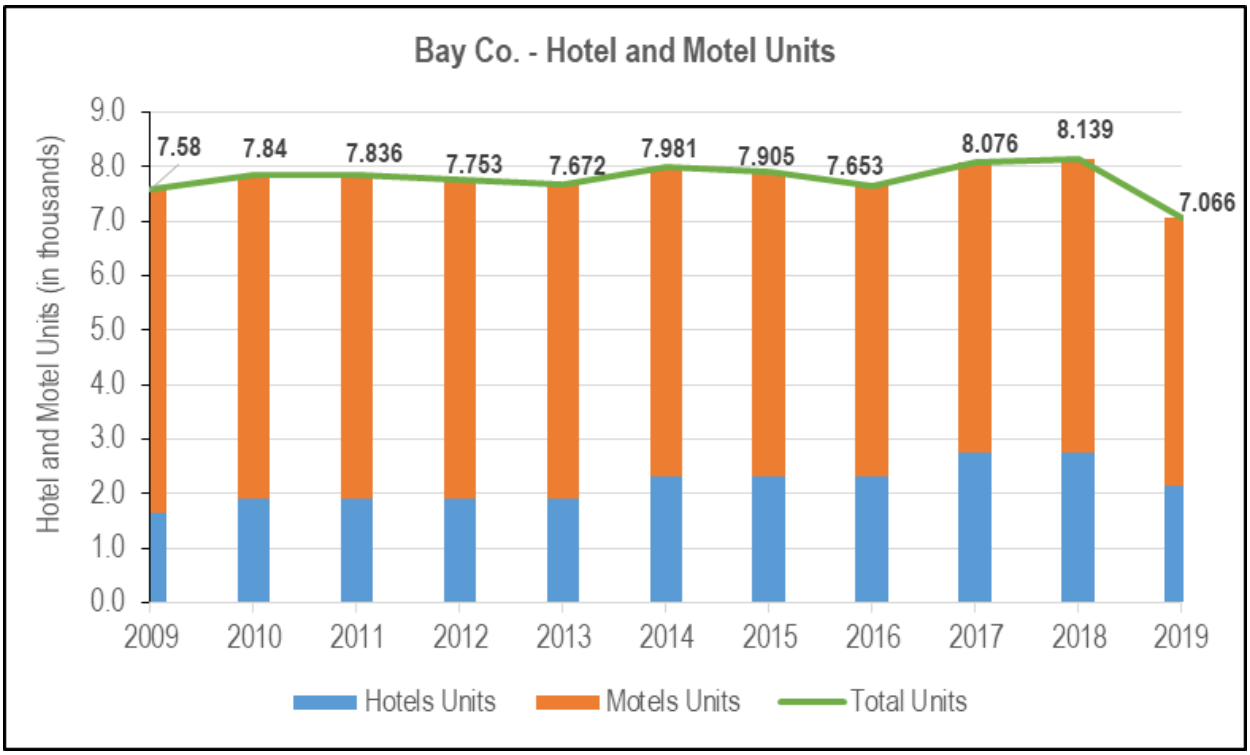


Source: Florida EDR, 2020

1.8 Hotel and Motel Units

Tourism is central to much of the economic and transportation-related activities in Bay County, which is famous for its wonderful outdoor activity offerings and accommodations. The related number of hotel and motel units is a measure of the County's visitors accommodation capacity. As illustrated in **Figure 12**, this number increased slightly in the 2009 through 2018 decade, peaking at around 8,100 units, and then dropped by over a thousand (or by 13 percent) to under 7,100 in 2019 following Hurricane Michael.

Figure 12: Regional Hotel and Motel Units



Source: Florida Department of Business and Professional Regulation, 2020.

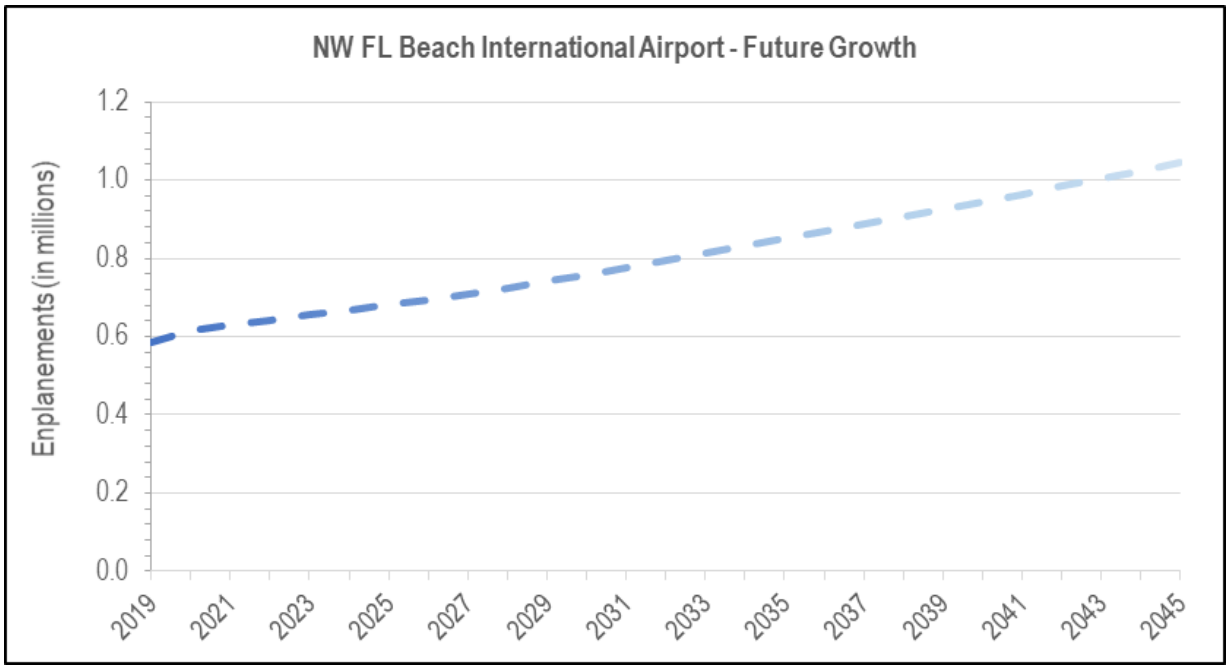
1.9 Airport Traffic

Passenger volumes, as measured by enplanements, at the Northwest Florida Beaches International Airport (ECP) enplanements have risen by a robust 6.5 percent per annum rate since 1990, reaching about 585,000 on its four major carriers in 2019. That volume is projected to rise by another 460,000 to over 1 Million enplanements in 2045 (FAA, 2020), as shown in **Table 8**, and **Figure 13**. Growth in enplanements is an indicator of future transportation system activity at the Airport and the connecting ground transportation modes, including the roadway facilities such as S.R. 388 and West Bay Parkway airport connector, utilized by both the locals and visitors to the area. [34]

Table 8: NW FL Beaches International Airport Enplanements – Summary

Airport	Enplanements (in 000s)*			Absolute Increase (in 000's)		Annual Growth Rate	
	1990	2019	2045	1990-2019	2019-2045	1990-2019	2019-2045
ECP	93	585	1,045	491	460	6.5%	2.3%
Source: FAA, 2020; *2019 is an estimate							

Figure 13: NW FL Beaches International Airport Enplanements – Projected Trend



Source: FAA, 2020

[34] Since development of the 2045 LRTP, Northwest Florida Beaches International Airport (ECP) has prepared an updated Master Plan. This 2045 LRTP monitored development of the ECP Master Plan and incorporates additional long-term access needs.

1.10 Vehicle Registrations

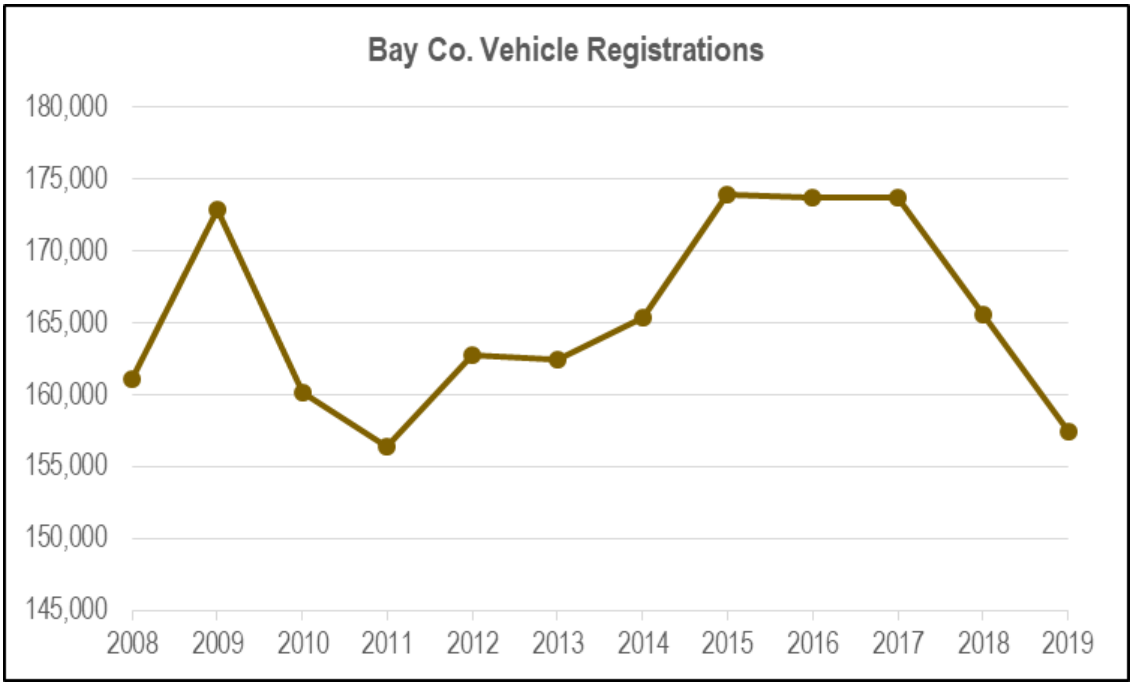
Vehicle registrations in the County grew following the Great Recession, but then peaked around year 2017, and have since declined to a recent level of about 157,000, based on FL HSMV data (see **Table 9**, and **Figure 14**). This is an average decline of 0.2 percent since 2008, compared to a positive 1.2 percent annual growth for the State. That is a substantial difference, some of which can be attributable to the effects of Hurricane Michael.

Table 9: Regional Vehicle Registrations – Summary

	Vehicle Registrations			Absolute Increase	Annual Growth Rate
	2008	2014	2019	2008-2019	2008-2019
Bay Co.	161,132	165,350	157,468	-3,664	-0.2%
Florida	16,239,765	16,722,667	18,439,216	2,199,451	1.2%

Source: FL HSMV, 2020

Figure 14: Regional Vehicle Registrations – Historical Trend



Source: Florida HSMV, 2020

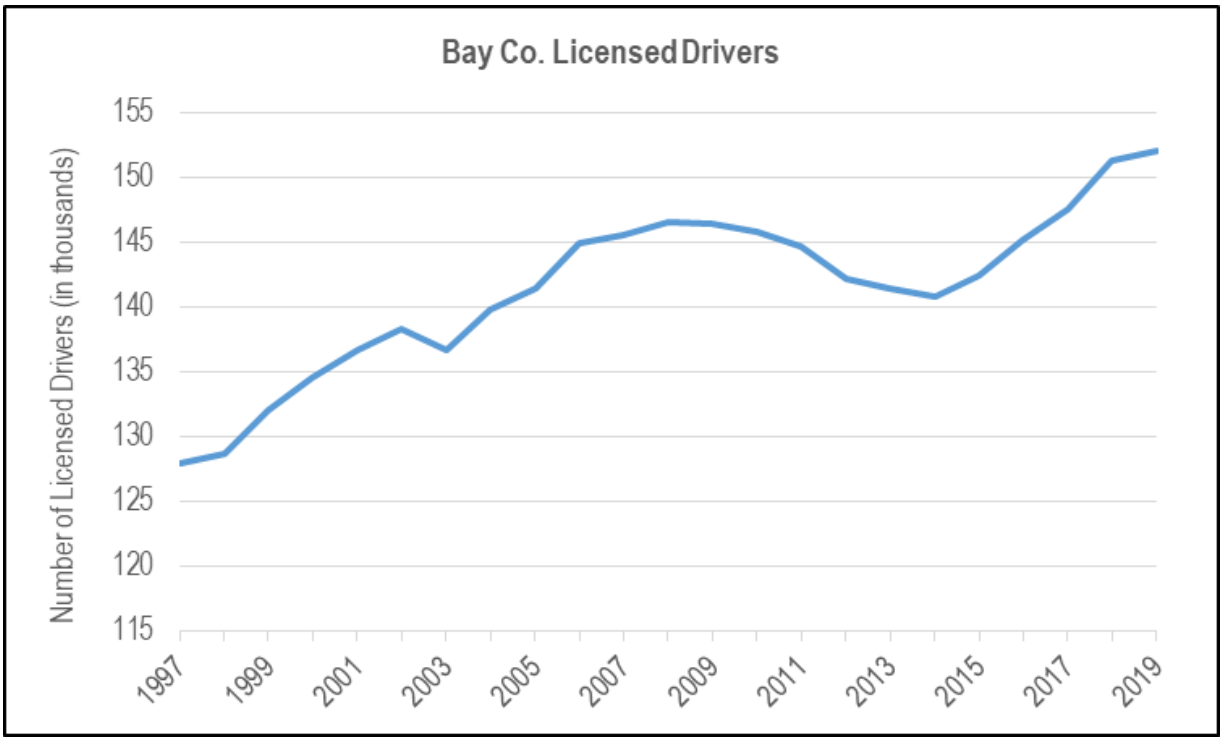
1.11 Licensed Drivers

The number of licensed drivers in the County has gone up by about 24,000 over the couple recent decades, and the total currently stands at about 152,000, according to the FL HSMV data (see **Table 10** and **Figure 15**). This is equivalent to an annual growth rate of 0.8 percent since 1997, which is half the pace experienced at the Statewide level. Growth in licensed drivers indicates future traffic demand.

Table 10: Regional Licensed Drivers – Summary

Area	Licensed Drivers			Absolute Increase	Annual Growth Rate	
	1997	2010	2019	1997-2019	1997-2019	2010-2019
Bay Co.	127,909	145,788	151,988	24,079	0.8%	0.5%
Florida	12,343,598	15,553,387	17,392,281	5,048,683	1.6%	1.2%
Source: FL HSMV, 2020						

Figure 15: Regional Vehicle Licensed Drivers – Historical Trend



Source: FL HSMV, 2020

1.12 Commuting Flows

When looking at the journey-to-work or commuting patterns, one could observe that a great majority (or 94 percent of them) are internal to Bay County, based on ACS/Census data (see **Table 16**). This is followed by a large gap, and then the nearby counties such as Walton, Gulf, and Washington are fractionally connected through commuting flows.

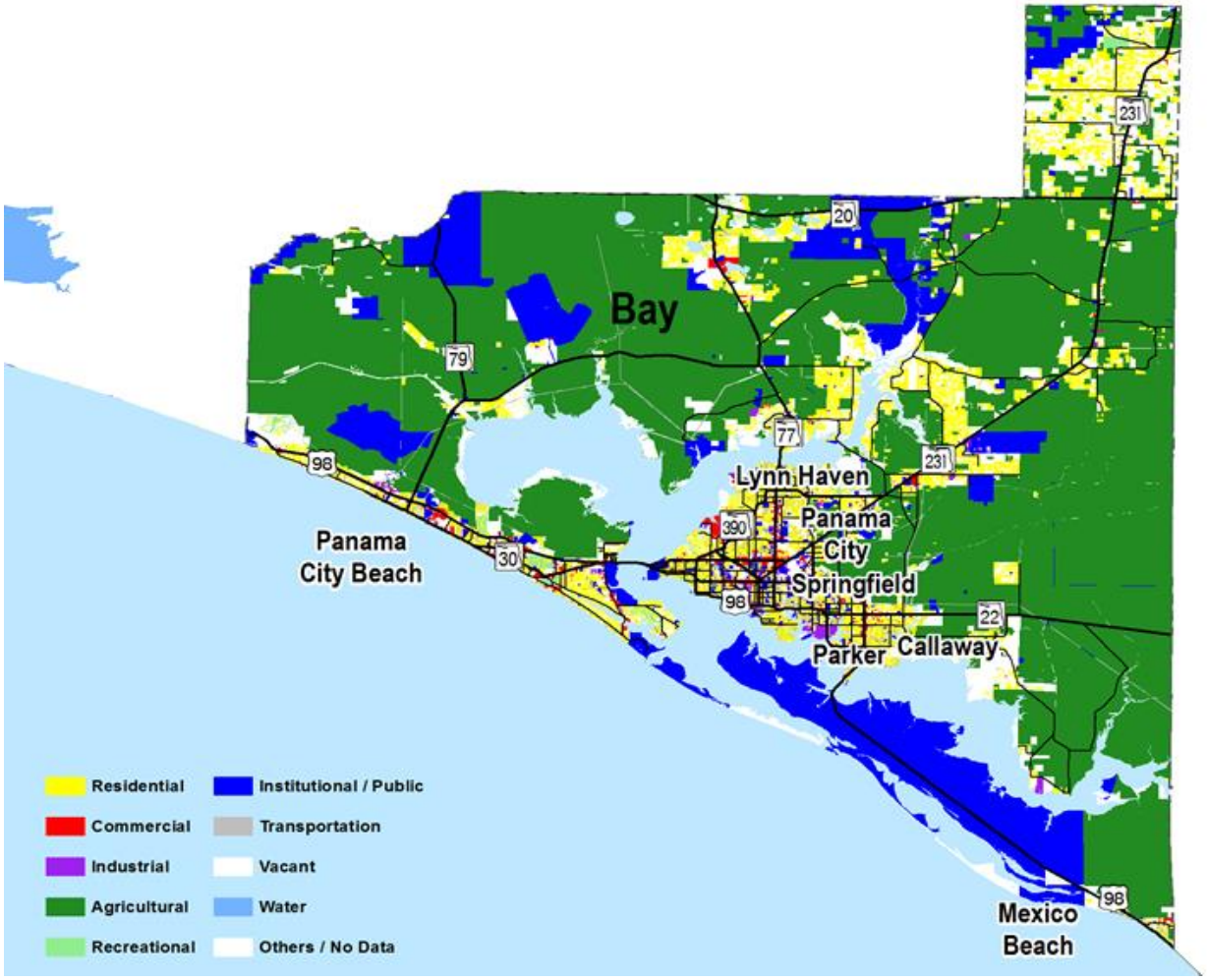
Table 16: Regional Commuting Flow – Summary

County (Place of Work)	Communiting Flow	% of Total
Bay County	**74,077**	**94.0%**
Walton County	1,138	1.4%
Gulf County	504	0.6%
Washington County	400	0.5%
Okaloosa County	278	0.4%
Escambia County	216	0.3%
Leon County	173	0.2%
Jackson County	164	0.2%
Franklin County	133	0.2%
Lafourche Parish	126	0.2%
Sum of Other	1,559	2.0%
Source: ACS, 2019 - 5-year 2011-2015 data		

1.13 Area Land Use

Figure 17 provides a snapshot of Bay County's current land use structure. Land use in the County is still dominated by agricultural uses, as well as public and institutional lands, and those with major concentrations of residential and commercial activities in the urban areas of Panama City and Panama City Beach that are largely aligned with the population density map (in **Figure 2**).

Figure 17: Regional Land Use Map



Source: Florida Geographic Data Library, 2018

1.14 Area Profile Conclusion

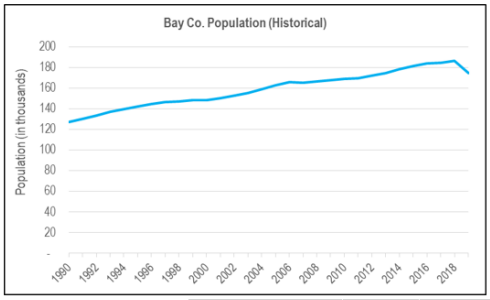
One can conclude that Bay County has grown substantially over the last quarter century plus, as measured in terms of different socioeconomic variables. This growth has, however, been trimmed by some natural setbacks such as those related to recessions and hurricane effects, but the County has still been quite resilient overall. The rates of growth have, however, generally been below the corresponding State averages.

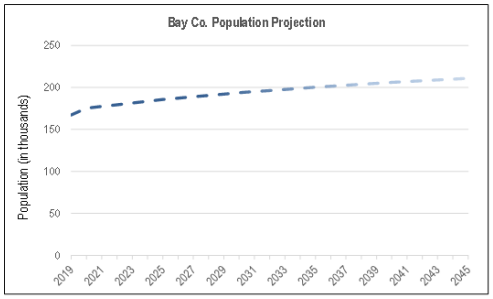
Going forward, the County's growth is largely expected to continue through 2045, but at a decelerated pace, with the population maturing, and the workforce more service industries oriented. As far as the long-term transportation planning mandate is concerned here, the key will be to effectively accommodate the changing volumes, and nature of trips in the coming decades. The expected growth will also need to be strategically coordinated with other area agencies in terms of economic development opportunities and impacts.

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Population Trends

- Maturing
- Growth below the State averages
- Hurricane Michael impact (-12K, -6.2% 2018-2019)





Area	Population			Absolute Increase		Annual Growth Rate	
	1990	2019	2045	1990-2019	2019-2045	1990-2019	2019-2045
Bay Co	126,994	174,705	210,900	47,711	36,195	1.1%	0.7%
Florida	12,938,071	21,477,737	27,266,900	8,539,666	5,789,163	1.8%	0.9%

Sources: Census, 2020 and BEBR, 2020

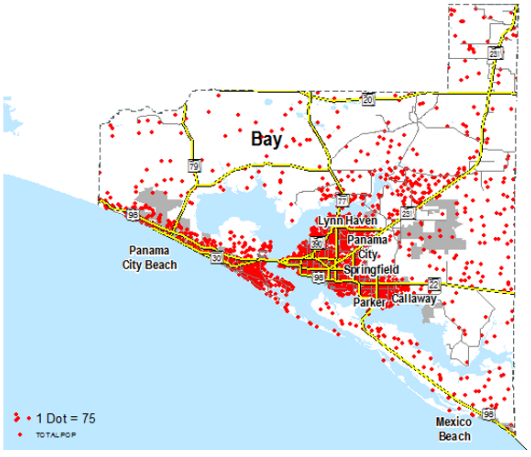
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Population Density (2018)

- County average: 244/sq. mile; lower than the State average
- Concentrated in PC and PCB, and along major transportation corridors



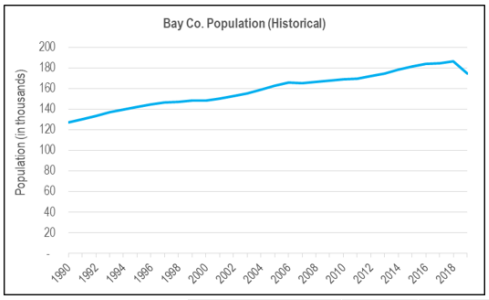
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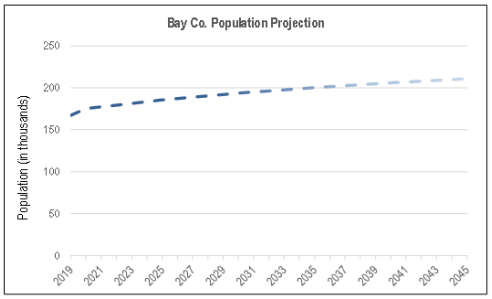
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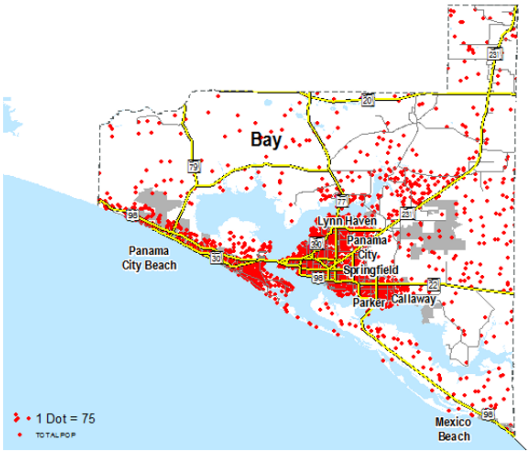
Sources: Census, 2020 and BEBR, 2020

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- County average: 244/sq. mile; lower than the State average
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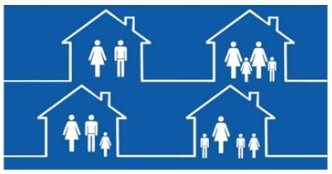


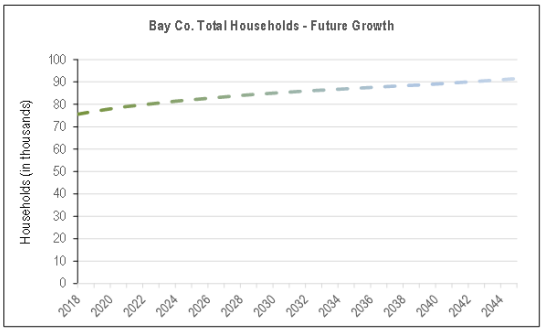
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Households Trend

- Similar to the population trend
- Avg. size of ~2.5 – similar to State avg.





Area	Households			Absolute Increase		Annual Growth Rate	
	1990	2018	2045	1990-2018	2018-2045	1990-2018	2018-2045
Bay Co	49,184	73,856	91,508	24,672	17,652	1.5%	0.8%
Florida	5,166,179	7,809,358	11,445,862	2,643,179	3,636,504	1.5%	1.4%

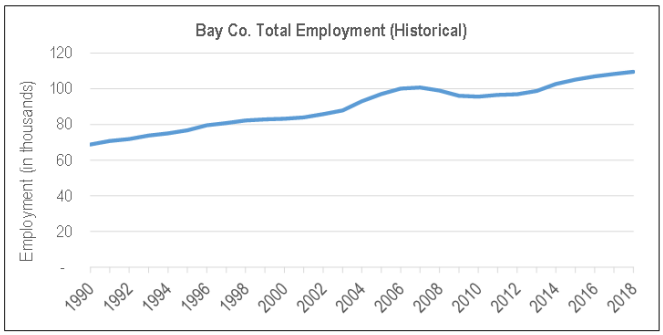
Source: Census, 2020; Woods & Poole Economics, 2019

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Employment Trend

- Somewhat faster growth than population/households





Area	Employment			Absolute Increase		Annual Growth Rate	
	1990	2018	2045	1990-2018	2018-2045	1990-2018	2018-2045
Bay Co	68,858	109,563	149,206	40,705	39,643	1.7%	1.2%
Florida	6,740,289	12,462,208	18,003,378	5,721,919	5,541,170	2.2%	1.4%

Source: BEA 2020; and Woods & Poole, 2019

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Main Industries

- Top 5
  - Service-oriented



Industry	Employment (in 2017)	Ranking
Government and government enterprises	17,298	1
Retail trade	13,221	2
Accommodation and food services	12,830	3
Health care and social assistance	11,580	4
Administrative/support/waste management/remediation	8,725	5

Source: BEA, 2020. Note that much of 2018 industry employment data are suppressed for confidentiality reasons at this time.

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Bay Co. – Major Employers

- Top 20

Business/Organization	Industry
Tyndall Air Force Base	Military
Naval Support Activity-Panama City	Military
Bay District Schools	Government
Bay Medical Center	Medical Facility
Wal-Mart and Sam's Club	Department/Retail
Bay County Board of Commissioners	Government
Eastern Shipbuilding	Manufacture
Gulf Coast Medical Center	Medical Facility
Gulf Coast State College	Education
City of Panama City	Government
BookIt.com	Travel Agency
Trane	Air Conditioning
RockTenn	Manufacturing
GAC Contractors	Construction
Royal American Management	Construction
Sprint	Customer Care
Publix Super Markets	Grocery Store
Resort Collection of Panama City Beach	Resort
Wyndham Bay Point Resort	Resort
Target	Department/Retail

Source: Bay County Government

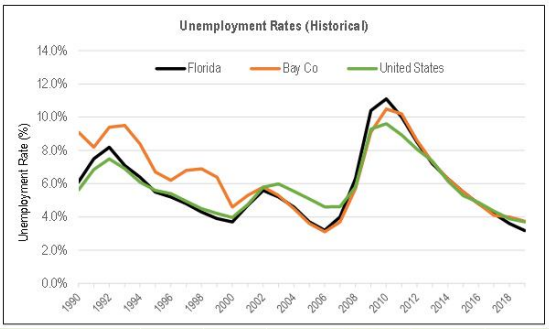
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Unemployment Trend

- Has improved markedly since 1990 and the Great Recession
- Largely higher than the State average





Area	Unemployment Rate				Absolute Change	Period Averages	
	1990	2000	2010	2019	1990-2018	1990-2019	2010-2019
Bay Co.	9.1%	4.6%	10.5%	3.7%	-5.4%	6.4%	4.4%
Florida	6.1%	3.7%	11.1%	3.2%	-2.9%	5.8%	4.3%

Source: Bureau of Labor Statistics, 2020

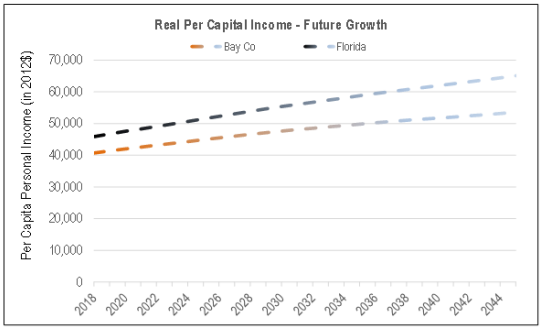
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Real Per Capita Income Trend

- Levels and future growth rates below State averages





Area	Real Personal Per Capita Income (in 2012$)			Absolute Increase		Annual Growth Rate	
	1990	2018	2045	1990-2018	2018-2045	1990-2018	2018-2045
Bay Co	$ 26,168	$ 40,718	$ 53,556	$ 14,550	$ 12,838	1.7%	1.0%
Florida	$ 31,193	$ 45,848	$ 65,088	$ 14,655	$ 19,240	1.4%	1.3%

Source: Woods & Poole Economics, 2019

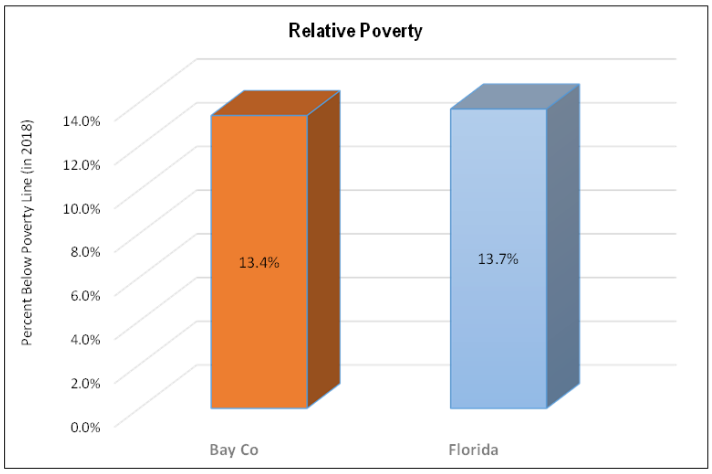
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Relative Poverty

- Close to the State average

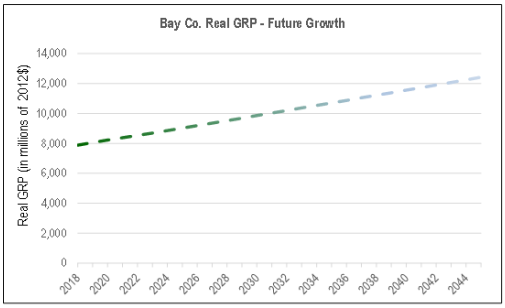


Source: FL EDR, 2020

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Real Gross Regional Product (GRP) Trend

- Growth rates close to but below State averages





Area	Real Gross Regional Product (in millions of 2012$)			Absolute Increase		Annual Growth Rate	
	1990	2018	2045	1990-2018	2018-2045	1990-2018	2018-2045
Bay Co	$ 3,599	$ 7,607	$ 12,423	$ 4,008	$ 4,816	2.8%	1.8%
Florida	$ 413,913	$ 924,873	$ 1,793,487	$ 510,960	$ 868,614	3.0%	2.4%

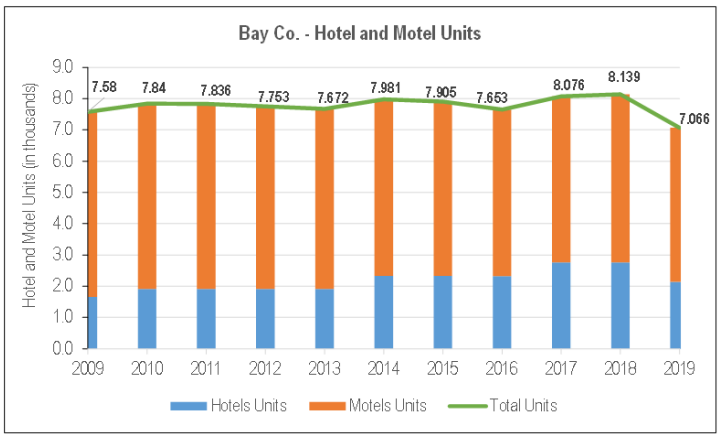
Source: BEA, 2020; and Woods & Poole Economics, 2019

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Hotel and Motel Units Trend

- Declines in units over the last decade (-6.8% overall, -13.2% in 2018-19 post-Hurricane)





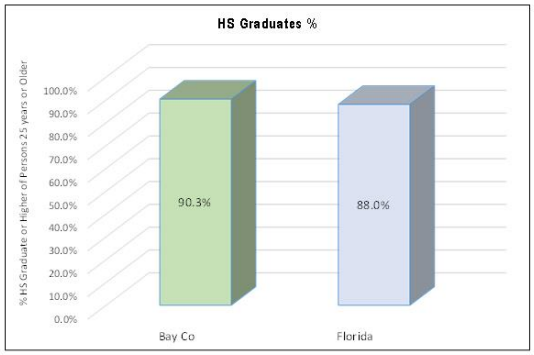
Source: FL Dept. of Business and Professional Regulation, 2020

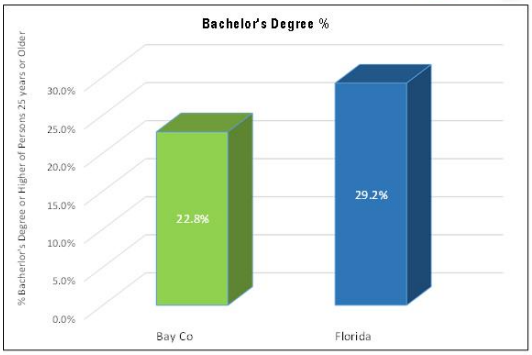
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Educational Attainment

- Higher % of HS Graduates than State average
- Lower % of Bachelor's Degree holders than State average







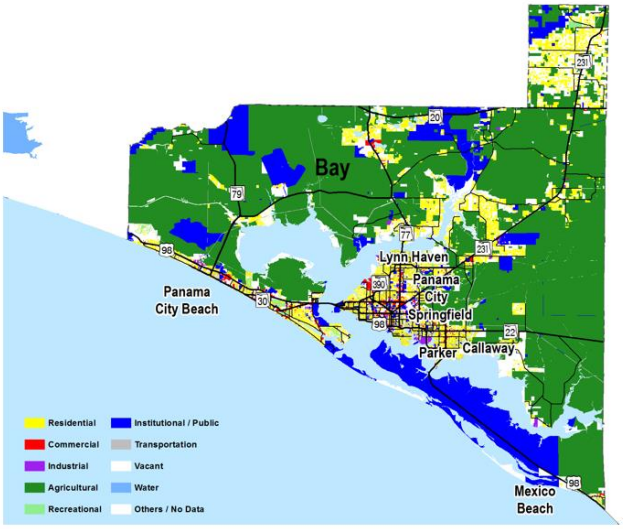
Source: FL EDR, 2020

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Land Use





Source: Florida Geographic Data Library, 2018

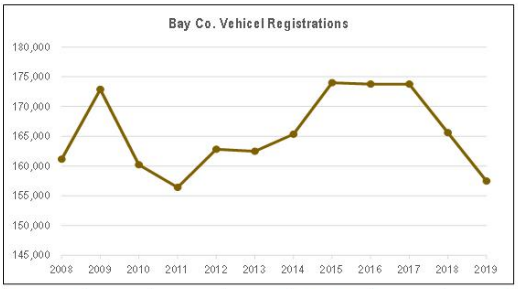
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Vehicle Registrations Trend

- Have dropped since 2017
- Have underperformed relative to the State averages





	Vehicle Registrations			Absolute Increase	Annual Growth Rate	
	2008	2014	2019	2008-2019	2008-2019	2014-2019
Bay Co.	161,132	165,350	157,468	-3,664	-0.2%	-1.0%
Florida	16,239,765	16,722,667	18,439,216	2,199,451	1.2%	2.0%

Source: FL HSMV, 2020

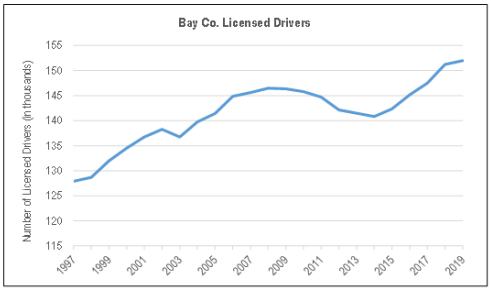
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Licensed Drivers Trend

- Have increased since 1997 (by 24K), and recent low in 2014 (by 10K)
- Have grown at rates below the State averages





Area	Licensed Drivers			Absolute Increase	Annual Growth Rate	
	1997	2010	2019	1997-2019	1997-2019	2010-2019
Bay Co.	127,909	145,788	151,988	24,079	0.8%	0.5%
Florida	12,343,598	15,553,387	17,392,281	5,048,683	1.6%	1.2%

Source: FL HSMV, 2020

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County Commuting Pattern

- Great majority are internal to Bay Co.
- The remaining fraction is largely attributable to the neighboring counties



County (Place of Work)	Communiting Flow	% of Total
Bay County	**74,077**	**94.0%**
Walton County	1,138	1.4%
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Sum of Other	1,559	2.0%

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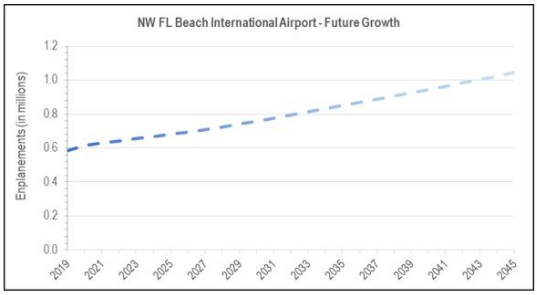
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ECP Airport Activity Trend

- Enplanements have taken off strongly since 1990
  - Currently around 600K/yr.
  - Forecast to add almost another 460K annually by 2045





Airport	Enplanements (in 000s)*			Absolute Increase (in 000's)		Annual Growth Rate	
	1990	2019	2045	1990-2019	2019-2045	1990-2019	2019-2045
ECP	93	585	1,045	491	460	6.5%	2.3%

Source: FAA, 2020; *2019 is an estimate

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Socioeconomics - Summary Findings

- The Area has grown substantially over the last quarter century
  - The growth has generally been at rates below State averages
- Growth is largely expected to continue through 2045
  - But at a decelerated pace
  - Maturity, and changing demographics
  - Evolving industry structure
  - Hurricane Michael impact
  - Need to plan and accommodate changing nature of trips



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Appendix D: System Performance Report

Bay County Transportation Planning Organization
2045 Long-Range Transportation Plan
System Performance Report

Prepared for:

Florida Department of Transportation

Prepared by:

Emerald Coast Regional Council and HDR Engineering

Staff to the

Bay County Transportation Planning Organization

April 2021

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1 - PURPOSE

This document provides language that Florida's transportation planning organizations (TPO) may incorporate in Long-Range Transportation Plan (LRTP) System Performance Reports to meet the federal transportation performance management rules. Updates or amendments to the LRTP must incorporate a System Performance Report that addresses these measures and related information no later than:

- May 27, 2018 for Highway Safety measures (PM1);
- October 1, 2018 for Transit Asset Management measures;
- May 20, 2019 for Pavement and Bridge Condition measures (PM2);
- May 20, 2019 for System Performance measures (PM3); and
- July 20, 2021 for Transit Safety measures.

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

The document is organized as follows:

- Section 2 provides a brief background on transportation performance management;
- Section 3 covers the Highway Safety measures (PM1);
- Section 4 covers the Pavement and Bridge Condition measures (PM2);
- Section 5 covers System Performance measures (PM3);
- Section 6 covers Transit Asset Management (TAM) measures; and
- Section 7 covers Transit Safety measures.

2 - BACKGROUND

Pursuant to the Moving Ahead for Progress in the 21st Century Act (MAP-21) Act enacted in 2012 and the Fixing America's Surface Transportation Act (FAST Act) enacted in 2015, state departments of transportation (DOT) and transportation planning organizations (TPOs) must apply a transportation performance management approach in carrying out their federally required transportation planning and programming activities. The process requires the establishment and use of a coordinated, performance-based approach to transportation decision-making to support national goals for the federal-aid highway and public transportation programs.

Performance Management is a strategic approach to connect investment and policy decisions to help achieve performance goals. Performance measures are quantitative criteria used to evaluate progress. Performance measure targets are the benchmarks against which collected data is gauged. The Moving Ahead for Progress in the 21st Century Act (MAP-21) requires State DOTs and TPOs to conduct performance-based planning by tracking performance measures and setting data-driven targets to improve those measures. Performance-based planning ensures the most efficient investment of federal transportation funds by increasing accountability, transparency, and providing for better investment decisions that focus on key outcomes related to seven national goals:

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

The Fixing America's Surface Transportation (FAST) Act supplements the MAP-21 legislation by establishing timelines for State DOTs and TPOs to comply with the requirements of MAP-21. State DOTs are required to establish statewide targets and TPOs have the option to support the statewide targets or adopt their own.

The System Performance Report for Bay County Transportation Planning Organization includes performance measures for: Highway Safety (PM1), Bridge and Pavement (PM2), System Performance (PM3), Transit Asset Management and Transit Safety Performance.

The Bay County Transportation Planning Organization's 2040 Long-Range Transportation Plan was adopted on June 22, 2016. The System Performance Report is part of the Bay County TPO 2045 Long Range Transportation Plan (LRTP) that was adopted on June 16, 2021.

The Bay County TPO recognizes the importance of linking goals, objectives, and investment priorities to stated performance objectives, and that establishing this link is critical to the achievement of national transportation goals and statewide and regional performance targets. As such, the LRTP directly reflects the goals, objectives, performance measures, and targets as they are described in other public transportation plans and processes, including the current Bay County TPO 2045 LRTP.

The Bay County TPO FY 2021-2025 Transportation Improvement Program (TIP) considers potential projects that fall into specific investment priorities. Federally funded projects identified in the state TIP can be implemented using current and proposed revenue sources based on the Florida Department of Transportation's (FDOT's) Tentative Work Program and locally designated transportation revenues. The Bay County TPO 2021-2025 TIP includes the following investment priorities:

Safety. For the Bay County TPO, this includes the Safe Routes to School, Bridge, Capacity, Bicycle/Pedestrian, Transportation Alternative, Transportation System Management, Public Transportation, Resurfacing, Aviation, Port, and other Miscellaneous categories in the TIP. The expectation of the TIP projects in each of these categories is to improve safety and to reduce fatalities once these projects are constructed.

Bridge and Pavement. The Bridge Projects identified in the TIP will maintain the bridges classified in Good Condition and assist in improving the bridges classified in Poor Condition. Resurfacing Projects in the TIP will assist in improving the Interstate and Non-Interstate National Highway System pavements that are classified in Poor Condition as well as improving reliability of freight movement for interstate and Non-Interstate National Highway System roadways.

System Performance. The Bay County TPO will use the performance of interstate and non-interstate system, freight movement, traffic congestion, and mobile source emissions to address system reliability and congestion mitigation.

Transit Asset Management (TAM). The Transit Projects identified in the TIP will assist in keeping the transit vehicles and facilities in State of Good Repair.

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

Safety, Bridge and Pavement, and Transit Asset Management performance measures are described in the sections below.

3 - HIGHWAY SAFETY MEASURES (PM1)

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

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

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

The HSIP highlights the commitment to a vision and initiative of zero deaths. The HSIP annual report documents the statewide performance measures toward that zero deaths vision and initiative. As such, the TPO supported the adoption of the HSIP safety performance measures, FDOT's 2018, 2019, 2020, 2021 safety targets, which set the target at "0" for each performance measure to reflect FDOT's goal of zero deaths. The TPO supported the FDOT targets by approving Resolution 18-01 on February 21, 2018, Resolution 19-01 on February 6, 2019, Resolution 20-01 on February 5, 2020, and Resolution 21-03 on February 24, 2021. Statewide system conditions for each safety performance measure are included in Table 3.1.

Table 3.1. Highway Safety (PM1) Conditions and Performance

Performance Measures	Florida Statewide Baseline Performance (Five-Year Rolling Average) 2018 (2012-2016)	2019 (2013-2017)	2020 (2014-2018)	Calendar Year 2021 Florida Performance Targets
Number of Fatalities	2,688.2	2,825.4	2,972.0	0
Rate of Fatalities per 100 Million VMT	1.33	1.36	1.39	0
Number of Serious Injuries	20,844.2	20,929.2	20,738.4	0
Rate of Serious Injuries per 100 Million VMT	10.36	10.13	9.77	0
Number of Non-Motorized Fatalities and Non-Motorized Serious Injuries	3,294.4	3,304.2	3,339.6	0

Baseline Conditions

Bay County TPO supports the state Baseline Safety Performance Measures.

Trends Analysis

The process used to develop Bay County TPO's Long-Range Transportation Plan includes analysis of safety data trends, including the location and factors associated with crashes with emphasis on fatalities and serious injuries. These data are used to help identify regional safety issues and potential safety strategies for the LRTP and TIP.

Between 2014 and 2018, 2,972 people died on Florida's roadways and an additional 20,738 people were seriously injured. The Florida Department of Transportation (FDOT) and its traffic safety partners are committed to eliminating fatalities and reducing serious injuries. Zero Deaths is the safety performance target. Data forecast indicates Florida's five-year rolling average for fatalities could continue to trend upward in 2019 and 2020, the FDOT State Safety Office expects the projects chosen for funding will mitigate the data forecast and ultimately reduce the number of traffic fatalities. The data forecast indicates Florida's five-year rolling average of serious injuries will continue to trend downward in 2019 and 2020.

A recent impacting trend is the direct effect of the Covid-19 pandemic on the transportation system. Although data is not currently available on Florida DOT websites to substantiate a decrease, freight, vehicle, and transit use, and therefore volume, is assumed to have moderately decreased in 2020. An important local economic driver, tourism and hospitality services also experienced a decrease with tourist destinations closed for a brief period, resulting in lower demand for transportation services and use. This trend is expected to increase as tourist destinations, retail, restaurants, and businesses continue to reopen.

Coordination with Statewide Safety Plans and Processes

The Bay County TPO recognizes the importance of linking goals, objectives, and investment priorities to established performance objectives, and that this link is critical to the achievement of national transportation goals and statewide and regional performance targets. As such, the Bay County TPO 2045 LRTP reflects the goals, objectives, performance measures, and targets as they are available and described in other state and public transportation plans and processes; specifically the Florida Strategic Highway Safety Plan (SHSP), the Florida Highway Safety Improvement Program (HSIP), and the Florida Transportation Plan (FTP).

- The 2016 Florida Strategic Highway Safety Plan (SHSP) is the statewide plan focusing on how to accomplish the vision of eliminating fatalities and reducing serious injuries on all public roads. The SHSP was developed in coordination with Florida's 27 transportation (metropolitan) planning organizations (TPOs) through Florida's Metropolitan Planning Organization Advisory Council (MPOAC). The SHSP guides FDOT, TPOs, and other safety partners in addressing safety and defines a framework for implementation activities to be carried out throughout the state.

- The FDOT HSIP process provides for a continuous and systematic process that identifies and reviews traffic safety issues around the state to identify locations with potential for improvement. The goal of the HSIP process is to reduce the number of crashes, injuries, and fatalities by eliminating certain predominant types of crashes through the implementation of engineering solutions.

LRTP Safety Priorities

The Bay County TPO 2045 LRTP increases the safety of the transportation system for motorized and non-motorized users as required. The LRTP aligns with the Florida SHSP and the FDOT HSIP with specific strategies to improve safety performance focused on prioritized safety projects, pedestrian and/or bicycle safety enhancements, and traffic operation improvements to address our goal to reduce fatalities and serious injuries.

The LRTP identifies safety needs within the metropolitan planning area and provides funding for targeted safety improvements. The Bay County TPO has developed a project selection process using evaluation criteria to rank the established five safety performance measures.

The Bay County TPO 2045 LRTP will provide information from the FDOT HSIP annual reports to track the progress made toward the statewide safety performance targets. The TPO will document the progress on any safety performance targets established by the TPO for its planning area.

The Bay County 2045 LRTP emphasizes the TPO's commitment to safety through the goals identified in the plan. The first LRTP goal is "A multi-modal transportation system that is safe." The goal has the following objectives:

- Develop projects that increase safety for all motorized and non-motorized users,
- Consider clearance times on roads that function as evacuation routes when establishing roadway improvement priorities,
- Implement techniques and road design to reduce fatalities and serious injuries from common intersection crashes and lane departures,
- All future planning will incorporate appropriate measures for the safe transportation of hazardous materials,
- Insure roadway maintenance activities consider the human, vehicular, and roadway factors to provide safe facilities for the community, and
- Provide accurate and updated public transportation information such as wayfinding signage programs, online map tools, and informational brochures.

The safety goal and objectives support the Moving Ahead for Progress in the 21st Century Act (MAP-21) Planning Factors and the 2060 Florida Transportation Plan goals.

An Evaluation Criteria document was developed as a tool to measure whether potential projects are aligned with the policy goals of the Bay County TPO. The goals and objectives of the LRTP were translated into Key Performance Indicators. The indicators are measured numerically. Each indicator was assigned a score of 0 to 1 with 0 being the least desirable result and 1 point describing the most desirable result. The project with the highest total cumulative score is most aligned with the LRTP goals and objectives. The Key Performance Indicator carrying the most weight is Transportation Safety and Congestion Management both with 20%.

The evaluation criteria and percentages of each indicator are:

- Transportation Safety 20%
- Multimodal Choices and Connections 15%
- System Efficiency and Preservation 10%
- System Sustainability and Livability 10%
- Economic Vitality 15%
- Transportation Security 10%
- Congestion Management 20%

The Bay County TPO recognizes the importance of linking goals, objectives, and investment priorities to stated performance objectives, and that establishing this link is critical to the achievement of national transportation goals and statewide and regional performance targets. As such, the LRTP directly reflects the goals, objectives, performance measures, and targets as they are described in other public transportation plans and processes, including the current Bay County TPO 2045 LRTP.

4 - PAVEMENT AND BRIDGE CONDITION MEASURES (PM2)

Pavement and Bridge Condition Performance Measures and Targets Overview

Bridge and Pavement (PM2) was the second national goal identified in the FAST Act and was finalized in May 2017 and published in the Federal Register. The rule requires TPOs to set targets for the following bridge and pavement related performance measures and report progress to the State DOT:

- Percent of Interstate Pavements in Good Condition;
- Percent of Interstate Pavements in Poor Condition;
- Percent of Non-Interstate National Highway System (NHS) Pavements in Good Condition;
- Percent of Non-Interstate NHS Pavements in Poor Condition;
- Percent of NHS bridges (by deck area) classified as in Good Condition; and
- Percent of NHS bridges (by deck area) classified as in Poor Condition.

Targets for Pavement and Bridge System Performance were adopted on September 12, 2018 by Resolution 18-24 for targets in 2021 which supported the DOT targets and will need to be adopted again by April 1, 2023 since they are four-year targets. FDOT targets for 2021 for Pavement are: >60 for Percent of Interstate Pavements in Good Condition, <5 for Percent of Interstate Pavements in Poor Condition; >40 for Percent of Non-Interstate National Highway System Pavements in Good Condition; and <5 for Percent on Non-Interstate National Highway System Pavements in Poor Condition. FDOT targets for 2021 for Bridges are: >50 for Percent of National Highway System Bridges Classified as in Good Condition by Deck Area and <10 for Percent of National Highway System Bridges Classified as in Poor Condition by Deck Area.

The four pavement condition measures represent the percentage of lane-miles on the Interstate and non-Interstate NHS that are in good condition or poor condition. The PM2 rule defines NHS pavement types as asphalt, jointed concrete, or continuous concrete. Five metrics are used to assess pavement condition:

- International Roughness Index (IRI) - an indicator of roughness; applicable to asphalt, jointed concrete, and continuous concrete pavements;
- Cracking percent - percentage of the pavement surface exhibiting cracking; applicable to asphalt, jointed concrete, and continuous concrete pavements;
- Rutting - extent of surface depressions; applicable to asphalt pavements only;
- Faulting - vertical misalignment of pavement joints; applicable to jointed concrete pavements only; and
- Present Serviceability Rating (PSR) – a quality rating applicable only to NHS roads with posted speed limits of less than 40 miles per hour (e.g., toll plazas, border crossings). States may choose to collect and report PSR for applicable segments as an alternative to the other four metrics.

For each pavement metric, a threshold is used to establish good, fair, or poor condition. Using these metrics and thresholds, pavement condition is assessed for each 0.1 mile section of the through travel lanes of mainline highways on the Interstate or the non-Interstate NHS. Asphalt pavement is assessed using the IRI, cracking, and rutting metrics, while jointed concrete is assessed using IRI, cracking, and faulting. For these two pavement types, a pavement section is rated good if the rating for all three metrics are good, and poor if the ratings for two or more metrics are poor.

Continuous concrete pavement is assessed using the IRI and cracking metrics. For this pavement type, a pavement section is rated good if both metrics are rated good, and poor if both metrics are rated poor.

If a state collects and reports PSR for any applicable segments, those segments are rated according to the PSR scale. For all three pavement types, sections that are not good or poor are rated fair.

The good/poor measures are expressed as a percentage and are determined by summing the total lane-miles of good or poor highway segments and dividing by the total lane-miles of all highway segments on the applicable system. Pavement in good condition suggests that no major investment is needed and should be considered for preservation treatment. Pavement in poor condition suggests major reconstruction investment is needed due to either ride quality or a structural deficiency.

The bridge condition measures refer to the percentage of bridges by deck area on the NHS that are in good condition or poor condition. The measures assess the condition of four bridge components: deck, superstructure, substructure, and culverts. Each component has a metric rating threshold to establish good, fair, or poor condition. Each bridge on the NHS is evaluated using these ratings. If the lowest rating of the four metrics is greater than or equal to seven, the structure is classified as good. If the lowest rating is less than or equal to four, the structure is classified as poor. If the lowest rating is five or six, it is classified as fair.

The bridge measures are expressed as the percent of NHS bridges in good or poor condition. The percent is determined by summing the total deck area of good or poor NHS bridges and dividing by the total deck area of the bridges carrying the NHS. Deck area is computed using structure length and either deck width or approach roadway width.

A bridge in good condition suggests that no major investment is needed. A bridge in poor condition is safe to drive on; however, it is nearing a point where substantial reconstruction or replacement is needed.

Federal rules require state DOTs and TPOs to coordinate when setting pavement and bridge condition performance targets and monitor progress towards achieving the targets. States must establish:

- Four-year statewide targets for the percent of Interstate pavements in good and poor condition;
- Two-year and four-year targets for the percent of non-Interstate NHS pavements in good and poor condition; and
- Two-year and four-year targets for the percent of NHS bridges (by deck area) in good and poor condition.

TPOs must establish four-year targets for all six measures. TPOs can either agree to program projects that will support the statewide targets or establish their own quantifiable targets for the TPO's planning area.

The two-year and four-year targets represent pavement and bridge condition at the end of calendar years 2019 and 2021, respectively.

Pavement and Bridge Condition Baseline Performance and Established Targets

This System Performance Report discusses the condition and performance of the transportation system for each applicable target as well as the progress achieved by the TPO in meeting targets in comparison with system performance recorded in previous reports. Because the federal performance measures are new, performance of the system for each measure has only recently been collected and targets have only recently been established. Accordingly, this first Bay County TPO LRTP System Performance Report highlights performance for the baseline period, which is 2017. FDOT will continue to monitor and report performance on a biennial basis. Future System Performance Reports will discuss progress towards meeting the targets since this initial baseline report.

Table 4.1 presents baseline performance for each PM2 measure for the State and for the TPO planning area as well as the two-year and four-year targets established by FDOT for the State.

Table 4.1. Pavement and Bridge Condition (PM2) Performance and Targets for Florida

Performance Measures	Statewide (2017 Baseline)	Statewide (2019 Actual)	Statewide 2-year Target (2019)	Statewide 4-year Target (2021)*
Percent of Interstate Pavements in Good Condition	66.0%	68.0%	Not Required	≥60*
Percent of Interstate Pavements in Poor Condition	0.1%	0.5%	Not Required	≤5%
Percent of non-Interstate NHS Pavements in Good Condition	44.0%	41.0%	≥40%	≥40%
Percent of Non-Interstate NHS Pavements in Poor Condition	3.6%	3.6%	≤5%	≤5%
Percent of NHS bridges (By Deck Area) in Good Condition	67.7%	65.6%	≥50%	≥50%
Percent of NHS Bridges (By Deck Area) in Poor Condition	1.2%	0.5%	≤10%	≤10%

* TPO only required to adopt 4-year targets.
NOTE: No Interstates in Bay County

FDOT established the statewide PM2 targets on May 18, 2018. In determining its approach to establishing performance targets for the federal pavement and bridge condition performance measures, FDOT considered many factors. FDOT is mandated by Florida Statute 334.046 to preserve the state's pavement and bridges to specific standards. To adhere to the statutory guidelines, FDOT prioritizes funding allocations to ensure the current transportation system is adequately preserved and maintained before

funding is allocated for capacity improvements. These statutory guidelines envelope the statewide federal targets that have been established for pavements and bridges.

In addition, MAP-21 requires FDOT to develop a Transportation Asset Management Plan (TAMP) for all NHS pavements and bridges within the state. The TAMP must include investment strategies leading to a program of projects that would make progress toward achievement of the state DOT targets for asset condition and performance of the NHS. FDOT's TAMP was updated to reflect MAP-21 requirements in 2018 and the final TAMP was approved on June 28, 2019.

Further, the federal pavement condition measures require a new methodology that is a departure from the methods currently used by FDOT and uses different ratings and pavement segment lengths. For bridge condition, the performance is measured in deck area under the federal measure, while the FDOT programs its bridge repair or replacement work on a bridge by bridge basis. As such, the federal measures are not directly comparable to the methods that are most familiar to FDOT.

In consideration of these differences, as well as the unfamiliarity associated with the new required processes, FDOT took a conservative approach when setting its initial pavement and bridge condition targets.

The Bay County TPO agreed to support FDOT's pavement and bridge condition performance targets on September 26, 2018. By adopting FDOT's targets, the Bay County TPO agrees to plan and program projects that help FDOT achieve these targets.

The Bay County TPO recognizes the importance of linking goals, objectives, and investment priorities to established performance objectives, and that this link is critical to the achievement of national transportation goals and statewide and regional performance targets. As such, the Bay County TPO 2045 LRTP reflects the goals, objectives, performance measures, and targets as they are described in other state and public transportation plans and processes, including the Florida Transportation Plan (FTP) and the Florida Transportation Asset Management Plan.

- The FTP is the single overarching statewide plan guiding Florida's transportation future. It defines the state's long-range transportation vision, goals, and objectives and establishes the policy framework for the expenditure of state and federal funds flowing through FDOT's work program. One of the seven goals defined in the FTP is Agile, Resilient, and Quality Infrastructure.

- The Florida Transportation Asset Management Plan (TAMP) explains the processes and policies affecting pavement and bridge condition and performance in the state. It presents a strategic and systematic process of operating, maintaining, and improving these assets effectively throughout their life cycle.

The Bay County TPO 2045 LRTP seeks to address system preservation, identifies infrastructure needs within the metropolitan planning area, and provides funding for targeted improvements. Many of the Goals and Objectives in the 2045 LRTP are established for a transportation system that is maintained and operated efficiently, with objectives to direct resources to preserve the existing infrastructure and replace deficient infrastructure.

5 - SYSTEM PERFORMANCE (PM3)

System Performance Measures and Targets Overview

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

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

The data used to calculate PM3 measures are provided by FHWA via the National Performance Management Research Data Set (NPMRDS). This dataset contains travel times, segment lengths, and Annual Average Daily Travel (AADT) for Interstate and non-Interstate NHS roads.
The PM3 rule requires state DOTs and TPOs to coordinate when establishing performance targets for these measures and to monitor progress towards achieving the targets. FDOT must establish:

- Two-year and four-year statewide targets for percent of person-miles on the Interstate system that are reliable;
- Four-year targets for the percent of person-miles on the non-Interstate NHS that are reliable[35]; and
- Two-year and four-year targets for truck travel time reliability.

The two-year and four-year targets represent system performance at the end of calendar years 2019 and 2021, respectively.

PM3 Baseline Performance and Established Targets

The System Performance Report discusses the condition and performance of the transportation system for each applicable PM3 target as well as the progress achieved by the TPO in meeting targets in comparison with system performance recorded in previous reports. Because the federal performance measures are new, performance of the system for each measure has only recently been collected and targets have only recently been established. Accordingly, this Bay County TPO LRTP System Performance Report highlights performance for the baseline period, which is 2017. FDOT will continue to monitor and report performance on a biennial basis. Future System Performance Reports will discuss progress towards meeting the targets since this initial baseline report.

Table 5.1 presents baseline performance for each PM3 measure for the state as well as the two-year and four-year targets established by FDOT for the state.

[35] Beginning with the second performance period covering January 1, 2022 to December 31, 2025, two-year targets will be required in addition to four-year targets for the percent of person-miles on the non-Interstate NHS that are reliable measure.

Table 5.1. System Performance and Freight (PM3) - Performance and Targets

Performance Measures	Statewide (2017 Baseline)	Statewide (2019 Actual)	Statewide 2-year Target (2019)	Statewide 4-year Target (2021)*
Percent of person-miles on the Interstate system that are reliable	82.2%	83.4%	75.0%	70.0%
Percent of person-miles on the non-Interstate NHS that are reliable	84.0%	87%	Not Required	50.0%
Truck travel time reliability index (TTTR)	1.43	1.45	1.75	2.00

* TPO only required to adopt 4-year targets.
NOTE: No Interstates in Bay County

FDOT established the statewide PM3 targets on May 18, 2018. In setting the statewide targets, FDOT reviewed external and internal factors that may affect reliability, conducted a trend analysis for the performance measures, and developed a sensitivity analysis indicating the level of risk for road segments to become unreliable within the time period for setting targets. One key conclusion from this effort is that there is a lack of availability of extended historical data with which to analyze past trends and a degree of uncertainty about future reliability performance. Accordingly, FDOT took a conservative approach when setting its initial PM3 targets.

The Bay County TPO agreed to support FDOT's PM3 targets on September 26, 2018. By adopting FDOT's targets, the Bay County TPO agrees to plan and program projects that help FDOT achieve these targets.

The Bay County TPO recognizes the importance of linking goals, objectives, and investment priorities to established performance objectives, and that this link is critical to the achievement of national transportation goals and statewide and regional performance targets. As such, the Bay County TPO 2045 LRTP reflects the goals, objectives, performance measures, and targets as they are described in other state and public transportation plans and processes, including the Florida Transportation Plan (FTP) and the Florida Freight Mobility and Trade Plan.

- The FTP is the single overarching statewide plan guiding Florida's transportation future. It defines the state's long-range transportation vision, goals, and objectives and establishes the policy framework for the expenditure of state and federal funds flowing through FDOT's work program. One of the seven goals of the FTP is Efficient and Reliable Mobility for People and Freight.

- The Florida Freight Mobility and Trade Plan presents a comprehensive overview of the conditions of the freight system in the state, identifies key challenges and goals, provides project needs, and identifies funding sources. Truck reliability is specifically called forth in this plan, both as a need as well as a goal.

The Bay County TPO 2045 LRTP seeks to address system reliability and congestion mitigation through various means, including capacity expansion, operational improvements, the Congestion Management Process major update, and Transportation System Management.

FDOT provided FHWA and the Bay County TPO a detailed report of performance for the PM3 measures covering the period of January 1, 2018 to December 31, 2019.

6 - TRANSIT ASSET MANAGEMENT MEASURES

Transit Asset Performance

The TPO is also required to adopt State of Good Repair Performance Measures for Transit Asset Management (TAM). The TAM rule from the Federal Transit Administration became effective on October 1, 2016. The rule requires TPOs to set targets for transit related performance measures and report progress to the State DOT.

Table 6.1 below identifies performance measures for transit asset management.

Table 6.1. FTA TAM Performance Measures

Asset Category	Performance Measure and Asset Class
1. Equipment	Percentage of service vehicles that have met or exceeded their Useful Life Benchmark
2. Rolling Stock	Percentage of revenue vehicles that have met or exceeded their Useful Life Benchmark
3. Infrastructure	Percentage of track segments with performance restrictions
4. Facilities	Percentage of facilities within an asset class rated below condition 3 on the Transit Economics Requirements Model Scale (TERM)

For equipment and rolling stock classes, Useful Life Benchmark (ULB) is defined as the expected lifecycle of a capital asset, or the acceptable period of use in service, for a particular transit provider's operating environment. ULB considers a provider's unique operating environment such as geography and service frequency.

TAM targets were adopted by the TPO on September 26, 2018 by Resolution 18-13 which supported the DOT targets and will need to be adopted again by October 1, 2022. The Infrastructure category does not apply to the TPO since there is no rail fixed guideway track in the TPO area. For Florida, the Rolling Stock category consists of Vans, Cutaway Buses, Body on Chassis, and Full-Size Buses.

The Bay County TPO adopted the following TAM Performance Measures:

Rolling Stock:
- Buses- 20 percent or less
- Cutaway Buses- 20 percent or less

Equipment:
- Vans- 20 percent or less
- Trucks- 20 percent or less

Facilities (based on a condition rating below 2.0 (Marginal) on the TERM:
- Administration- 25 percent or less
- Maintenance- 25 percent or less.

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

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

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

A total of 20 transit providers participated in the FDOT Group TAM Plan and continue to coordinate with FDOT on establishing and reporting group targets to FTA through the National Transit Database (NTD) (Table 6.2). The participants in the FDOT Group TAM Plan are comprised of the Section 5311 Rural Program and open-door Section 5310 Enhanced Mobility of Seniors & Individuals with Disabilities FDOT subrecipients. The Group TAM Plan was adopted in October 2018 and covers fiscal years 2018-2019 through 2021-2022. Updated targets were submitted to NTD in 2019.

Table 6.2. Florida Group TAM Plan Participants

District	Participating Transit Providers	
1	Good Wheels, Inc.[36] Central Florida Regional Planning Council	DeSoto County Transportation
2	Suwannee Valley Transit Big Bend Transit Baker County Transit Nassau County Transit[37]	Ride Solutions Levy County Transit Suwannee River Economic Council
3	Tri-County Community Council Big Bend Transit[38] Gulf County ARC	Calhoun Transit Liberty County Transit JTRANS Wakulla Transit
4	*No participating providers*	
5	Sumter Transit Marion Transit	
6	Key West Transit	
7	*No participating providers*	

[36] No longer in service.

[37] Provider service area covers portions of Districts 1 and 2

[38] Provider service area covers portions of Districts 1 and 2

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

- Tier I: none
- Tier II: Bay Town Trolley (BTT) and Bay Area Transportation (BAT)

The Bay County TPO is served by two Tier II transit service providers: Bay Town Trolley (BTT) and Bay Area Transportation (BAT). These providers are not part of the FDOT Group TAM Plan and, therefore are responsible for reporting targets to NTD.

The statewide group TAM targets are based on the condition of existing transit assets and planned investments in equipment, rolling stock, infrastructure, and facilities over the next year. The targets reflect the most recent data available on the number, age, and condition of transit assets, and expectations and capital investment plans for improving these assets during the next fiscal year.

As required by FTA, FDOT will update their respective TAM Plan at least once every four years. FDOT will update the statewide performance targets for the participating agencies on an annual basis and will notify the participating transit agencies and the TPOs in which they operate when the targets are updated. Florida group TAM targets are shown in Table 6.3.

On behalf of the Bay County TPO and the Bay County Board of County Commissioners, the Transit Division oversees BTT and BAT services. The TPO includes representation from all municipalities and Bay County, and owns the fixed route system (BTT). On behalf of the Bay County Board of County Commissioners, the TPO also oversees the Demand Response System (BAT).

The BTT is the fixed-route service that serves 8 routes throughout the urbanized areas of Bay County and provides approximately 630,000 trips per year. The service maintains 10 transit vehicles with over 300 transit stops. The BAT is a curb-to-curb, shared ride service for transportation disadvantaged individuals who do not have access to transportation to medical appointments, work, school, shopping or adult day care facilities. BAT provides approximately 93,000 trips per year and maintains over 30 vehicles.

On September 26, 2018 in Resolution 18-13, the Bay County TPO established transit asset targets for the TPO planning area, as summarized in Table 6.4.

Table 6.3. Florida Group Transit Asset Management Targets for Tier II Providers

Asset Category - Performance Measure	Asset Class	FY 2019 Asset Conditions	FY 2020 Performance Target
Revenue Vehicles			
Percent of revenue vehicles that have met or exceed their Useful Life Benchmark (ULB)	Automobile	27.3%	≤27%
	Bus	9.1%	≤9%
	Cutaway Bus	15.6%	≤15%
	School Bus	25%	≤25%
	Mini-Van	13.8%	≤13%
	SUV	10.0%	≤10%
	Van	30.1%	≤30%
Equipment			
Percent of service vehicles that have met or exceed their Useful Life Benchmark (ULB)	Non-Revenue Automobile	20%	≤20%
	Trucks and other Rubber Tire Vehicles	4%	≤4%
Facilities			
Percent of FTA-funded facilities with a condition rating below 3.0 (Good) on the FTA Transit Economic Requirements Model (TERM) Scale	Passenger/Parking Facilities	0%	≤0%
	Administration/ Maintenance Facilities	0%	≤0%

Table 6.4. Bay County TPO Transit Asset Management Targets*

Asset Category - Performance Measure	Asset Class	FY 2017 Asset Condition	FY2021 Target
Revenue Vehicles			
Age - % of revenue vehicles within a particular asset class that have met or exceeded their ULB	Buses	X	≤20%
	Cutaway Buses	X	≤20%
Equipment			
Age - % of non-revenue vehicles within a particular asset class that have met or exceeded their ULB	Non-Revenue/Service Vans	X	≤20%
	Non-Revenue/Service Trucks	X	≤20%
Facilities			
Condition - % of facilities with a condition rating below 2.0 (Marginal) on the FTA Transit Economic Requirements Model (TERM) Scale	Administration	n/a	≤25%
	Maintenance	n/a	≤25%

*TPO only required to adopt 4-year targets.

These targets for the TPO planning area reflect the targets established by Bay Town Trolley (BTT) and Bay Area Transportation (BAT) through their Transit Asset Management Plans, as well as the statewide targets established by FDOT for those providers participating in the Group Transit Asset Management Plan, which includes the following provider(s) in the TPO planning area: Bay Town Trolley (BTT) and Bay Area Transportation (BAT).

7 - TRANSIT SAFETY PERFORMANCE

The Federal Transit Administration (FTA) published a final Public Transportation Agency Safety Plan (PTSAP) rule and related performance measures as authorized by Section 20021 of the Moving Ahead for Progress in the 21st Century Act (MAP– 21). The PTASP rule requires operators of public transportation systems that receive federal financial assistance under 49 U.S.C. Chapter 53 to develop and implement a PTASP based on a safety management systems approach. Development and implementation of PTSAPs is anticipated to help ensure that public transportation systems are safe nationwide.

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

Transit Safety Performance Measures

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

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

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

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

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

TAM Safety Performance Baselines and Targets

The Bay Town Trolly (BTT) is a deviated fixed route transit system. Bay TPO established safety targets for the fixed-route transit service on February 24, 2021 (Resolution 21-06) Bay Area Transportation (BAT) is a demand response service that does not receive FTA Urbanized Area Formula Grant funding, therefore, safety plans that include the process and procedures to implement Safety Management Systems (SMS) are not required. BTT and BAT TAM baseline and target safety performance goals are shown in Table 7.1.

Table 7.1 BTT and BAT Safety Performance Targets

Mode of Transit Service	Fatalities (Total)	Fatalities Per Total Revenue Mile (Rate)	Injuries (Total)	Injuries Per Total Revenue Mile (Rate)	Reportable Events (Total)	Reportable Events per Total Revenue Mile (Rate)	Mean Distance Between Major Mechanical Failures
Fixed Route	0	0/0	7	1/177,228	5	1/106,337	27,179 miles
Demand Response	0	0/0	1	1/229,935	0	0/0	86,768 miles

In future LRTP updates, additional TAM performance data and targets will be available to allow a fuller discussion of trends and progress toward achieving targets.

The Bay County TPO recognizes the importance of linking goals, objectives, and investment priorities to stated performance objectives, and that establishing this link is critical to the achievement of national transportation goals and statewide and regional performance targets. As such, the LRTP directly reflects the goals, objectives, performance measures, and targets as they are described in other public transportation plans and processes, including the Bay County TPO FY 2021-2025 TIP and the current Bay County TPO 2045 LRTP.

Transit Provider Coordination with States and TPOs

Key considerations for TPOs and transit agencies:

- Transit operators are required to review, update, and certify their PTASP annually.
- A transit agency must make its safety performance targets available to states and TPOs to aid in the planning process, along with its safety plans.
- To the maximum extent practicable, a transit agency must coordinate with states and TPOs in the selection of state and TPO safety performance targets.
- TPOs are required to establish initial transit safety targets within 180 days of the date that public transportation providers establish initial targets. TPOs are not required to establish transit safety targets annually each time the transit provider establishes targets. Instead, subsequent TPO targets must be established when the TPO updates the TIP or LRTP. When establishing transit safety targets, the TPO can either agree to program projects that will support the transit provider targets or establish its own regional transit targets for the TPO planning area. In cases where two or more providers operate in an TPO planning area and establish different targets for a given measure, the TPO has the option of coordinating with the providers to establish a single target for the TPO planning area, or establishing a set of targets for the TPO planning area that reflects the differing transit provider targets.
- TPOs and states must reference those targets in their long-range transportation plans. States and TPOs must each describe the anticipated effect of their respective transportation improvement programs toward achieving their targets.

The Bay County TPO will coordinate with public transportation providers in the planning area on the development and establishment of transit safety targets. LRTP amendments or updates after July 20, 2021 will include the required details about transit safety performance data and targets.

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Appendix E: Integration of Emerging Technologies

2045 Needs Plan: Impacts of Connected and Automated Vehicles

Introduction

The purpose of this technical memorandum is to characterize how emerging technologies, such as automated vehicles, will impact transportation needs on the Emerald Coast. There has been a great deal of buzz about how these technologies will enhance future travel, with potential benefits such as crash avoidance, improved system efficiency, and new mobility options. At the same time, agencies must carry out their existing mission of meeting the needs of today's travelers. This document aims to present practical considerations that complement existing investments in advanced traffic management systems (ATMS) while future-proofing for emerging technologies. The following topics are addressed:

- Travel pattern impacts
- Mobility and capacity opportunities
- Safety considerations
- Impacts on land use and urban form
- Equity and environmental needs
- Supportive policy considerations.

This document will focus primarily on the following three technologies:

- Automated vehicles (AVs), which use an on-board sensor suite to interpret their environment and control some or all driving inputs.
- Connected vehicles (CVs), which radio units to exchange data with each other and the surrounding infrastructure.
- Mobility as a Service (MaaS), which describes the integration of public and private transport services to provide an alternative to personally owned vehicle.

AVs have six levels of automation as defined by the Society of Automotive Engineers (SAE)[39], ranging from a Level 0 (occasional assistance such as blind spot warnings) to Level 5 (the ability to fully self-drive in any environment). Many vehicles currently available for sale have autonomous functions ranging from radar cruise control and automated emergency breaking (Level 1) to more advanced self-driving capabilities like Tesla's AutoPilot system (Level 3). Autonomous microtransit shuttles (such as the vehicles operating in The Villages and Babcock Ranch in Florida), run on short, pre-programmed routes and represent Level 4 as fallback to a human driver is not required. Level 5 autonomy adds this full operating range and is in the research and development phase.

[39] https://www.sae.org/news/press-room/2018/12/sae-international-releases-updated-visual-chart-for-its-%E2%80%9Clevels-of-driving-automation%E2%80%9D-standard-for-self-driving-vehicles



Figure 1: Levels of Automation

CVs will deliver similar benefits by providing vehicle-to-vehicle and vehicle-to-infrastructure warnings faster than human reaction time. Currently there are two forms of CV technology: dedicated short range communications (DSRC) and cellular connectivity. DSRC technology, which functions similar to Wi-Fi, is well-developed and has robust industry standards. However recent industry shifts have bolstered the development of cellular connectivity. The introduction of 5th generation (5G) cellular networks are projected to achieve the low latency required for safety critical applications.

Both AV and CV technology will deliver mobility benefits in the form of decreased headways and more efficient utilization of infrastructure. The emergence of MaaS in parallel to these advancements will create new modal options and ultimately transform the way we travel. Autonomous transit, for example, has the potential to provide door-to-door service of ridehailing at the price point of traditional transit. This has particular relevance on the Emerald Coast, where low and medium density tourist-driven communities are especially well-suited to this model.

Adoption projections for these three technologies vary widely with respect to both time horizon and the level of saturation, making long-term predictions difficult. Current literature suggests that adoption rates in 2040 for Level 3 and higher AVs may range from 5 to 85% (with moderate projections indicating around 50%). Compared to AVs, CV adoption will vary by vehicle and by corridor. While adoption of vehicle-based technology may trend similarly to AV adoption, the underlying communications and power infrastructure may be cost prohibitive on rural corridors (though it is important to note vehicle-to-vehicle CV applications will have value without infrastructure investments).

The MaaS market is especially difficult to pinpoint due to inconsistent definitions and methodologies and varying time horizons. However, there are a few data points to indicate a high magnitude of growth over time. The MaaS market is projected to grow from $39 billion (2017) to $358 billion by 2025 (nearly a tenfold increase), and by 2025 it is expected that 18% of the United States population will use transportation network companies like Uber and Lyft daily.

Travel Pattern Impacts

CAV and MaaS technologies are expected to have profound impacts on both the supply and demand sides of transportation. Just as ATMS technologies aim to improve traffic flow with enhanced monitoring, ramp metering, and adaptive signal control, CAVs will deliver a number of operational benefits:

- More efficient use of existing capacity
- Decreased rate and severity of crashes
- Enhanced situational awareness of upcoming travel conditions

The table below summarizes some of the projected benefits of AVs to roadways based on a recent literature review. For example, at an adoption rate of 85%, highway capacity is projected to increase by 64%, while crash frequency declines by 72%.[40] This will present an opportunity to complement currently-planned ATMS deployments in the short term while potentially decreasing the need for costly physical capacity expansion in the long term.

Table 1: AV Impacts on Travel Trends under Different Scenarios

Travel Trend	Scenario 1	Scenario 2	Scenario 3	Scenario 4
Trips	+6%	+14%	+6%	+19%
Vehicle Miles Traveled	+9%	+16%	+11%	+34%
Roadway Capacity	+4%	+22%	+4%	+64%
Crash Frequency	-21%	-43%	-17%	-72%

At the same time, AV and MaaS technologies are expected to increase travel demand. Most experts agree that emerging transportation technologies will increase vehicle miles traveled by making travel more convenient. MaaS and AV travel options are expected to lower transportation costs by reducing private vehicle ownership; turn commutes into productive time (for example, the ability to read or work on a laptop while riding to work); and enable better transportation access by individuals without drivers' licenses, travelers with disabilities, and disadvantaged communities who might not otherwise be able to afford to travel. In the most aggressive scenario above, trips are projected to increase by 19%.

40 https://iowadot.gov/interstatestudy/IADOT_PEL_80_AV_TechMemo_withAppendices_FINAL_20170629.pdf

The emergence of technology takes place against a backdrop of other demographic forces shifting user preferences that will impact travel demand:

- Increase in the number of older adults, with more choosing to age in place
- Fewer driving-aged children and young adults choosing to get a driver's license
- The increasing ease of telework
- Shifting user preference towards e-commerce
- Newfound willingness to use transit, ridehailing, and other non-single occupancy vehicle travel options
- Increased preference, especially among Millennials and empty-nesters, for dense, walkable environments

MPOs will play an important role in assessing the impact of each of these forces on travel demand. Within Florida, FDOT District 5 has developed a tool called TransFuture that is capable of adjusting travel demand model outputs to reflect the impacts of technology and demographics changes like the ones referenced above. The output presents a probabilistic range for the impacts on factors such as congestion and safety on a corridor basis.

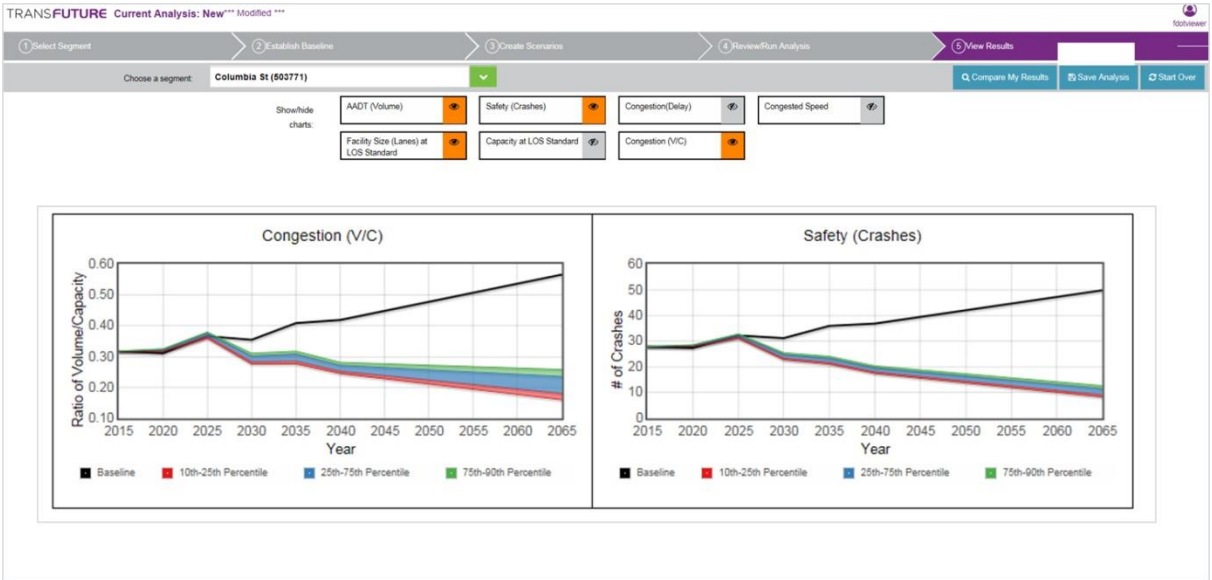


Figure 2: Output of TransFuture Modeling Tool

The Bay County TPO could utilize a similar tool for their own travel demand model to identify "big picture" impacts to the region as well as corridor-specific impacts. Understanding potential long-term congestion and safety implications is especially valuable when considering long-term capacity expansion projects. For example, using TransFuture, FDOT was able to determine the potential that a six lane facility could meet demand for longer than expected.

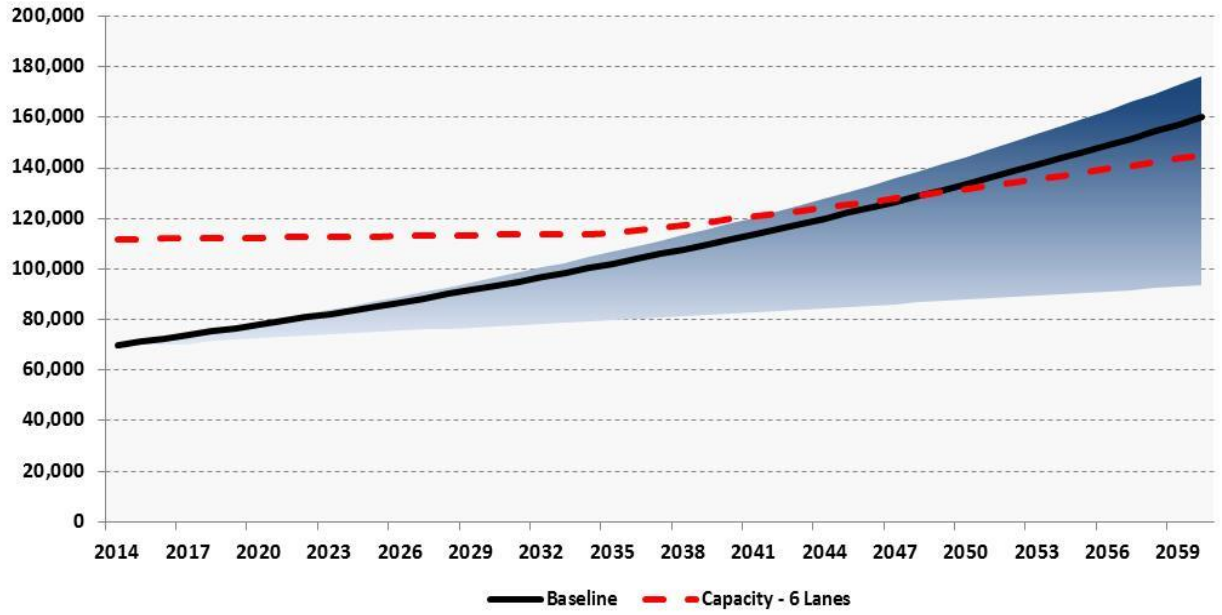


Figure 3: Illustration of Shift in Capacity Expansion Timeline

Compared to other regions in the country, the Emerald Coast has several unique characteristics that will impact future travel patterns:

- Seasonable variability associated with tourism
- Blend of urban and rural environments
- Difficulty of north-south travel
- High seaport activity and east-west truck volumes

How technology might mitigate the mobility challenges associated with these patterns should be further investigated as CAV and MaaS products mature, and to maintain alignment with any planned ATMS investments.

Mobility and Capacity Opportunities

CAV and MaaS implementation will introduce a number of opportunities for transportation agencies to enhance existing capacity and provide new mobility options:

- Increased throughput within lanes
- Improved efficiency of intersection movements
- Flexible adaptation of right of way
- New modal options, such as shared AVs

One of the most cited projected benefits of CAVs is their potential to utilize roadway capacity more efficiently. There are several CAV technologies that will help accomplish this goal:

- Multimodal trip planning, which includes applications that assist travelers in making modal, route, and timing decisions for trips based on the available options and the cost. These applications can be used to demonstrate the cost savings or even incentivize the use of transit, reducing single occupancy vehicle trips.
- Speed harmonization, which applies CV technology to issue dynamic speed limit recommendations to soothe traffic flow and mitigate bottlenecks.
- Queue warning, often associated with speed harmonization applications, broadcasts messages about upcoming slow-downs to decrease the likelihood of rear-end crashes.
- Traffic jam assist, which allows automated control of the vehicle below a certain speed threshold. Traffic jam assist has already been deployed on vehicles with Level 2 automation, and the diver must continually monitor the road and take over if conditions require it.
- Cooperative adaptive cruise control (CACC) aims to reduce headways by establishing platoons in which one or more vehicles “follow” a lead vehicle. Using a combination of AV and CV technology, the lead will make driving decisions and instantaneously communicate driving inputs to the other vehicles in the platoon. As discussed previously, literature suggests platooning could increase per lane throughput by 64% at an AV adoption rate of 85%.
- Cooperative intersection management, which utilizes CAV messaging to dynamically manage traffic signals based on the trajectories and classes of incoming vehicles. Smart traffic signals might also broadcast signal phase and timing and make a speed recommendation to oncoming drivers to reduce dwell times and improve energy consumption.
- Advanced lane detection, which could utilize both AV and CV technologies, to communicate upcoming traffic conditions and make recommendations on the optimal travel path (such as for lane choice or merging in the most efficient manner).

Many state and local agencies have also turned to microsimulation modeling to assess the impacts of CAV technologies on a corridor. By programming CAV characteristics into vehicles within the model, transportation planners can better understand the capacity improvements. For example, on the I-80 corridor in Iowa, modeling resulted in a 26% capacity improvement per lane at 85% AV adoption.[41] This could have profound impacts on highway design, and the decision to expand physical capacity. The Emerald Coast should consider how technology-driven capacity increases will influence long-term planning for major infrastructure projects, and which applications will have the most benefits on a corridor-by-corridor basis.

FDOT recently conducted analysis across three scenarios (conservative, moderate, and aggressive adoption) to analyze the mobility impacts of CAVs on the Strategic Intermodal System (SIS) network. Following continued trends (no CAV adoption), the Volume over Capacity ratio will trend from 0.6 to 0.8 in the coming decades. With aggressive CAV adoption, this is projected to be cut in half, to 0.3.

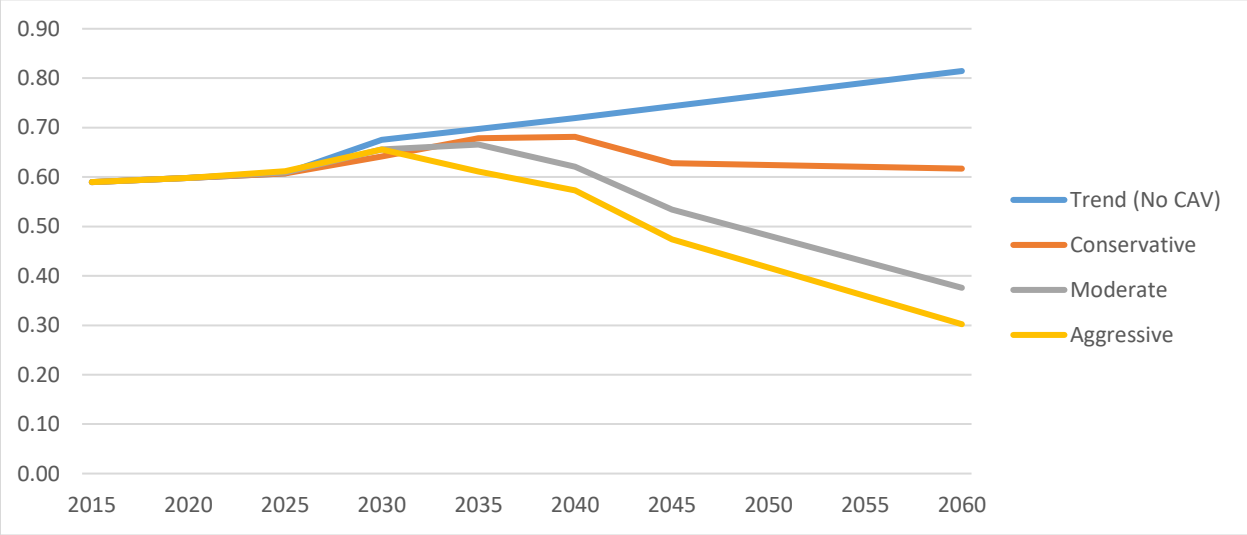


Figure 4: Potential Impacts of CAVs on Volume-Capacity Ratios

An analysis was conducted to assess how CAV impacts on traffic volumes and throughput might impact the identified 2045 capacity expansion projects. In summary, the number of corridors with planned capacity improvements that were rated as “congested” dropped by 25% indicating that emerging technologies may be able to reduce broad needs for capacity improvements.

[41] https://iowadot.gov/interstatestudy/IADOT_PEL_80_AV_TechMemo_withAppendices_FINAL_20170629.pdf

Beyond the enhanced capacity within lanes, CAVs also have the potential to introduce newfound flexibility to roadways. In the short term, CAVs can enhance existing ATMS technologies such as managed lanes by increasing situational awareness for both drivers and system operators. In the long term, CAVs can make full use of the roadway, with dynamic lane assignment based on conditions.

To accommodate these changes as CAV adoption increases, transportation agencies should plan with the following future-proofing considerations in mind:[42]

- Mobility needs and expandability, such as lane width and shoulder use.
- CAV infrastructure needs, such as machine readable signage, and CV radio equipment.
- Construction methods and materials to support more consistent tracking within lanes.
- Right of way needs (which could be lower in the future if CAVs utilize capacity more efficiently).

Consider an existing three lane highway with two shoulder lanes. Decade-by-decade steps to future-proof this roadway in response to increased CAV adoption could include the following:

- 2020: Set the stage for CV adoption by equipping limited access facilities with roadside CV technology. Begin planning for early AV adopters in the mid-2020s.

- 2030: Set the stage for more widespread AV adoption by constructing full-depth left shoulder to create new, dedicated lane for AVs. Three lanes remain for mixed AV or non-AV travel to accommodate more aggressive growth rates.

- 2040: Embrace a fully connected transportation network while increasing AV facilities. Provide a second dedicated AV lane to respond to market demand. With CV adoption nearly ubiquitous, a full suite of CV applications can be offered.

- 2050: Construct a full-depth right shoulder to create a new mixed-use lane. New smart pavement technology creates a fully dynamic roadway that responds to real-time conditions (such as additional freight lanes when needed, or reversed lanes during a hurricane evacuation).

CAV technologies will play an important role in enhancing the throughput of signalized corridors. Existing products today, such as vehicle detection and adaptive controllers, aim to increase the situational awareness of traffic signals and minimize travel delays. The introduction of CAVs into this environment will provide traffic signals with robust, real-time data on the location and trajectory of both vehicles and pedestrians. A future state with 100% CAV adoption could even include the removal of traffic signals, with vehicles dynamically navigated through intersections in real-time.

[42] https://iowadot.gov/interstatestudy/IADOT_PEL_80_AV_TechMemo_withAppendices_FINAL_20170629.pdf

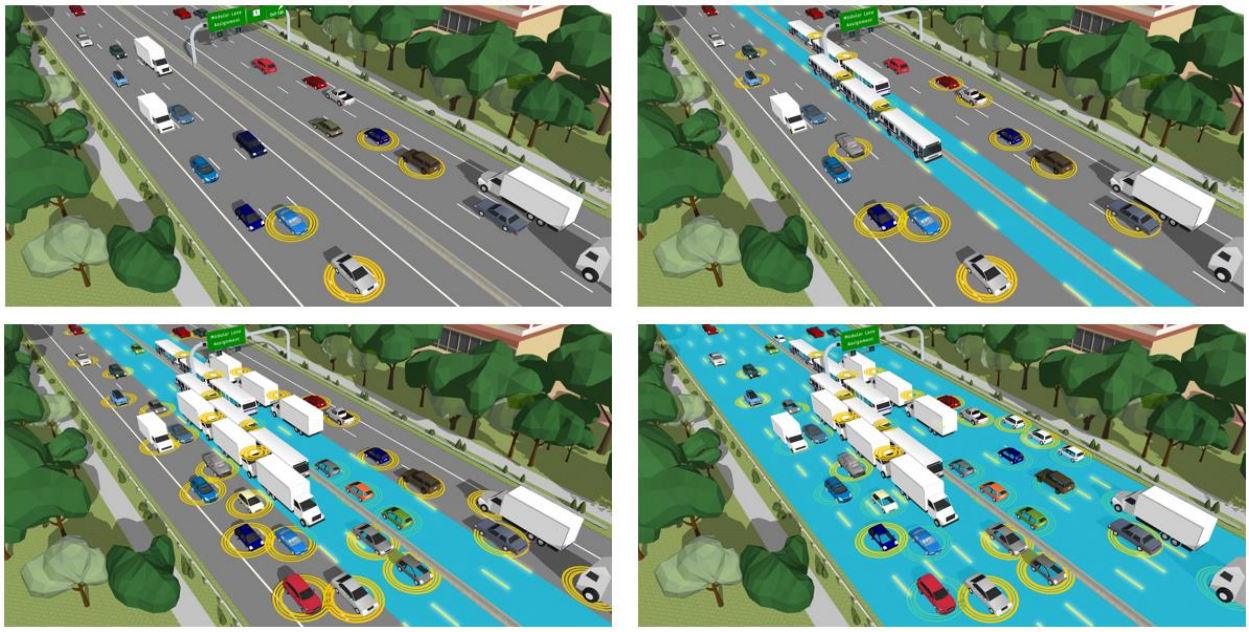


Figure 5: Potential Transition to a Fully CAV-Enabled Roadway

Vehicle-to-infrastructure communications will allow signal controllers to identify the presence of approaching vehicles and even pedestrians with properly equipped mobile devices. With both infrastructure and vehicle-based communications in place, there are a number of potential mobility benefits:

- Utilization of CAV data as an input for real-time adaptive signal control
- A new mechanism for emergency vehicle preemption and transit priority
- Speed recommendations to allow drivers to hit a series of green lights, reducing delay

As CAV market share increases, vehicle-to-vehicle intersection applications will increase in effectiveness. Intersection movement assist applications that detect oncoming vehicles can provide an indication to drivers when it is clear to enter an intersection or make a left turn, while fully autonomous intersections in which CAVs are dynamically navigated through to avoid conflicts will depend upon widespread adoption.

The proliferation of CAVs will vastly increase the data requirements of traffic signals. Existing communication network bandwidth, latency, redundancy, and scalability will need to be inventoried and upgraded over time. Installation of CAV infrastructure or “CAV-readiness” might also be a consideration for upcoming signal upgrade projects. The additive cost of future-proofing a signal with respect to detection, communications, and power requirements will likely be lower than the cost of retrofit down the line.

Safety

According to the National Highway Traffic Safety Administration, around 94% of crashes are caused by human error. AV technology (including currently available features such as pre-collision braking) is expected to vastly decrease the level of human error that contributes to crashes. CV technology will work in a similar fashion by providing both infrastructure-to-vehicle (e.g. curve speed warning, red light violation warnings) and vehicle-to-vehicle (e.g. left turn assist, do not pass warnings) applications. Table 2 identifies how pre-crash scenarios align with example CAV applications.[43]

By applying an effectiveness factor for each of the technologies above to crash types, researchers have begun to estimate overall crash reduction rates for CAVs for individual corridors or an entire transportation network. Florida FDOT recently evaluated the systemic safety impacts of CAVs on their strategic intermodal system using a similar methodology across a range of scenarios. Annual crashes were projected to increase to around 95,000 without CAV technology, but drop to around 25,000 in the most aggressive scenario.

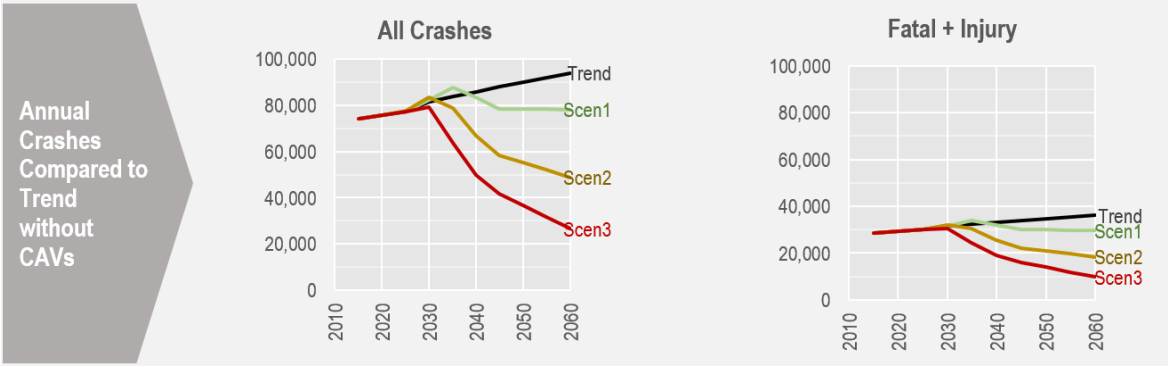


Figure 6: Projected Crash Trends for Range of CAV Scenarios

CAV safety benefits can also be extended to vulnerable roadway uses such as cyclists and pedestrians:

- Many currently available vehicles have advanced pedestrian detection systems, which will only increase in effectiveness as the technology matures.
- Infrastructure can be equipped with detection technology to extend crosswalk timing and provide data to drivers about pedestrian presence in the roadway.
- Pedestrians and cyclists can participate in the CV sensor environment with aftermarket equipment or properly equipped mobile devices.
- Warnings and alerts can be transmitted via infrastructure-based signage, in-vehicle, or mobile device.

[43] https://www.caee.utexas.edu/prof/kockelman/public_html/TRB16CAVSafety.pdf

Table 2: AV Mapping of Pre-Crash Scenarios to CAV Safety Applications

Pre-Crash Scenario	CAV Safety Application
Vehicle failure	Control Loss Warning
Control loss with prior vehicle action	
Control loss without prior vehicle action	
Running red light	Cooperative Intersection Collision Avoidance System
Running stop sign	
Road edge departure with prior vehicle maneuver	Road Departure Crash Warning Lane-Keeping Assistance
Road edge departure without prior vehicle maneuver	
Road edge departure while backing up	
Animal crash with prior vehicle maneuver	Automatic Emergency Braking Electronic Stability Control
Animal crash without prior vehicle maneuver	
Pedestrian crash with prior vehicle maneuver	Vehicle-to-Pedestrian Safety
Pedestrian crash without prior vehicle maneuver	
Cyclist crash With Prior Vehicle Maneuver	
Cyclist crash without prior vehicle maneuver	
Backing up into another vehicle	Rear Cross-Traffic Alerts
Vehicle(s) turning – same direction	Blind Spot Warning Lane Change Warning
Vehicle(s) changing lanes – same direction	
Vehicle(s) drifting – same direction	
Vehicle(s) making a maneuver – opposite direction	Do Not Pass Warning
Vehicle(s) not making a maneuver – opposite direction	
Following vehicle making a maneuver	Forward Collision Warning Cooperative Adaptive Cruise Control
Lead vehicle accelerating	
Lead vehicle moving at lower constant speed	
Lead vehicle decelerating	
Lead vehicle stopped	
Left turn at signalized junctions	Cooperative Intersection Collision Avoidance System
Vehicle turning right at signalized junctions	
Left turn at non-signalized junctions	
Straight crossing paths at non-signalized junctions	
Vehicle(s) turning at non-signalized junctions	
Evasive action with prior vehicle maneuver	Automatic Emergency Braking Electronic Stability Control
Evasive action without prior vehicle maneuver	
Object crash with prior vehicle maneuver	
Object crash without prior vehicle maneuver	

Impacts on Land Use and Urban Form

Emerging technologies will have profound impacts beyond the transportation system itself. Just as rivers, railroads, and highways have long shaped development patterns, AV and MaaS adoption will transform land use and urban form in new ways:

- Reduced parking demand, enabling higher value land uses
- Increased demand for pick-up and drop-off zones, creating new competition for curb space
- Ease of longer travel distances, potentially increasing urban sprawl

The impacts of AVs on parking will vary both by adoption rates and the type of adoption (privately owned vehicles vs. shared transportation). For example, a high concentration of privately owned AVs will require more parking be maintained than a high degree of MaaS adoption. Similarly, different land uses and densities will see varying impacts.

Urban Commercial/Mixed Use: AVs will have the most pronounced impact on urban commercial and mixed use developments that have access to robust MaaS and transit model options. Relying heavily on these models for transportation, urban areas would likely be able to substantially reduce parking requirements, generating new usable square footage for higher revenue uses. At the same time, high AV and MaaS adoption will have significant impacts on demand for curb space in high density areas, which already see high competition from existing loading zones, street parking, and urban deliveries. One potential solution is to repurpose some portion of existing parking for loading and unloading passengers.

Privately owned AVs will have similar consequences for urban commercial and mixed use development. As vehicles gain the capability to self-park (already an option some currently available models), dense urban areas may be able to reduce parking substantially while accommodating privately owned vehicles. Likely scenarios include off-site or reutilization of parking areas on land in less expensive or underutilized areas, where AVs can be parked for the duration of a visit. Searching for parking is estimated to generate up to 30% of congestion in urban areas; cities should carefully consider how to mitigate the impacts of “zero occupancy travel” as empty AVs search for parking.

Low-Density Commercial: Existing auto-oriented development will likely see a reduction in parking demand as autonomous transportation enters the market. Because some people will still own cars, it is unlikely that auto-oriented land uses (such as shopping centers, office parks, and manufacturing) will see a full elimination of parking. One feasible outcome is a substantial reduction in the parking needed to serve different uses. Our current parking minimums are typically calculated using the peak parking demand observed for that use (such as the holiday season for retail). High MaaS adoption may mean that parking can be scaled back to accommodate a more typical day’s demand, with any excess peak demand being handled by the MaaS services. Additionally, parking does not necessarily need to be located on site if the car can drop the user off and park itself. Parking strategies that utilize shared parking for underutilized lots, or lots that make use of underutilized land could further reduce the need for on-site parking. Reductions in parking will enable re-purposing to more productive land uses. For example, a shopping center may be able to increase the square footage of retail space per acre. However, a higher volume of pick-up and drop-off traffic will have implications on site design.

Medium to High Density Residential: Because higher density housing tends to be closer to city centers, residents may be more predisposed to utilize MaaS and transit options. If these become the dominant forms of transportation for residents in medium to high density housing, it will allow for parking reductions (at the expense of increased loading zones for pick-up and drop-off). That said, many residents will still prefer to own their vehicle. A high degree of private AV adoption in medium to high density residential might lower the overall count of parking needed, but will likely require charging infrastructure.

Many of the resort communities on the Emerald Coast will fall into this category, presenting a unique set of considerations. Visitors who drive or fly to the Emerald Coast will be more predisposed to utilize private AVs (either their own, or rental cars). At the same time, it will be easier for visitors to "park once" at remote parking sites and utilize MaaS options to travel to nearby destinations.

Low Density Residential: Suburban and rural single family detached and attached homes will likely see a more incremental change compared to other land uses due to the predisposition to private vehicle ownership. While it has been estimated that AVs and MaaS options might allow families to reduce the number of household cars, overall site density will likely not change. One notable change will be an increase in charging infrastructure to support a shift to more electric vehicles.

Many experts predict that AV and MaaS options will increase suburban sprawl. The ability to turn tips into usable time may increase commuters' willingness to travel. However, AVs are not expected to see high adoption in rural areas for some time due to the limited operating domain for the technology. Early deployment is currently occurring on limited access highways, likely followed by urbanized areas with supportive infrastructure and high-resolution mapping.

Environmental and Equity Implications

U.S. DOT has developed a number of environmentally focused applications including eco-approach and departure at signalized intersections and dynamic eco-routing.[44] Broadly, these applications aim to recommend efficient driving practices that reduce delay, fuel consumption, or a combination of both. Examples of CAV functionality that could affect fuel economy through eco-driving include adaptive cruise control or vehicle platooning. Vehicle-to-infrastructure communications (e.g., coordination with traffic lights, instant notification of upcoming traffic incidents, and route optimization) can also play an important role: providing drivers with knowledge of the signal phase and timing of upcoming intersections and recommending a speed resulted in a 17% fuel savings in a recent prototype.[45] Braking is a direct waste of energy, so any reduction in braking increases energy efficiency.

While beyond the focus of this technical memo, it is anticipated that AVs will consist primarily of electric vehicles (EVs), with adoption of EVs already increasing rapidly. The emissions benefits of deploying AVs on an electrified fleet platform could help mitigate the environmental concerns associated with AVs increasing VMT, including the potential for zero occupancy travel as they are repositioned between trips. One key benefit of EVs is that they recuperate some of the energy lost to braking.

[44] https://www.its.dot.gov/pilots/pilots_environment.htm

[45] https://www.cert.ucr.edu/sites/g/files/rcwecm1251/files/2020-04/GlidePathT-IV-Publish-final.pdf

The introduction of CAVs will also introduce equity considerations for transportation agencies.

‘**Potential Benefits:**

- Lower travel costs for disadvantaged populations
- New mobility options, especially for travelers with disabilities
- Enhanced safety for vulnerable roadway users
- Reduced emissions

Potential Challenges:

- CAV technologies will be cost-prohibitive for disadvantaged users
- Rollout of technology will be uneven between urban and rural areas
- Overall VMT and sprawl will likely increase

New technologies are capable of making travel easier and safer for all. But there is a significant risk that these benefits will be uneven. Transportation planners, engineers, and policy-makers must keep these considerations in mind as CAVs are deployed to ensure it is done in a safe, and equitable manner.

Summary of Emerging Technology Impacts

Trend	Implications	Considerations
Travel Patterns		
Travel Supply	CAVs will extend the safety and operational benefits of ATMS.	Consider CAVs as an ATMS tool to identify complementary supportive infrastructure
Travel Demand	Technology will make travel easier, increasing VMT.	Consider incorporation of technology impacts into regional travel demand model
Mobility		
Roadway Capacity	CAVs will increase capacity by enabling shorter headways.	Use microsimulation modeling to consider the of implications CAVs on long-term capacity expansion planning
Right of Way	CAVs can make more efficient use of existing right of ways with modular lane technologies.	Consider long-term future-proofing strategies, such as communications and pavement requirements, to support CAVs.
Signalized Corridors	CAVs will improve intersection efficiency by communicating signal phase and timing and reducing dwell times.	Conduct inventory of traffic signals in the region to identify which can support CV communications, and consider this as a factor when making corridor upgrades
Mode Choice	CAVs and MaaS will create new modal options, with door-to-door connected.	Facilitate linkages between modes by enabling first and last mile connectivity and multimodal trip planning/payment
Safety		
Crash Reduction	CAV technologies will combine to reduce or eliminate a range of crash types.	Map current crash hot spots by type and align with short, medium, and long-term CAV interventions
Bike and Pedestrian Safety	Vehicle, infrastructure, and pedestrian-based sensors will enhance safety for vulnerable roadway users.	Identify bike and pedestrian safety hot spots to identify opportunities for CAV-based bike and pedestrian interventions.
Land Use		
Parking Minimums	CAVs and MaaS will reduce the need for nearby parking, allowing more productive lad uses in urban areas.	Identify underutilized parking consider the impacts of re-purposed surface parking on density, trip generation, and revenue.
Curb Space Requirements	These same technologies will increase demand for pick-up and drop-off zones.	Plan for new loading zones at high activity locations (schools, arenas, large office buildings) with concentrated arrivals and departures.
Sprawl	Newfound ease of commuting may increase sprawl.	Monitor federal and state movement towards mileage-based user fees.
Environmental and Equity		
Emissions	EV, CAV platooning, and smart signal technology will reduce emissions.	Identify the supportive charging infrastructure required for large-scale EV adoption.
Access	Technology has the potential to lower transportation costs.	Focus on how technology can be deployed equitably, especially for rural users.

Needs Plan Project Analysis

FDOT categorizes traffic congestion conditions into four levels based on the value of V/C ratio: Very Congested with V/C ratio greater than or equal to 1.3, Congested with V/C ratio between 1.1 to 1.3, Borderline Congested with V/C ratio between 0.9 to 1.1, and Non-Congested with V/C less than or equal to 0.9. Based on existing traffic demand forecast which does not include potential AV impacts, capacity improvements are needed to address increased severity of congestion by 2045.

The introduction of AVs will increase the efficiency and utilization of existing roadway. With consideration of AVs, it will help mitigate the severity of congestion and in turns reduce the need for capacity improvements. Assuming a CAV market penetration rate of 60% in 2045, CAVs will induce an additional 6% demand but throughput increases by 15% because of reduced headway. This results in a v/c multiplier for all v/c ratio of 0.9217 (1.06/1.15). This estimate can be applied to reduce the level of congestion to Borderline Congested on at least two of the Needs Plan projects.

Impacts of CAVs on Bay Planned Capacity Expansion Projects

Map ID	Corridor	From	To	Improvement	2045 V/C	AV V/C	Result
A-1	SR 368 (23rd Street) at US 98 [**SIS**]	US 98 / 23rd Street Interchange Flyover	SR 390 (St Andrews Boulevard)	Widen to 6 Lanes	0.93	0.87	Not Congested
A-2	SR 390 (E. 14th Street) [**SIS**]	SR 77 (Ohio Avenue)	US 231 (SR 75)	Widen to 6 Lanes	0.85	0.78	Not Congested
A-3	SR 389 (East Avenue) [**SIS**]	Baldwin Road	CR 2337 (Sherman Avenue)	Widen to 4 Lanes	1.14	1.05	Borderline Congested
A-4	CR 389 (East Avenue) [non-SIS]	CR 2312 (Baldwin Road)	SR 390	Widen to 4 Lanes	0.59	0.54	Not Congested
A-5	Gulf to Bay Highway (Parkway)	US 98 (SR 30) west of Mexico Beach	The Bay/Gulf County Line	Construct new 4 Lane Facility	0.90	0.83	Not Congested
A-6	CR 30P (Hills Road)	US 98 A (Front Beach Road)	US 98 (Panama City Beach Parkway)	Widen to 4 Lanes	0.15	0.13	Not Congested
A-7	Powell Adams Road Segment 2	US 98A (Front Beach Road)	L.C. Hilton, Jr. Drive	Widen to 3 Lanes	0.90	0.83	Not Congested
A-8	SR 22 (Wewa Highway) [Phase 1]	US 98 (Tyndall Parkway)	Star Avenue	Widen to 4 Lanes	1.10	1.02	Borderline Congested
A-9	SR 388 (West Bay Parkway)	Burnt Mill Creek	SR 77 (Ohio Avenue)	Widen to 4 Lanes	0.20	0.18	Not Congested
A-10	SR 388 (West Bay Parkway)	Northwest Florida Beaches International Airport	Burnt Mill Creek	Widen to 4 Lanes	0.04	0.04	Not Congested
A-11	CR 2315 (Star Avenue)	SR 22 (Wewa Highway)	US 231 (SR 75)	Widen to 4 Lanes	0.56	0.52	Not Congested
A-12	CR 2327 (Transmitter Road) [**SIS**] [Military Access Facility]	US 98 / SR 30A (E. 15th Street)	C Street	Widen to 4 Lanes	0.71	0.66	Not Congested
A-13	US 231 (SR 75) [Segment 7] [**SIS**]	US 98 (SR 30A) / 15th Street / Harrison Avenue	23rd Street (SR 368)	Widen to 6 Lanes & intersection	0.47	0.44	Not Congested

Map ID	Corridor	From	To	Improvement	2045 V/C	AV V/C	Result
				improvement at US 231/US98/Harrison			
A-14	US 231 (SR 75) [Segment 8] [**SIS**]	23rd Street (SR 368)	Pipeline Road	Widen to 6 Lanes	0.94	0.87	Not Congested
A-15	US 231 (SR 75) [**SIS**]	Pipeline Road	Penny Road	Widen to 6 Lanes	0.47	0.43	Not Congested
A-16	US 231 (SR 75) [**SIS**]	Penny Road	Scotts Ferry Road	Widen to 6 Lanes	0.09	0.08	Not Congested
A-17	US 231 (SR 75) [**SIS**]	Scotts Ferry Road	SR 20	Widen to 6 Lanes	0.08	0.08	Not Congested
A-18	US 98 (Panama City Beach Parkway) SR 30A [**SIS**]	Mandy Lane	Nautilus Street	Widen to 6 Lanes	0.71	0.66	Not Congested
A-19	US 98 (Panama City Beach Parkway) SR 30A [**SIS**]	Nautilus Street	Richard Jackson Blvd	Widen to 6 Lanes	0.71	0.65	Not Congested
A-20	SR 388 (West Bay Parkway)	US 98 (SR 30) in Walton County	SR 79	Construct new 2 lane/ widen to 4 Lanes	0.90	0.83	Not Congested
A-21	Truck Parking	US 231 Industrial Park	US 231 Industrial Park	Construct Truck Parking	0.90	0.83	Not Congested
A-22	Gulf Coast Parkway	US 98 (SR 30)	US 231 (SR 75)	Construct new or enhanced 2 or 4 lane facility	0.90	0.83	Not Congested
A-23	Gulf Coast Parkway Connector	CR 2315 (Star Avenue)	Old Allenton Road / Gulf Coast Parkway	Construct New 4-lane Roadway	0.90	0.83	Not Congested
A-24	26th Street Extension	SR 77	Minnesota Street	New 2 Lane Facility	0.90	0.83	Not Congested
A-25	CR 391 (Baldwin Road)	Kirkwell Avenue	US 231 (SR 75)	Widen to 4 lanes	0.82	0.76	Not Congested
A-26	CR 30C (Clara Avenue)	US 98A (Front Beach Road)	US 98 (Panama City Beach Parkway)	Widen to 4 Lanes	0.39	0.36	Not Congested
A-27	CR 2301	US 231 (SR 75)	CR 388	Widen to 4 lanes	0.32	0.29	Not Congested
A-28	CR 2321	US 231 (SR 75)	SR 77	Widen to 4 Lanes	0.78	0.72	Not Congested
A-29	CR 388 (West Bay Parkway)	SR 77 (Lynn Haven Parkway)	US 231 (SR 75)	Construct new 4 Lane Facility	0.29	0.26	Not Congested
A-30	E 39th Street Extension	Camryns Crossing	Transmitter Road (CR 2327)	Construct new 2 Lane Facility	0.75	0.69	Not Congested
A-31	Joan Avenue	(CR 3031) Thomas Drive	US 98A (Front Beach Road)	Widen to 4 lanes	0.28	0.26	Not Congested
A-32	Lyndell Lane	US 98A (Front Beach Road)	US 98 (Panama City Beach Parkway)	Widen to 4 Lanes	0.90	0.83	Not Congested
A-33	Powerline Road	SR 388 (West Bay Parkway)	SR79 at the Loop Road connection	Construct new 4 lane Facility	0.90	0.83	Not Congested
A-34	Gulf Coast Parkway Extension (West Parkway Extension in Priority List)	SR 77	US 231 (SR 75)	Construct new 4 Lane Facility	0.90	0.83	Not Congested
A-35	US 98 Dupont Bridge Replacement over St. Andrews Bay and ICWW [**SIS**]	City of Parker	Tyndall Air Force Base	DuPont Bridge Replacement	0.83	0.77	Not Congested

Map ID	Corridor	From	To	Improvement	2045 V/C	AV V/C	Result
A-36	Titus Connector Road	SR 390	CR 2321	New 2 Lane Facility	0.90	0.83	Not Congested
A-37	SR 77 (MLK Jr. Blvd)	US 98	23rd Street (SR 368)	Widen to 6 Lanes	0.86	0.79	Not Congested
A-38	CR 2327 (Transmitter Road)	C Street	Brooke Lane	Widen to 4 Lanes	0.82	0.75	Not Congested
A-39	US 98 (Panama City Beach Parkway) SR 30A [**SIS**]	Richard Jackson Blvd	Hathaway Bridge	Widen to 6 Lanes	0.67	0.62	Not Congested
A-40	CR 389 (East Avenue) [**SIS**] (PD&E Segment 2)	Port Entrance	US 98B (SR 30) / 5th Street	Widen to 4 Lanes	0.22	0.20	Not Congested
A-41	SR 389 (East Avenue) [**SIS**] (PD&E Segment 1)	US 98B (SR 30) / 5th Street	CR 2337 (Sherman Avenue)	Widen to 4 Lanes	0.68	0.63	Not Congested
A-42	SR 20	Washington County Line	US 231 (SR 75)	Widen to 4 lanes	0.82	0.76	Not Congested
A-43	Clarence Street	SR 392A (Hutchison Blvd.)	US 98A (Front Beach Road)	Widen to 4 Lanes	0.90	0.83	Not Congested
A-44	US 98 (SR 30) [**SIS**]	CR 2327 (Transmitter Road)	Tyndall Drive / Airey Avenue (on Tyndall AFB)	Widen to 6 Lanes	0.80	0.74	Not Congested
A-45	SR 77	SR 390	County Line	Widen to 6 Lanes	0.27	0.25	Not Congested
A-46	Titus Road	CR 2321	US 231 (SR 75)	Widen to 4 Lanes	0.45	0.41	Not Congested
A-47	US 98 (SR 30) [**SIS**]	Walton County Line	SR 79 (Arnold Drive)	Widen to 6 Lanes	0.55	0.51	Not Congested
A-48	SR 79 [**SIS**]	SR 388 (West Bay Parkway)	Bay County Line	Widen to 6 Lanes	0.04	0.04	Not Congested
A-49	Bay Parkway Phase 3 (Back Beach Bypass)	US 98 at Clara Avenue	US 98 at Chip Seal Parkway	Construct new 4 Lane Facility	0.90	0.83	Not Congested
A-50	US 98 Panama City Beach Pkwy Elevated Segment [connecting Back Beach / Bay Pkwy Phase 2 and 3] [**SIS**]	Nautilus Street [Back Beach / Bay Parkway Phase 2]	Clara Avenue [Back Beach / Bay Parkway Phase 3]	Construct new 4-lane elevated segment of US 98	0.90	0.83	Not Congested

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Appendix F: Revenue Forecast

REVENUE FORECAST FOR THE BAY COUNTY TPO LONG RANGE PLAN UPDATE

2045 Forecast of State and Federal Revenues for Statewide and Metropolitan Plans

Office of Policy Planning November 19, 2018

2045 REVENUE FORECAST
BAY COUNTY TPO

WITH STATEWIDE, DISTRICTWIDE
AND COUNTY-SPECIFIC PROJECTIONS
2045 Forecast of State and Federal Revenues for Statewide and Metropolitan Plans

Overview

This report documents the Florida Department of Transportation (FDOT) revenue forecast through 2045. Estimates for major state programs for this metropolitan area, for FDOT Districts, and for Florida as whole are included. This includes state and federal funds that "flow through" the FDOT work program. This information is used for updates of Metropolitan Planning Organization (MPO[1]) Long Range Transportation Plans (LRTPs) and related documents.

Background

In accordance with federal statute, longstanding FDOT policy and leadership by the Metropolitan Planning Organization Advisory Council (MPOAC), the Office of Policy Planning (OPP) provides projections of future available funding to Florida's 27 MPOs. This data is known as the Revenue Forecast. Consistent data is being applied to the development of the FDOT Strategic Intermodal System (SIS) Highway Cost Feasible Plan.

The department developed a long-range revenue forecast through 2045. The forecast is largely based upon recent federal legislation (e.g., the FAST Act[2]) and changes in multiple factors affecting state revenue sources and current policies. This 2045 forecast incorporates (1) amounts contained in the department's work program for FYs 2018 through 2022, (2) the impact of the department's objectives and investment policies, and (3) the Statutory Formula (equal parts of population and motor fuel tax collections) for distribution of certain program funds. All estimates are expressed in nominal dollars, also known as year of expenditure (YOE) dollars.

Purpose

This version of the forecast (in word processing or portable document format) provides one specific MPO, and all interested parties, with dollar figures that will be necessary and useful as it prepares its 2045 LRTP. If more detail or particular additional numbers are needed, these may subsequently be delivered in spreadsheet format. This document does not forecast funds that do not "flow through" the state work program. Further information concerning local sources of revenue is available from State of Florida sources, particularly *Florida's Transportation Tax Sources: A Primer,* and the *Local Government Financial Information Handbook.*[3]

[1] In this document, the general term MPO is used to refer to organizations whose names take different forms, including TPO, TPA, and MTPO.

[2] Fixing America's Surface Transportation (FAST) Act, Public Law 114-94, December 4, 2015.

[3] FDOT's tax source primer is available at http://www.fdot.gov/comptroller/pdf/GAO/RevManagement/Tax%20Primer.pdf. The financial information handbook is prepared by the Office of Economic and Demographic Research, part of the Florida Legislature; it is available at http://edr.state.fl.us/Content/local-government/reports/lgfih17.pdf.

This forecast features county level estimates for major FDOT capacity programs, specifically Other Roads and Transit. If an MPO includes more than one county, the county level estimates are totaled to produce an overall MPO estimate. If an MPO's boundary doesn't match county boundaries, the FDOT District will determine appropriate funding totals for that MPO. OPP is available for consultation and support, and Districts are asked to share their method and results with our office. However, final responsibility rests with the appropriate District.

There is a long-term goal to focus planning on metropolitan areas which do not correspond to county or city boundaries. In some cases, analyses and plans are based on census designated urbanized areas (UZAs). But for most sources of funding, it is more practical to define geographic areas by county boundaries.

This forecast does not break down SIS Highway expenditures to the county or District level. SIS Highway expenditures are addressed in the SIS Cost Feasible Plan (CFP), which is under preparation by the FDOT Systems Implementation Office.[4] Districts always inform MPOs of projects that are proposed to be included in the CFP, and, conversely, CFP projects need to be included in the appropriate MPO LRTP(s) to receive federal funding.

This Forecast lists funding for FDOT programs designed to support, operate, and maintain the state transportation system. The FDOT has set aside sufficient funds in the 2045 Revenue Forecast for these programs, referred to as "non-capacity programs" here, to meet statewide objectives and program needs in all metropolitan and non-metropolitan areas. Specific District level amounts are provided for existing facilities expenditures. Funding for these programs is not included in the county level estimates.

2045 Revenue Forecast (State and Federal Funds)

The 2045 Revenue Forecast is the result of a three-step process:

1. State and federal revenues from current sources were estimated.
2. Those revenues were distributed among appropriate statewide capacity and non-capacity programs consistent with statewide priorities.
3. County level estimates for the Other Roads and Transit programs were developed, along with County, District or Statewide estimates for other funding categories that are of particular interest to the 27 Florida MPOs.

Forecast of State and Federal Revenues

The 2045 Revenue Forecast includes program estimates for the expenditure of state and federal funds expected from current revenue sources (i.e., new revenue sources were not added). The forecast estimates revenues from federal, state, and Turnpike sources included in the Department's 5-Year Work Program.

The forecast does not estimate revenue from other sources (i.e., local government/authority taxes, fees, and bond proceeds; private sector participation; and innovative finance sources). Estimates of state revenue sources were based on estimates prepared by the State Revenue Estimating Conference (REC) in September 2017 for state fiscal years (FYs) 2019 through 2028. Estimates of federal revenue sources were based on the Department's Federal Aid Forecast for FYs 2018 through 2027. In this forecast, Surplus Toll Revenue is only projected for Miami-

[4] Formerly known as the Systems Planning Office.

Dade County, but that category may apply to more counties in future Revenue Forecasts. Assumptions about revenue growth are shown in Table 1:

Table 1
Revenue Sources and Assumptions

Revenue Sources	Years	Assumptions*
State Taxes (includes fuel taxes, tourism-driven sources, vehicle-related taxes and documentary stamp taxes)	2019-2028	Florida REC Estimates; these average in the range from 2.5% to 3.0% per year
	2029-2045	Annual 1.93% increase in 2029, gradually decreasing to -0.44% in 2045
Federal Distributions (Total Obligating Authority)	2018-2027	FDOT Federal Aid Forecast
	2028-2045	Annual 0.0% increase through 2045
Turnpike	2018-2028	Turnpike Revenue Forecast
	2029-2045	Annual 1.93% increase in 2029, gradually decreasing to -0.44% in 2045

* Note all growth rates show nominal, or year of expenditure, dollar figures. Consistent with REC assumptions, a constant annual inflation rate of 2.60% is projected forward indefinitely. Therefore, *an assumption of nominal growth of 1.93% signifies a real decline of about 0.65% per year.*

A summary of the forecast of state, federal and Turnpike revenues is shown in Table 2. The *2045 Revenue Forecast Guidebook* contains inflation factors that can be used to adjust project costs expressed in "present day cost" to "year of expenditure" dollars.

Table 2
Forecast of Revenues
2045 Revenue Forecast (Millions of Dollars)
(Percentages reflect percentage of total period funding produced by that source. For example, Federal funding is projected to provide 24% of all funding for the period of 2021 through 2025)

Major Revenue Sources	Time Periods (Fiscal Years) 2020[1]	2021-2025[1]	2026-2030	2031-2035	2036-2045	26-Year Total[2] 2020-2045
Federal	2,353 28%	10,884 24%	11,878 23%	12,108 21%	24,217 20%	61,440 22%
State	5,270 62%	27,366 61%	34,128 65%	38,264 66%	80,719 66%	185,748 65%
Turnpike	814 10%	6,572 15%	6,688 13%	7,861 14%	16,518 14%	38,453 13%
Total[2]	**8,437**	**44,823**	**52,694**	**58,233**	**121,454**	**285,641**

[1] Based on the FDOT Adopted Work Program for 2018 through 2022.
[2] Columns and rows sometimes do not equal the totals due to rounding.

Estimates for State Programs

Long range revenue forecasts assist in determining financial feasibility of needed transportation improvements, and in identifying funding priorities. FDOT policy places primary emphasis on safety and preservation. Remaining funding is planned for capacity programs and other priorities.

The 2045 Revenue Forecast includes the program funding levels contained in the July 1, 2017 Adopted Work Program for 2018 through 2022. The forecast of funding levels for FDOT programs for 2020-2045 was developed based on the corresponding Program and Resource Plan (PRP), which includes the Adopted Work Program and planned funding for fiscal years 2023-2026. This Revenue Forecast provides information for Capacity and Non-Capacity state programs. The information is consistent with "Financial Guidelines for MPO Long Range Plans" moved forward by the Metropolitan Planning Organization Advisory Council Policy and Technical Committee on July 13, 2017.

The Revenue Forecast entails long-term financial projections for support of long-term planning. The forecast is delivered well in advance of the 5-year LRTP adoption schedule, roughly 18 months in advance of the first required adoption. This forecast is considered satisfactory for the remainder of the 5-year cycle; in other words, it is useful for MPOs whose adoptions come at the end of the cycle, about 3½ years after the first MPOs. However, FDOT reserves the right to consider adjustments to the Revenue Forecast during the LRTP adoption cycle, if warranted.

Capacity Programs

Capacity programs include each major FDOT program that expands the capacity of existing transportation systems (such as highways and transit). Table 3 includes a brief description of each major capacity program and the linkage to the program categories used in the PRP.

Statewide Forecast for Capacity Programs

Table 4 identifies the statewide estimates for capacity programs in the 2045 Revenue Forecast. $285 billion is forecast for the entire state transportation program from 2020 through 2045; about $149 billion (52%) is forecast for capacity programs.

Metropolitan Forecast for Capacity Programs

Pursuant to federal law, transportation management area (TMA) funds and certain Transportation Alternatives (TALU) funds are projected based on current population estimates. These 2 categories only apply to federally designated TMAs; 15 of the State's 27 MPOs qualify for these funds. District estimates for certain Transportation Alternatives (TA) funds and the Other Roads program were developed using the current statutory formula.[5] For planning purposes, transit program funds were divided between Districts and counties according to population.

[5] The statutory formula is 50% population and 50% motor fuel tax collections.

TABLE 3
Major Capacity Programs Included in the 2045 Revenue Forecast
and Corresponding Program Categories in the Program and Resource Plan (PRP)

2045 Revenue Forecast Programs	PRP Program Categories
SIS Highways Construction & ROW - Construction, improvements, and associated right of way on SIS highways (i.e., Interstate, the Turnpike, other toll roads, and other facilities designed to serve interstate and regional commerce including SIS Connectors).	Interstate Construction Turnpike Construction Other SIS Highway Construction SIS Highway Traffic Operations SIS Highway Right of Way (ROW) SIS Advance Corridor Acquisition
Other Arterial Construction/ROW - Construction, improvements, and associated right of way on State Highway System roadways not designated as part of the SIS. Also includes funding for local assistance programs such as the Transportation Regional Incentive Program (TRIP), and the County Incentive Grant Program (CIGP).	Arterial Traffic Operations Construction County Transportation Programs Economic Development Other Arterial & Bridge Right of Way Other Arterial Advance Corridor Acquisition
Aviation - Financial and technical assistance to Florida's airports in the areas of safety, security, capacity enhancement, land acquisition, planning, economic development, and preservation.	Airport Improvement Land Acquisition Planning Discretionary Capacity Improvements
Transit - Technical and operating/capital assistance to transit, paratransit, and ridesharing systems.	Transit Systems Transportation Disadvantaged – Department Transportation Disadvantaged – Commission Other; Block Grants; New Starts Transit
Rail - Rail safety inspections, rail-highway grade crossing safety, acquisition of rail corridors, assistance in developing intercity and commuter rail service, and rehabilitation of rail facilities.	Rail/Highway Crossings Rail Capacity Improvement/Rehabilitation High Speed Rail Passenger Service
Intermodal Access - Improving access to intermodal facilities, airports and seaports; associated rights of way acquisition.	Intermodal Access
Seaport Development - Funding for development of public deep-water ports projects, such as security infrastructure and law enforcement measures, land acquisition, dredging, construction of storage facilities and terminals, and acquisition of container cranes and other equipment used in moving cargo and passengers.	Seaport Development
SUN Trail – FDOT is directed to make use of its expertise in efficiently providing transportation projects to develop a statewide system of paved non-motorized trails as a component of the Florida Greenways and Trails System (FGTS), which is planned by the Florida Department of Environmental Protection (FDEP).	Other State Highway Construction Other State Highway ROW Other Roads Construction Other Roads ROW Other SIS Highway Construction SIS Highway ROW

Table 4
Statewide Capacity Program Estimates
State and Federal Funds from the 2045 Revenue Forecast (Millions of Dollars)

Major Programs	Time Periods (Fiscal Years)					26-Year Total[2]
	2020[1]	2021-25[1]	2026-30	2031-35	2036-45	2020-2045
SIS Highways Construction & ROW	2,199	12,940	12,490	13,933	28,971	70,534
Other Roads Construction & ROW	892	6,538	8,006	8,650	18,103	42,188
Aviation	211	1,143	1,433	1,596	3,354	7,738
Transit	417	2,306	2,881	3,154	6,580	15,339
Rail	178	850	1,255	1,425	2,985	6,692
Intermodal Access	40	262	345	379	791	1,816
Seaports	114	622	837	938	1,970	4,481
SUN Trail	25	125	125	125	250	650
Total Capacity Programs	**4,075**	**24,786**	**27,372**	**30,200**	**63,004**	**149,438**
Statewide Total Forecast	**8,437**	**44,823**	**52,694**	**58,233**	**121,454**	**285,641**

[1] Based on the FDOT Tentative Work Program for FYs 2018 through 2022.
[2] Columns and rows sometimes do not equal the totals due to rounding.

Estimates for the Other Roads and Transit program categories for this metropolitan area are included in Table 5.

Table 5
County Level Capacity Program Estimates
State and Federal Funds from the 2045 Revenue Forecast (Millions of Dollars)
Estimates for the Bay County Transportation Planning Organization

Capacity Programs*	Time Periods (Fiscal Years)					26-Year Total
	2020	2021-25	2026-30	2031-35	2036-45	2020-2045
Other Roads Construction & ROW	8.13	59.65	72.46	78.17	162.66	381.07
Transit	3.21	17.86	22.52	24.67	51.39	119.65
Total - Main Programs	11.35	77.51	94.98	102.84	214.05	500.72

* Estimates for 2018 through 2022 are contained in the FDOT Adopted Work Program.
# Other Roads estimates do not include projected funding for the TRIP program of the Federal TMA program (SU Fund Code).
^ Transit estimates do not include projected funding for the Florida New Starts program.

A few programs fund capacity projects throughout the state on a competitive basis. The two most prominent programs for MPOs are the Transportation Regional Incentive Program (TRIP) and the Florida New Starts Transit Program. Formerly, TRIP was referred to as a Documentary Stamp Tax program, but there are currently multiple sources of funding. With the economic recovery, the forecast funding for TRIP is now over five times the level of 5 years ago. Also, amounts for the federally funded TMA program (Fund Code SU) are provided in Table 6, and not included in Table 5. Neither TRIP, Florida New Starts or TMA funds are included above.

Table 6
Transportation Management Area (TMA) Funds Estimates
(Known as SU Funds in FDOT Work Program)
Federal Funds from the 2045 Revenue Forecast (Millions of Dollars)

Bay County Metropolitan Area (Defined as Bay County)	Time Periods (Fiscal Years)					26-Year Total
	2020	2021-25	2026-30	2031-35	2036-45	2020-2045
TMA/SU Funds	N/A	N/A	N/A	N/A	N/A	N/A

Projects which would be partially or entirely funded by TRIP or FL New Starts cannot be counted as "funded" in LRTPs. This is because there is no guarantee of any specific project receiving TRIP or FL New Starts funding in the future. Both programs are competitive, and only a small percentage of potentially eligible projects receive funding. However, these projects can be included in LRTPs as "illustrative" projects.[6] If MPOs have specific questions, they should consult with their District liaison and planning staff; District staff will contact the OPP, Work Program, or other Central Office staff as needed. Conditional estimates of TRIP funds by District are in Table 7. Statewide estimates of FL New Starts funds are in Table 8.

The FAST Act continued funding for Transportation Alternatives projects. Categories impacting MPOs include funds for (1) Transportation Management Areas (TALU funds); (2) areas with populations greater than 5,000 up to 200,000 (TALL funds), and (3) any area of the state (TALT funds). Estimates of Transportation Alternatives Funds are shown further below in Table 9.

Table 7
Districtwide Transportation Regional Incentive Program Estimates
State Funds from the 2045 Revenue Forecast (Millions of Dollars)

FDOT District	5-Year Period (Fiscal Years)					26-Year Total[2]
	2020[1]	2021-25	2026-30	2031-35	2036-2045	2020-2045
District 1	3.1	21.9	32.7	36.4	74.6	**168.8**
District 2	2.5	17.6	26.3	29.2	59.9	**135.5**
District 3	1.6	11.6	17.3	19.2	39.3	**89.0**
District 4	4.1	28.9	43.1	47.9	98.2	**222.3**
District 5	4.7	32.8	49.0	54.4	111.7	**252.6**
District 6	2.8	19.7	29.4	32.7	67.0	**151.6**
District 7	3.3	23.2	34.6	38.4	78.8	**178.2**
Statewide Total Forecast	**22.2**	**155.8**	**232.3**	**258.2**	**529.5**	**1,197.9**

[1] Estimates for 2018 through 2022 are contained in the FDOT Adopted Work Program.
[2] Columns and rows sometimes do not equal the totals due to rounding.

[6] Other projects for which funding is uncertain may also be included as illustrative projects.

Table 8
Transit - Florida New Starts Program Estimates
State Funds from the 2045 Revenue Forecast (Millions of Dollars)

Statewide Program	Time Periods (Fiscal Years)					26-Year Total
	2020	2021-25	2026-30	2031-35	2036-45	2020-2045
Statewide Total Forecast	41.8	226.3	259.2	282.4	593.4	1,403.1

Table 9
Transportation Alternatives Funds Estimates
Federal Funds from the 2045 Revenue Forecast (Millions of Dollars)

Bay County Metropolitan Area (Defined as Bay County)	Time Periods (Fiscal Years)					26 Year Total [1]
	2020 [1]	2021-25	2026-30	2031-35	2036-45	2020-2045
TALU (Urban); Funds for TMA	N/A	N/A	N/A	N/A	N/A	N/A
TALL (<200,000 population); Entire FDOT District	0.61	3.04	3.04	3.04	6.08	15.81
TALT (Any Area); Entire FDOT District	1.84	9.21	9.21	9.21	18.42	47.89

[1] Rows sometimes do not equal the totals due to rounding.

Other projects for which funding is uncertain may also be included in LRTPs as "illustrative" projects.

Non-Capacity Programs
Non-capacity programs refer to FDOT programs designed to support, operate and maintain the state highway system: safety, resurfacing, bridge, product support, operations and maintenance, and administration. Table 10 includes a description of each non-capacity program and the linkage to the program categories used in the Program and Resource Plan.

County level estimates are not needed for these programs. Instead, FDOT has included sufficient funding in the 2045 Revenue Forecast to meet the following statewide objectives and policies:

- **Resurfacing program:** Ensure that 80% of state highway system pavement meets Department standards;
- **Bridge program:** Ensure that 90% of FDOT-maintained bridges meet Department standards while keeping all FDOT-maintained bridges open to the public safe;
- **Operations and maintenance program:** Achieve 100% of acceptable maintenance condition standard on the state highway system;
- **Product Support:** Reserve funds for Product Support required to construct improvements (funded with the forecast's capacity funds) in each District and metropolitan area; and
- **Administration:** Administer the state transportation program.

The Department has reserved funds in the 2045 Revenue Forecast to carry out its responsibilities and achieve its objectives for the non-capacity programs on the state highway system in each

TABLE 10
Major Non-Capacity Programs Included in the 2045 Revenue Forecast and Corresponding Program Categories in the Program and Resource Plan (PRP)

2045 Revenue Forecast Programs	PRP Program Categories
Safety - Includes the Highway Safety Improvement Program, the Highway Safety Grant Program, Bicycle/Pedestrian Safety activities, the Industrial Safety Program, and general safety issues on a Department-wide basis.	Highway Safety Grants
Resurfacing - Resurfacing of pavements on the State Highway System and local roads as provided by state law.	Interstate Arterial and Freeway Off-System Turnpike
Bridge - Repair and replace deficient bridges on the state highway system. In addition, not less than 15% of the amount of 2009 federal bridge funds must be expended off the federal highway system (e.g., on local bridges not on the State Highway System).	Repair - On System Replace - On System Local Bridge Replacement Turnpike
Product Support - Planning and engineering required to "produce" FDOT products and services (i.e., each capacity program; Safety, Resurfacing, and Bridge Programs).	Preliminary Engineering Construction Engineering Inspection Right of Way Support Environmental Mitigation Materials & Research Planning & Environment Public Transportation Operations
Operations & Maintenance - Activities to support and maintain transportation infrastructure once it is constructed and in place.	Operations & Maintenance Traffic Engineering & Operations Toll Operations Motor Carrier Compliance
Administration and Other - Resources required to perform the fiscal, budget, personnel, executive direction, document reproduction, and contract functions. Also includes the Fixed Capital Outlay Program, which provides for the purchase, construction, and improvement of non-highway fixed assets (e.g., offices, maintenance yards). The "Other" category consists primarily of debt service.	Administration Fixed Capital Outlay Office Information Systems Debt Service

District and metropolitan area. Table 11 identifies the statewide estimates for non-capacity programs. About $136 billion (48% of total revenues) is forecast for non-capacity programs.

Table 11
Statewide Non-Capacity Expenditure Estimates
State and Federal Funds from the 2045 Revenue Forecast (Millions of Dollars)

Major Categories	Time Periods (Fiscal Years)					26-Year Total[1]
	2020	2021-25	2026-30	2031-35	2036-45	2020-2045
Safety	141	820	826	825	1,659	**4,271**
Resurfacing	633	4,354	4,150	4,241	8,756	**22,135**
Bridge	1,035	1,051	2,403	2,946	6,122	**13,556**
Product Support	1,302	6,576	6,709	7,096	14,614	**36,299**
Operations and Maintenance	1,384	7,442	8,596	9,162	18,939	**45,523**
Administration and Other	429	2,770	2,891	2,819	5,559	**14,468**
Statewide Total Forecast	**4,923**	**23,013**	**25,576**	**27,089**	**55,650**	**136,251**

[1] Columns and rows sometimes do not equal the totals due to rounding.

Table 12 contains District-wide estimates for State Highway System (SHS) existing facilities expenditures for information purposes. Existing facilities expenditures include all expenditures for the program categories Resurfacing, Bridge, and Operations and Maintenance (O&M). In the previous Revenue Forecast, these expenditures were described as SHS O&M, but the expenditures on the Resurfacing and Bridge categories, in combination, are about as much as those for O&M. These existing facilities estimates are provided pursuant to an agreement between FDOT and the Federal Highway Administration (FHWA) Division Office.

Table 12
State Highway System Existing Facilities Estimates by District
State and Federal Funds from the 2045 Revenue Forecast (Millions of Dollars)

Major Programs	Time Periods (Fiscal Years)					26-Year Total[1]
	2020	2021-25	2026-30	2031-35	2036-45	2020-2045
District 1	457	1,922	2,267	2,446	5,060	**12,151**
District 2	606	2,551	3,009	3,247	6,716	**16,129**
District 3	495	2,084	2,458	2,652	5,487	**13,176**
District 4	410	1,728	2,038	2,199	4,549	**10,924**
District 5	561	2,362	2,785	3,006	6,217	**14,931**
District 6	203	854	1,007	1,087	2,248	**5,399**
District 7	319	1,345	1,586	1,712	3,541	**8,503**
Statewide Total Forecast	**3,051**	**12,847**	**15,150**	**16,348**	**33,817**	**81,214**

Note: Includes Resurfacing, Bridge, and Operations & Maintenance Programs.
[1] Columns and rows sometimes do not equal the totals due to rounding.

Advisory Concerning Florida's Turnpike Enterprise

Within the framework of FDOT, Florida's Turnpike Enterprise (Turnpike) is given authority, autonomy and flexibility to conduct its operations and plans in accordance with Florida Statute and its Bond Covenants. The Turnpike's traffic engineering consultant projects Toll Revenues and Gross Concession Revenues for the current year and the subsequent 10-year period, currently FYs 2018-2028. The consultant's official projections are available at http://www.floridasturnpike.com/documents/reports/Traffic%20Engineers%20Annual%20Report/1_Executive%20Summary.pdf.

Projections of Turnpike revenues within the State of Florida Revenue Forecast beyond FY2028 are for planning purposes, and no undue reliance should be placed on these projections. Such amounts are generated and shared by the FDOT Office of Policy Planning (OPP) for purposes of accountability and transparency. They are part of the Revenue Forecast process, which serves the needs of MPOs generating required Long Range Transportation Plans (LRTPs).

MPOs do not program capital projects or make decisions concerning Turnpike spending. OPP projections are not part of the Turnpike's formal revenue estimating process and are not utilized for any purpose other than to assist MPOs and perform related functions. Such amounts do not reflect the Turnpike's requirement to cover operating and maintenance costs, payments to bondholders for principal and interest, long-term preservation costs, and other outstanding Turnpike obligations and commitments.

FDOT
Florida Department of Transportation

Revenue Forecasting Guidebook

January 2, 2019



Adjusting Project Costs

To balance project costs against the revenue estimates from the 2045 Revenue Forecast, costs and revenues need to be expressed using the same base year. Project cost estimates are typically expressed in "present day costs" (i.e., year that the project costs were developed, such as 2016), which are based on the value of money in the recent year and not adjusted for inflation.

Table 8 will assist MPOs in converting project costs to YOE dollars. For example, if the cost estimate for a specific project is expressed in fiscal year 2015 dollars and the project is planned to be implemented in the 2026 to 2030 time period, the MPO should multiply the cost estimate by 1.43 to convert the cost estimate to YOE dollars. The inflation multipliers included in Table 8 are based on the Department's inflation factors associated with the FY 2018-2022 Work Program and previous work programs. Factors for project cost estimates developed in fiscal years 2015, 2016, 2017 and 2018 are shown in Table 8 because needed project cost estimates are likely to be denominated in dollars of one of those years. If subsequent project cost estimates are developed denominated in fiscal years 2019, 2020 or 2021, the table can be updated.

As a detailed example, consider a desired project for which a cost estimate was generated by local government in FY 2015. The annual inflation rates in the lower part of Table 8 can be used to convert local cost estimates prepared in "today's" dollars to YOE dollars. When the cost estimate is expressed in 2015 dollars, the MPO can estimate the amount in 2021 dollars as follows:

2021 dollars = (2015 dollars) * (1.030) * (1.027) * (1.025) * (1.027) * (1.028) * (1.026)
(for 2016) (for 2017) (for 2018) (for 2019) (for 2020) (for 2021)

To put it another way, a project cost estimated in 2015 dollars should be multiplied by 1.174 to generate the most plausible estimate of construction costs in the year 2021.

For consistency with other estimates, FDOT recommends summarizing estimated local funds for each year by the 5-year periods.

Table 8a Inflation Factors to Convert Project Cost Estimates to Year of Expenditure Dollars by Time Bands

Time Period for Planned Project or Project Phase Implementation	Multipliers to Convert Project Cost Estimates to Year of Expenditure Dollars			
	Project Cost in 2015 PDC $*	Project Cost in 2016 PDC $*	Project Cost in 2017 PDC $*	Project Cost in 2018 PDC $*
2024-2025 (2 Year Period)	1.29	1.25	1.22	1.19
2026-2030	1.43	1.39	1.35	1.32
2031-2035	1.69	1.64	1.59	1.55
2036-2045	2.22	2.16	2.10	2.05

Appendix G: Needs Plan Purpose and Need Statements

Capacity Projects

MAP ID
A-1

PROJECT NAME
SR 368 (23rd Street) [SIS] – US 98 / 23rd Street Interchange Flyover to SR 390 (St Andrews Boulevard).

PURPOSE
The widening of 23rd St from US 98 to SR 390 was identified in the previous Needs Plan. Improvements to this corridor would greatly improvement both freight and vehicular movement throughout the area. This segment is also a SIS need as a connector to the Port. The widening of the facility from 4 to 6 lanes is also intended to provide relief to US 98.

IMPROVEMENT
Widen from 4 to 6 lanes. This project links to 441037-1, 441037-2, SIS #3325.

REGIONAL CONNECTIVITY
This segment provides connectivity to the port and college and provides an alternative to US 98 linking to the SR 390 loop.

PARALLEL FACILITIES
The segment roughly parallels US 98 and SR 390.

BICYCLES AND PEDESTRIANS
Bicycle and pedestrian facilities would be considered in design and are needed to provide access to the Gulf Coast State College, the Frank Nelson Soccer Complex, and linking to the commercial amenities on the east end of the alignment.

TRANSIT
This route is currently served by Bay Town Trolley routes.

MAP ID
A-2

PROJECT NAME
SR 390 (E. 14th Street) [SIS] – SR 77 (Ohio Avenue) to US 231 (SR 75)

PURPOSE

IMPROVEMENT
The improvement for this project is to widen SR 390 to six lanes and improve capacity. This is associated with FPID 421225-2, as TPO Non-SIS Project Priority #7. Includes Mill Bayou Bridge replacement and Shared Use Path.

REGIONAL CONNECTIVITY
The 390 corridor provides key east-west connectivity linking US 98 to US 231.

PARALLEL FACILITIES
No immediate parallel facilities exist.

BICYCLES AND PEDESTRIANS
Bicycle and pedestrian improvements will be provided including a shared use path and facilities over the Mill Bayou Bridge.

TRANSIT
Bay Town Trolley currently does not serve this portion of SR 390.

MAP ID
A-3

PROJECT NAME
SR 389 (East Avenue) [SIS] – Baldwin Road to CR 2337 (Sherman Avenue)

PURPOSE
The proposed four lane improvement to East Avenue/CR 389 between Baldwin Road and Sherman Avenue was identified in previous Needs Plans. The need is based upon evaluation of future land use and traffic demand along the project's corridor. This proposed 4-lane facility provides north / south capacity and is a parallel corridor to SR 77 from CR 390 to US 231. Hurricane Recovery Project #28 and part of Segment 5 of US 231 project.

IMPROVEMENT
This project is a capacity project to widen SR 389 to four lanes.

REGIONAL CONNECTIVITY
This SIS facility provides freight connectivity from US 231 south along East Avenue to the port facilities.

PARALLEL FACILITIES
SR 77 and Transmitter Road provide parallel north / south connection, however, this is the designated freight and SIS corridor.

BICYCLES AND PEDESTRIANS
Bicycle and pedestrian connectivity is needed.

TRANSIT
The corridor is not currently served by Bay Town Trolley.

MAP ID
A-4

PROJECT NAME
CR 389 (East Avenue) – CR 390 to Baldwin Road

PURPOSE
The proposed four lane improvement to CR389 between CR390 and US 231 / SR 75 was identified in previous Needs Plans. The need is based upon evaluation of future land use and traffic demand along the project's corridor. The proposed improvement to CR 389 begins at CR390 in Lynn Haven. The proposed improvement will end at US 231 / SR 75 in Hiland Park / Springfield area. This proposed 4-lane facility provides north / south capacity and is a parallel corridor to SR 77 from CR 390 to US 231. Hurricane Michael Recovery Plan Project # 28.

IMPROVEMENT
Capacity project to widen CR 389 (East Avenue) to four lanes.

REGIONAL CONNECTIVITY
This segment continues the non-SIS portion of East Avenue north from US 231 to SR 390 in Lynn Haven.

PARALLEL FACILITIES
SR 77 is the primary parallel facility.

BICYCLES AND PEDESTRIANS
Bicycle and pedestrian connectivity is needed into residential areas of Lynn Haven and north to the Country Club.

TRANSIT
The corridor is not currently served by Bay Town Trolley.

MAP ID
A-5

PROJECT NAME
Gulf to Bay Highway – US 98 (SR 30) west of Mexico Beach to The Bay/Gulf County Line

PURPOSE
This project has been identified in previous Cost Feasible Plans. The proposed new roadway would provide an alternate route to US 98 through Mexico Beach and would also serve as a bypass around Mexico Beach. A Project Development and Environment (PD&E) study has been prepared. This corridor is important to Tyndall Air Force Base as an alternative path to points north around the Panama City area linking to US 231 and the Distribution Center.

IMPROVEMENT
The project is a capacity project meant to construct a new four lane facility, developed under 410981-2; 410911-5 and Hurricane Recovery Project #25.

REGIONAL CONNECTIVITY
This corridor provides regional connectivity from Mexico Beach north bypassing the core of Panama City.

PARALLEL FACILITIES
No parallel facilities are present.

BICYCLES AND PEDESTRIANS
Bicycle and pedestrian connectivity would be evaluated as part the PD&E and design.

TRANSIT
The corridor is not currently served by Bay Town Trolley.

MAP ID
A-6

PROJECT NAME
CR 30P (Hills Road) – US 98 A (Front Beach Road) to US 98 (Panama City Beach Parkway)

PURPOSE
This project was identified in the Previous Needs and Cost Feasible Plans. This road serves as a major connector between Front Beach Road and Panama City Beach Parkway. Widening of this facility would improve traffic flow and will improve evacuation times during emergencies. This project is part of the Panama City Beach Community Redevelopment Agency (CRA) plan.

IMPROVEMENT
This project is a capacity project to widen CR 30P (Hills Road) to four lanes.

REGIONAL CONNECTIVITY
This facility provides local connectivity between Front Beach Road and Back Beach Road and is important locally to the Panama City Beach Community Redevelopment Agency.

PARALLEL FACILITIES
The CRA has identified several connectors between Front Beach Road and Back Beach Road to facilitate movement within the dense tourist area of Panama City Beach.

BICYCLES AND PEDESTRIANS
Bicycle and pedestrian facilities will be included as part of the project.

TRANSIT
Bay Town Trolley routes cross this corridor.

MAP ID
A-7

PROJECT NAME
Powell Adams Road Segment 2 – US 98A (Front Beach Road) to L.C. Hilton, Jr. Drive

PURPOSE
This project was identified in the Previous Needs and Cost Feasible Plans. This has also been included in the TPO's Alternative Revenue Funded Project Priorities. This road serves as a major connector between Front Beach Road and Panama City Beach Parkway. Widening of this facility would improve traffic flow and will improve evacuation times during emergencies. This project is part of the Panama City Beach Community Redevelopment Agency (CRA) plan and includes Local Funds.

IMPROVEMENT
Powell Adams Road Segment 2 is a capacity project that would widen the road to three lanes (two southbound, one northbound), including sidewalk, landscaping, utility undergrounding, and lighting.

REGIONAL CONNECTIVITY
This facility provides local connectivity between Front Beach Road and Back Beach Road and is important locally to the Panama City Beach Community Redevelopment Agency.

PARALLEL FACILITIES
The CRA has identified several connectors between Front Beach Road and Back Beach Road to facilitate movement within the dense tourist area of Panama City Beach.

BICYCLES AND PEDESTRIANS
Bicycle and pedestrian facilities will be included as part of the project.

TRANSIT
Bay Town Trolley routes cross this corridor.

MAP ID
A-8

PROJECT NAME
SR 22 (Wewa Highway) [Phase 1] – US 98 (Tyndall Parkway) to Star Avenue

PURPOSE
The purpose and need of this study is to increase capacity of SR 22 (Wewa Highway) from US 98B to Star Avenue. Improvements to the corridor will assist in the movement of freight and goods, minimize travel times for the general public, and maintain Level of Service (LOS) standards through the Design Year (2045). This project is needed in order to increase roadway capacity for people and goods traveling on Wewa Highway through Bay County and the City of Callaway and the City of Springfield.

IMPROVEMENT
This capacity project would widen SR 22 (Wewa Highway) to four lanes, developed under FPID 425803-1. Bay TPO Resolution 20-10 prioritized as Phase 1 (from Star Avenue to Tyndall Parkway), and Phase 2 (from Tyndall Parkway to Hwy 98B. Phase I is priority for the City of Callaway, reference City Commission of Callaway Resolution 20-08 Feb 25, 2020, and Bay TPO Non SIS Priority 5.

REGIONAL CONNECTIVITY
Wewa Highway provides regional connectivity into Gulf County on the east side of the Panama City metro area, linking to Wewahitchka.

PARALLEL FACILITIES
No parallel facilities exist.

BICYCLES AND PEDESTRIANS
Bicycle and pedestrian connectivity would be important to link to the recreational areas of Gulf County for distance cycling. Pedestrian needs would be greater on the west end in Callaway.

TRANSIT
The corridor is not currently served by Bay Town Trolley.

MAP ID
A-9 (Related: C-15)

PROJECT NAME
SR 388 (West Bay Parkway) – Burnt Mill Creek to SR 77 (Ohio Avenue)

PURPOSE
The proposed transportation improvement has been identified in response to the need to improve access to the Northwest Florida Beaches International Airport (NWFBIA) and other intermodal and freight activity centers. The NWFBIA, which opened in 2010, relocated the previous Panama City Bay County Airport, affecting traffic patterns in Panama City and Bay and Walton Counties and creating a need for improved access in the southeast Walton County and northwest Bay County region. Secondary needs of the project include: improving regional connectivity, especially the Strategic Intermodal System (SIS) which are road facilities most significant for interregional, interstate and international travel; providing an alternate evacuation route for south Walton County, which currently has only one northbound evacuation route; providing for planned population and employment growth; and improving the availability and connectivity of multimodal options for the area.

IMPROVEMENT
This capacity project would widen SR 388 (West Bay Parkway) to four lanes, developed in association with FPID 424464-7; 424464-2; and Hurricane Recovery Project #26.

REGIONAL CONNECTIVITY
SR 388 provides east / west connectivity on the northern end of the TPO area around West Bay and around the metro areas, linking SR 79, SR 77, and US 231 to the airport.

PARALLEL FACILITIES
There are no parallel facilities.

BICYCLES AND PEDESTRIANS
Bicycle and pedestrian mobility would be less important along this facility, except for distance cyclists.

TRANSIT
The corridor is not currently served by Bay Town Trolley.

MAP ID
A-10

PROJECT NAME
SR 388 (West Bay Parkway) – Northwest Florida Beaches International Airport to Burnt Mill Creek

PURPOSE
The proposed transportation improvement has been identified in response to the need to improve access to the Northwest Florida Beaches International Airport (NWFBIA) and other intermodal and freight activity centers. The NWFBIA, which opened in 2010, relocated the previous Panama City Bay County Airport, affecting traffic patterns in Panama City and Bay and Walton Counties and creating a need for improved access in the southeast Walton County and northwest Bay County region. Secondary needs of the project include: improving regional connectivity, especially the Strategic Intermodal System (SIS) which are road facilities most significant for interregional, interstate and international travel; providing an alternate evacuation route for south Walton County, which currently has only one northbound evacuation route; providing for planned population and employment growth; and improving the availability and connectivity of multimodal options for the area.

IMPROVEMENT
This project is being developed under FPID 424464-6; 424464-2; and Hurricane Recovery Project #26.

REGIONAL CONNECTIVITY
SR 388 provides east / west connectivity on the northern end of the TPO area around West Bay and around the metro areas, linking SR 79, SR 77, and US 231 to the airport.

PARALLEL FACILITIES
There are no parallel facilities.

BICYCLES AND PEDESTRIANS
Bicycle and pedestrian mobility would be less important along this facility, except for distance cyclists.

TRANSIT
The corridor is not currently served by Bay Town Trolley.

MAP ID
A-11

PROJECT NAME
SR 79 (Arnold Road) – US 98 (Panama City Beach Parkway) to US 98 A (Front Beach Road)

PURPOSE
Since SR79 is an evacuation route, the widening of SR 79 will increase the ability for residents in the southwest portion of Bay County to evacuate during emergencies. This corridor is also a vital link for travel to and from Panama City Beach and is part of the Panama City Beach Community Redevelopment Agency (CRA) plan. SR 79 north of US 98 is on the Strategic Intermodal System (SIS). This segment is not, but is a locally-important connector south to reach the tourist areas and beaches.

IMPROVEMENT
SR 79 (Arnold Road) is a capacity project to widen the roadway to four-lanes.

REGIONAL CONNECTIVITY
SR 79 north of US 98 is on the Strategic Intermodal System (SIS). This segment is not, but is a locally-important connector south to reach the tourist areas and beaches.

PARALLEL FACILITIES
There are additional local connector facilities between US 98 and Front Beach Road in the CRA area of Panama City Beach.

BICYCLES AND PEDESTRIANS
Bicycle and pedestrian connectivity is important in this tourist-oriented area of Panama City Beach.

TRANSIT
The corridor is not currently served by Bay Town Trolley.

MAP ID
A-12

PROJECT NAME
CR 2327 (Transmitter Road) [SIS] – SR 22 (Wewa Highway) to US 231 (SR 75) at C Street.

PURPOSE
The proposed 4-lane improvement to Transmitter Rd (CR 2327) between Wewa Hwy / SR 22 and US231 was identified in the previous Needs Plan. This need is based upon evaluation of future land use and traffic demand along the project's corridor. The proposed improvement is to a facility that provides an additional north / south capacity from Panama City and the communities of Lynn Haven, Cedar Grove, Hiland Park and Springfield. This corridor is a SIS Military Access Facility.

IMPROVEMENT
This capacity project widens CR 2327 (Transmitter Road) from two-lanes to four-lanes. This project is being developed as FPID 446922-1, SIS #3453, SIS Unfunded Needs #119. Feasibility Study Feasibility Study 446922-1 identified the need for safety improvements along this corridor.

REGIONAL CONNECTIVITY
This corridor provides north-south connection between US 231 and US 98 on the east end of Panama City metro area.

PARALLEL FACILITIES
East Avenue is the nearest parallel facility.

BICYCLES AND PEDESTRIANS
This corridor links to residential areas and would benefit from bicycle and pedestrian facilities.

TRANSIT
The corridor is not currently served by Bay Town Trolley.

MAP ID

A-13 (Related: C-1, C-4)

PROJECT NAME

US 231 (SR 75) [Segment 7] [SIS] – US 98 (SR 30A) / 15th Street / Harrison Avenue to 23rd Street (SR 368)

PURPOSE

The need for 6-laning along this corridor was identified in the previous Needs Plan. The 2045 model indicates this segment is deficient, so this improvement would provide needed capacity for freight and vehicular capacity. US 231 is a major regional corridor that provides access to I-10 and US 98. US 231 is also a major north-south evacuation route, so improving traffic flow along this corridor would lower evacuation times. FDOT recently began a Project Development and Environment (PD&E) study on this segment. The intent of the study is to find solutions to improve capacity and facilitate freight movements on US 231 between US 98 and SR 20. The improvements should also increase safety, augment emergency evacuation capabilities, facilitate tourism and the movement of people and goods, and enhance bicycle/pedestrian safety and access. In addition to the US 231 corridor, the study area includes SR 389 (East Avenue) from Sherman Avenue to Baldwin Road and involves evaluation of need for reconstruction of the existing 2 lane undivided roadway to a 4 lane divided urban typical section with bike lanes and sidewalks on either side of the roadway.

IMPROVEMENT

This capacity project widens US 231 (SR75) from four to six-lanes, and includes major intersection improvements at US 231 / US 98 / Harrison Ave. This project is being developed under FPID 217910-4; and 217910-7. Partial funding is identified in the SIS First and Second Five Year Plans, and is the Bay TPO SIS Priority Project #1.

REGIONAL CONNECTIVITY

US 231 provides SIS connectivity into the Panama City metro area and is an important freight corridor to I-10.

PARALLEL FACILITIES

No parallel facilities exist.

BICYCLES AND PEDESTRIANS

The design project will incorporate bicycle and pedestrian facilities.

TRANSIT

The corridor is not currently served by Bay Town Trolley.

MAP ID
A-14 (Related: C-5)

PROJECT NAME
US 231 (SR 75) [Segment 8] [SIS] – 23rd Street (SR 368) to Pipeline Road

PURPOSE
The need for 6-laning along this corridor was identified in the previous Needs Plan. The 2045 model indicates this segment is deficient, so this improvement would provide needed capacity for freight and vehicular capacity. US 231 is a major regional corridor that provides access to I-10 and US 98. US 231 is also a major north-south evacuation route, so improving traffic flow along this corridor would lower evacuation times. FDOT recently began a Project Development and Environment (PD&E) study on this segment. The intent of the study is to find solutions to improve capacity and facilitate freight movements on US 231 between US 98 and SR 20. The improvements should also increase safety, augment emergency evacuation capabilities, facilitate tourism and the movement of people and goods, and enhance bicycle/pedestrian safety and access. In addition to the US 231 corridor, the study area includes SR 389 (East Avenue) from Sherman Avenue to Baldwin Road and involves evaluation of need for reconstruction of the existing 2 lane undivided roadway to a 4 lane divided urban typical section with bike lanes and sidewalks on either side of the roadway.

IMPROVEMENT
This capacity project widens US 231 (SR75) from four to six-lanes, and includes major intersection improvements at US 231 / US 98 / Harrison Ave. This project is being developed under FPID 217910-4; and 217910-8. Partial funding is identified in the SIS First and Second Five Year Plans, and is the Bay TPO SIS Priority Project #1.

REGIONAL CONNECTIVITY
US 231 provides SIS connectivity into the Panama City metro area and is an important freight corridor to I-10

PARALLEL FACILITIES
No parallel facilities exist.

BICYCLES AND PEDESTRIANS
The design project will incorporate bicycle and pedestrian facilities.

TRANSIT
The corridor is not currently served by Bay Town Trolley.

MAP ID
A-15 (Related: C-3)

PROJECT NAME
US 231 (SR 75) [SIS] – Pipeline Road to Penny Road

PURPOSE
The need for 6-laning along this corridor was identified in the previous Needs Plan. The 2045 model indicates this segment is deficient, so this improvement would provide needed capacity for freight and vehicular capacity. US 231 is a major regional corridor that provides access to I-10 and US 98. US 231 is also a major north-south evacuation route, so improving traffic flow along this corridor would lower evacuation times. FDOT recently began a Project Development and Environment (PD&E) study on this segment. The intent of the study is to find solutions to improve capacity and facilitate freight movements on US 231 between US 98 and SR 20. The improvements should also increase safety, augment emergency evacuation capabilities, facilitate tourism and the movement of people and goods, and enhance bicycle/pedestrian safety and access. In addition to the US 231 corridor, the study area includes SR 389 (East Avenue) from Sherman Avenue to Baldwin Road and involves evaluation of need for reconstruction of the existing 2 lane undivided roadway to a 4 lane divided urban typical section with bike lanes and sidewalks on either side of the roadway.

IMPROVEMENT
This capacity project widens US 231 (SR75) from four to six-lanes. The project is being developed under FPID 217910-2; 217910-3; and SIS #3317.

REGIONAL CONNECTIVITY
US 231 provides SIS connectivity into the Panama City metro area and is an important freight corridor to I-10. The project provides improvement to the Port of Panama City Distribution Center.

PARALLEL FACILITIES
No parallel facilities exist.

BICYCLES AND PEDESTRIANS
The design project will incorporate bicycle and pedestrian facilities.

TRANSIT
The corridor is not currently served by Bay Town Trolley.

MAP ID
A-16

PROJECT NAME
US 231 (SR 75) [SIS] – Penny Road to Scotts Ferry Road

PURPOSE
The need for 6-laning along this corridor was identified in the previous Needs Plan. US 231 is a major regional corridor that provides access to I-10 and US 98. US 231 is also a major north-south evacuation route, so improving traffic flow along this corridor would lower evacuation times. FDOT recently began a Project Development and Environment (PD&E) study on this segment. The intent of the study is to find solutions to improve capacity and facilitate freight movements on US 231 between US 98 and SR 20. The improvements should also increase safety, augment emergency evacuation capabilities, facilitate tourism and the movement of people and goods, and enhance bicycle/pedestrian safety and access. In addition to the US 231 corridor, the study area includes SR 389 (East Avenue) from Sherman Avenue to Baldwin Road and involves evaluation of need for reconstruction of the existing 2 lane undivided roadway to a 4 lane divided urban typical section with bike lanes and sidewalks on either side of the roadway

IMPROVEMENT
This capacity project widens US 231 (SR75) from four to six-lanes, however, the PD&E study indicates this segment to be a No-Build alternative.

REGIONAL CONNECTIVITY
US 231 provides SIS connectivity into the Panama City metro area and is an important freight corridor to I-10. The project provides improvement to the Port of Panama City Distribution Center.

PARALLEL FACILITIES
No parallel facilities exist.

BICYCLES AND PEDESTRIANS
The design project will incorporate bicycle and pedestrian facilities.

TRANSIT
The corridor is not currently served by Bay Town Trolley.

MAP ID
A-17

PROJECT NAME
US 231 (SR 75) [SIS] – Scotts Ferry Road to SR 20

PURPOSE
The need for 6-laning along this corridor was identified in the previous Needs Plan. US 231 is a major regional corridor that provides access to I-10 and US 98. US 231 is also a major north-south evacuation route, so improving traffic flow along this corridor would lower evacuation times. FDOT recently began a Project Development and Environment (PD&E) study on this segment. The intent of the study is to find solutions to improve capacity and facilitate freight movements on US 231 between US 98 and SR 20. The improvements should also increase safety, augment emergency evacuation capabilities, facilitate tourism and the movement of people and goods, and enhance bicycle/pedestrian safety and access. In addition to the US 231 corridor, the study area includes SR 389 (East Avenue) from Sherman Avenue to Baldwin Road and involves evaluation of need for reconstruction of the existing 2 lane undivided roadway to a 4 lane divided urban typical section with bike lanes and sidewalks on either side of the roadway.

IMPROVEMENT
This capacity project widens US 231 (SR75) from four to six-lanes, however, the PD&E study indicates this segment to be a No-Build alternative.

REGIONAL CONNECTIVITY
US 231 provides SIS connectivity into the Panama City metro area and is an important freight corridor to I-10. The project provides improvement to the Port of Panama City Distribution Center.

PARALLEL FACILITIES
No parallel facilities exist.

BICYCLES AND PEDESTRIANS
The design project will incorporate bicycle and pedestrian facilities.

TRANSIT
The corridor is not currently served by Bay Town Trolley.

MAP ID
A-18 (Related: A-19, A-39)

PROJECT NAME
US 98 (Panama City Beach Parkway) SR 30A [SIS] – Mandy Lane to Nautilus Street

PURPOSE
The purpose and need of this study is to increase capacity, improve multimodal accommodations, and address safety issues on the SR 30A (US 98/ Panama City Beach Parkway) corridor, and address operational deficiencies, congestion and delays on the mainline and at 12 intersections along Panama City Beach Parkway. The purpose of this project is to add two lanes of capacity to the four lane section of U.S. 98 (Panama City Beach Parkway) from Mandy Lane to the Thomas Drive intersection in order to address the existing and the projected future failing level of service for this segment of U.S. 98 (Panama City Parkway). This project is needed to relieve traffic congestion along this portion of U.S. 98 (Panama City Beach Parkway). The corridor will operate at a failing level-of-service (LOS), with a LOS F in the design year 2045 if no improvements are implemented.

IMPROVEMENT
The proposed improvements will consist of widening Panama City Beach Parkway to six lanes and the inclusion of sidewalks and bicycle lanes on both sides of the roadway. Preferred "Build' Concept: Six-Lane typical section from Mandy Lane to Thomas Drive includes 7-foot wide buffered bicycle lanes and five-foot wide sidewalks on both sides of SR 30A (US 98/ Panama City Beach Parkway). This project is being developed under FPID 217838-5; 217838-2; and SIS #3496 to provide 6-lane capacity on US 98. Segment modified in August 2019 LRTP Amendment 3 (adding SIS funds). SIS First Five Year Plan. It is Bay TPO SIS Project Priority #6. The project is in the SIS LRTP CFP FY 29-45. For project has been divided into the following segments future funding of design and construction: 217838-3: SR 30A from Mandy Lane to east of Nautilus Street; 217838-4: East of Nautilus Street to east of Richard Jackson Boulevard; and 217838-5: East of Richard Jackson Boulevard to west of CR 3031.

REGIONAL CONNECTIVITY
US 98 provides east / west connectivity along the coast.

PARALLEL FACILITIES
No parallel facilities exist.

BICYCLES AND PEDESTRIANS
The proposed improvements will consist of widening Panama City Beach Parkway to six lanes and the inclusion of sidewalks and bicycle lanes on both sides of the roadway.

TRANSIT
Bay Town Trolley serves US 98 through Panama City Beach.

MAP ID
A-19 (Related: A-18, A-39)

PROJECT NAME
US 98 (Panama City Beach Parkway) SR 30A [SIS] – Nautilus Street to Richard Jackson Blvd

PURPOSE
The purpose and need of this study is to increase capacity, improve multimodal accommodations, and address safety issues on the SR 30A (US 98/ Panama City Beach Parkway) corridor, and address operational deficiencies, congestion and delays on the mainline and at 12 intersections along Panama City Beach Parkway. The purpose of this project is to add two lanes of capacity to the four lane section of U.S. 98 (Panama City Beach Parkway) from Mandy Lane to the Thomas Drive intersection in order to address the existing and the projected future failing level of service for this segment of U.S. 98 (Panama City Parkway). This project is needed to relieve traffic congestion along this portion of U.S. 98 (Panama City Beach Parkway). The corridor will operate at a failing level-of-service (LOS), with a LOS F in the design year 2045 if no improvements are implemented.

IMPROVEMENT
The proposed improvements will consist of widening Panama City Beach Parkway to six lanes and the inclusion of sidewalks and bicycle lanes on both sides of the roadway. Preferred "Build' Concept: Six-Lane typical section from Mandy Lane to Thomas Drive includes 7-foot wide buffered bicycle lanes and five-foot wide sidewalks on both sides of SR 30A (US 98/ Panama City Beach Parkway). This project is being developed under FPID 217838-5; 217838-2; and SIS #3496 to provide 6-lane capacity on US 98. Segment modified in August 2019 LRTP Amendment 3 (adding SIS funds). SIS First Five Year Plan. It is Bay TPO SIS Project Priority #6. The project is in the SIS LRTP CFP FY 29-45. For project has been divided into the following segments future funding of design and construction: 217838-3: SR 30A from Mandy Lane to east of Nautilus Street; 217838-4: East of Nautilus Street to east of Richard Jackson Boulevard; and 217838-5: East of Richard Jackson Boulevard to west of CR 3031.

REGIONAL CONNECTIVITY
US 98 provides east / west connectivity along the coast.

PARALLEL FACILITIES
There are no parallel facilities at this location.

BICYCLES AND PEDESTRIANS
The proposed improvements will consist of widening Panama City Beach Parkway to six lanes and the inclusion of sidewalks and bicycle lanes on both sides of the roadway.

TRANSIT
Bay Town Trolley serves US 98 through Panama City Beach.

MAP ID
A-20

PROJECT NAME
SR 388 (West Bay Parkway) – US 98 (SR 30) in Walton County to SR 79

PURPOSE
This project has been included in previous Cost Feasible Plans. The benefits of the new facility include improving mobility and interconnectivity in the regional transportation network and enhancing traveler safety. Additionally, the improvements will provide better access to the Northwest Florida Beaches International Airport, improve hurricane evacuation and emergency response capabilities, promote economic development in the region, and increase capacity and relieve existing and anticipated traffic congestion, particularly along the US 98 corridor. This corridor segment provides key linkage to the Latitude Margaritaville major land development project.

IMPROVEMENT
This capacity project widens SR 388 (West Bay Parkway) to four lanes and constructs a new two-lane roadway in the process. The project is being developed under FPID 424464-1; 424464-2; Hurricane Recovery Project #26. FPID 424464-1 From US 98 to Bay Co line, and 424464-2 from Walton Co Line to SR 79. Segment modified in August 2019 LRTP Amendment 3 (brought into CFP - partially funded). It is Bay TPO Non-SIS Priority #14. The project includes bridge over Gulf Intracoastal Waterway (GIWW).

REGIONAL CONNECTIVITY
West Bay Parkway provides regional connectivity from neighboring Walton County into Bay County on the western end of the TPO area, providing connectivity to the airport.

PARALLEL FACILITIES
US 98 is the nearest parallel facility.

BICYCLES AND PEDESTRIANS
Bicycle and pedestrian facilities will be important as this corridor segment provides key linkage to the Latitude Margaritaville major land development project.

TRANSIT
Bay Town Trolley is evaluating linkages to the proposed new development.

MAP ID
A-21

PROJECT NAME
Truck Parking Area – US 231 Industrial Park

PURPOSE
Provide additional truck parking facilities at the US 231 Port of Panama City Distribution Center off US 231.

IMPROVEMENT
Truck Parking.

REGIONAL CONNECTIVITY
US 231 is SIS facility into the Panama City metropolitan area and provides direct access to the Port Distribution Center.

PARALLEL FACILITIES
No parallel facilities exist.

BICYCLES AND PEDESTRIANS
Not applicable.

TRANSIT
Not applicable.

MAP ID
A-22

PROJECT NAME
Gulf Coast Parkway – US 98 (SR 30) to US 231 (SR 75)

PURPOSE
The purpose of the Gulf Coast Parkway is to improve mobility by increasing the regional transportation network, increase security of the Tyndall Air Force Base (AFB), enhance economic development in Bay and Gulf Counties, and improve emergency evacuation of Gulf and Bay Counties. This project has been included in prior LRTPs and a Project Development and Environmental (PD&E) study is complete. The proposed Gulf Coast Parkway will provide a connection between U.S. 98 in Gulf County with U.S. 231 (north of Panama City) and U.S. 98 in Bay County. The proposed new four-lane divided, controlled-access, arterial highway will provide an urban typical section with bicycle lanes and sidewalks in urban areas and a rural typical section with a shared use path in rural areas. The proposed new road will also provide a new high level bridge across the Intracoastal Waterway (ICWW) to connect U.S. 98 in Gulf County with U.S. 231 and U.S. 98 (Tyndall Parkway) in Bay County. Because there are limited transportation facilities in the study area the proposed project will provide more efficient links between the coastal areas of Gulf County and major transportation facilities, employment, and shopping areas within and north of the Panama City urbanized area.

IMPROVEMENT
The project is being developed under FPID 410981-2; Hurricane Recovery Project #25, and has been divided into segments 410981-3 to -9. FDOT has executed a Record of Decision and issued Location Design Concept Acceptance. The FDOT decision is to approve the Selected Alternative, Modified Alternative 19, which is for the construction of a new four-lane divided, controlled-access, arterial highway, an approximately 30-mile project which will begin at the intersection of US 98 and CR 386 in Gulf County and will connect with US 231 and US 98 (Tyndall Parkway).

REGIONAL CONNECTIVITY
The proposed Gulf Coast Parkway will provide a connection between U.S. 98 in Gulf County with U.S. 231 (north of Panama City) and U.S. 98 in Bay County.

PARALLEL FACILITIES
No parallel facilities are present.

BICYCLES AND PEDESTRIANS
The proposed new four-lane divided, controlled-access, arterial highway will provide an urban typical section with bicycle lanes and sidewalks in urban areas and a rural typical section with a shared use path in rural areas.

TRANSIT
Bay Town Trolley does not serve this area.

MAP ID
A-23

PROJECT NAME
Gulf Coast Pkwy Connector from CR 2315 (Star Avenue) to Old Allenton Road / Gulf Coast Pkwy

PURPOSE
This project has been included in prior LRTPs and a Project Development and Environmental (PD&E) study is complete. The proposed Gulf Coast Parkway will provide a connection between U.S. 98 in Gulf County with U.S. 231 (north of Panama City) and U.S. 98 in Bay County. The proposed new four-lane divided, controlled-access, arterial highway will provide an urban typical section with bicycle lanes and sidewalks in urban areas and a rural typical section with a shared use path in rural areas. The proposed new road will also provide a new high level bridge across the Intracoastal Waterway (ICWW) to connect U.S. 98 in Gulf County with U.S. 231 and U.S. 98 (Tyndall Parkway) in Bay County. Because there are limited transportation facilities in the study area the proposed project will provide more efficient links between the coastal areas of Gulf County and major transportation facilities, employment, and shopping areas within and north of the Panama City urbanized area.

IMPROVEMENT
The project is being developed under FPID 410981-2; Hurricane Recovery Project #25, and has been divided into segments 410981-3 to -9. The Florida Department of Transportation (FDOT) has executed a Record of Decision and issued Location Design Concept Acceptance in accordance with the National Environmental Policy Act (NEPA) and associated laws, regulations, and orders. The FDOT decision is to approve the Selected Alternative, Modified Alternative 19, which is for the construction of a new four-lane divided, controlled-access, arterial highway. The Selected Alternative is an approximately 30-mile project which will begin at the intersection of US 98 and CR 386 in Gulf County and will connect with US 231 and US 98 (Tyndall Parkway) in Bay County.

REGIONAL CONNECTIVITY
The proposed Gulf Coast Parkway will provide a connection between U.S. 98 in Gulf County with U.S. 231 (north of Panama City) and U.S. 98 in Bay County.

PARALLEL FACILITIES
No parallel facilities are present.

BICYCLES AND PEDESTRIANS
The proposed new four-lane divided, controlled-access, arterial highway will provide an urban typical section with bicycle lanes and sidewalks in urban areas and a rural typical section with a shared use path in rural areas.

TRANSIT
Bay Town Trolley does not serve this area.

MAP ID
A-24

PROJECT NAME
26th Street Extension – SR 77 to Minnesota Street

PURPOSE
The proposed 2-lane improvement to extend East 26th St from SR 77 / S. Ohio Ave to Minnesota Ave was identified in the previous Needs Plan. The need is based upon evaluation of future land use and traffic demand along the project's corridor. The proposed improvement is to a facility that provides an east / west connection from Jenks Ave to East Ave. The section proposed for improvement begins at S. Ohio Ave / SR 77 and continues west to Minnesota Ave. The proposed facility will provide additional east west capacity and neighborhood / local connectivity. This proposed 2-lane improvement provides east / west capacity and is a parallel corridor to E. 24th St and E. Mosley Dr.

IMPROVEMENT
This capacity project create a new two-lane roadway facility.

REGIONAL CONNECTIVITY
This project provides local connectivity along E. 26th Street in Lynn Haven.

PARALLEL FACILITIES
SR 390 is parallel facility on the north.

BICYCLES AND PEDESTRIANS
Bicycle and pedestrian facilities are needed in this location.

TRANSIT
Not currently served by Bay Town Trolley.

MAP ID
A-25

PROJECT NAME
CR 391 (Baldwin Road) – Kirkwell Avenue to US 231 (SR 75)

PURPOSE
This widening project was identified in the previous Needs Plan. The segment of Baldwin from SR 77 to US 231 has been included in several of the past Cost Feasible Plans as a local or alternative funded project. Bay County has completed the segment of Baldwin Road west of SR77 and east of SR77 to Kirkwell Avenue is currently under construction. This project is viewed as an enhancement to a major east-west corridor and may serve as an alternative route from US 231 to the Port of Panama City. It also provides a connection to SR 77. The widening of the facility from 2 to 4-lanes is also intended to provide relief to CR 390 / 14th St and 23rd St / SR 368.

IMPROVEMENT
This project is a capacity project that would widen the roadway from two to four-lanes.

REGIONAL CONNECTIVITY
The improvement would connect to US 231 providing regional connection into and away from the Panama City metro area.

PARALLEL FACILITIES
E 26th Street is a parallel facility.

BICYCLES AND PEDESTRIANS
Bicycle and pedestrian facilities are needed for access to Hiland Park Elementary School.

TRANSIT
Not currently served by Bay Town Trolley.

MAP ID
A-26

PROJECT NAME
CR 30C (Clara Avenue) – US 98A (Front Beach Road) to US 98 (Panama City Beach Parkway)

PURPOSE
This project was identified in the Previous Needs and Cost Feasible Plans. This has also been included in the TPO's Alternative Revenue Funded Project Priorities. This road serves as a major connector between Front Beach Road and Panama City Beach Parkway. Widening of this facility would improve traffic flow and will improve evacuation times during emergencies. This project is part of the Panama City Beach Community Redevelopment Agency (CRA) plan.

IMPROVEMENT
This capacity project widens the roadway to four-lanes and divides the facility.

REGIONAL CONNECTIVITY
This project provides local connectivity in Panama City Beach.

PARALLEL FACILITIES
This is one of several connectors between Front Beach and Back Beach (US 98) important for local and tourist circulation in Panama City Beach.

BICYCLES AND PEDESTRIANS
Bicycle and pedestrian facilities are important on this project.

TRANSIT
Bay Town Trolley serves adjacent facilities.

MAP ID
A-27

PROJECT NAME
CR 2301 – US 231 (SR 75) to CR 388

PURPOSE
The proposed 4-lane improvement to widen CR 2301 from US 231 / SR 75 to CR388 was identified in the previous Needs Plan. This need is based upon evaluation of future land use and traffic demand along the projects corridor. The proposed improvement is to a facility that provides a north/south connection between SR 388 and US 231. This segment is also local alternative to US 231 / SR 75 a Strategic Intermodal System facility, particularly for those desiring to travel west on SR 20. Improvements to this facility will provide additional north / south capacity in this area.

IMPROVEMENT
The capacity project widens CR 2301 from two to four-lanes.

REGIONAL CONNECTIVITY
This project links US 231 north to SR 388 West Bay Parkway

PARALLEL FACILITIES
No parallel facility exist.

BICYCLES AND PEDESTRIANS
Bicycle and pedestrian facilities would be evaluated during the PD&E phase of the project.

TRANSIT
Bay Town Trolley does not currently serve this area.

MAP ID
A-28

PROJECT NAME
CR 2321 – US 231 (SR 75) to SR 77

PURPOSE
This project has been identified in previous Needs Plans and is needed to address the existing and forecast congestion along the roadway. This need is based upon evaluation of future land use and traffic demand along the project's corridor. This improvement will provide relief to SR77 as development continues to move north along that corridor in the Southport area.

IMPROVEMENT
The capacity project widens CR 2321 to four-lanes. This project is identified as Hurricane Michael Recovery Plan Project #34 and includes replacement of CR 2321 Deer Point Bridge

REGIONAL CONNECTIVITY
CR 2321 provides an alternative path from north of Lynn Haven to the eastern side of the Panama City metro area, and access to a growing residential area.

PARALLEL FACILITIES
No parallel facilities exist.

BICYCLES AND PEDESTRIANS
Bicycle and pedestrian facilities are needed to serve the growing residential area and link access to the park and fishing area on Deer Point Lake.

TRANSIT
Bay Town Trolley does not currently serve this area.

MAP ID
A-29

PROJECT NAME
SR 388 (West Bay Parkway) – SR 77 (Lynn Haven Parkway) to US 231 (SR 75)

IMPROVEMENT
This capacity project widens SR 388 (West Bay Parkway) to four lanes, and provides a realignment of the roadway facility at SR 77.

PURPOSE
This project has been included in previous Cost Feasible Plans. The benefits of the new facility include improving mobility and interconnectivity in the regional transportation network and enhancing traveler safety. Additionally, the improvements will provide better access to the Northwest Florida Beaches International Airport, improve hurricane evacuation and emergency response capabilities, promote economic development in the region, and increase capacity and relieve existing and anticipated traffic congestion, particularly along the US 98 corridor. The project is being developed under FPID 424464-1; 424464-2; Hurricane Recovery Project #26. FPID 424464-1 From US 98 to Bay Co line, and 424464-2 from Walton Co Line to SR 79.

REGIONAL CONNECTIVITY
West Bay Parkway provides regional connectivity from neighboring Walton County into Bay County on the western end of the TPO area, providing connectivity to the airport.

PARALLEL FACILITIES
US 98 is the nearest parallel facility.

BICYCLES AND PEDESTRIANS
Bicycle and pedestrian facilities will be important as this corridor segment provides key linkage to the Latitude Margaritaville major land development project.

TRANSIT
Bay Town Trolley is evaluating linkages to the proposed new development.

MAP ID
A-30

PROJECT NAME
E 39th Street Extension – Camryns Crossing to Transmitter Road (CR 2327)

PURPOSE
This project was identified by Bay County as an extension/connection for further promote a grid network in the area. The addition of this roadway to the network will relieve SR389 (East Avenue) and to a lesser degree CR 390. This need is based upon evaluation of future land use and traffic demand along the project's corridor. The proposed improvement is to a facility that provides an additional east / west capacity.

IMPROVEMENT
This capacity project constructs a new two-lane facility.

REGIONAL CONNECTIVITY
This segment completes the connection between Transmitter Road and East Avenue.

PARALLEL FACILITIES
SR 390 to the north is the nearest primary parallel facility.

BICYCLES AND PEDESTRIANS
Bicycle and pedestrian access is needed linking to City of Lynn Haven and resources such as Nature Walk Golf Course.

TRANSIT
Bay Town Trolley currently does not service this segment.

MAP ID
A-31

PROJECT NAME
Joan Avenue – (CR 3031) Thomas Drive to US 98A (Front Beach Road)

PURPOSE
The proposed 4-lane improvement to Joan Ave / CR 30B between Front Beach Rd / US 98A / SR 30 and Thomas Dr / CR 392 was identified in the previous Needs Plan. The need for this project is based upon evaluation of future land use and traffic demand along the project's corridor. The proposed improvement is to a facility that provides a north/south connection from the beach areas to Front Beach Rd / US 98A / SR 30 and via the US 98 Bridge to Panama City. The proposed 4 lane improvement is to the section between Front Beach Rd / US 98A / SR 30) and Thomas Dr / CR 392. This proposed four lane improvement provides additional north/south capacity and is a local parallel to Allison Avenue from N. Lagoon Drive / CR 3030 to Front Beach Road / US98A / SR 3. This project is part of the Panama City Beach Community Redevelopment Agency (CRA) plan.

IMPROVEMENT
The improvement for this capacity project is to widen Joan Avenue to four-lanes.

REGIONAL CONNECTIVITY
This project provides local access within Panama City Beach connecting high-density tourist areas to Front Beach Road.

PARALLEL FACILITIES
There are several north / south local connector roads.

BICYCLES AND PEDESTRIANS
Bicycle and pedestrian facilities are essential in this location due to the heavy tourism influence.

TRANSIT
Bay Town Trolley serves the vicinity.

MAP ID
A-32

PROJECT NAME
Lyndell Lane – US 98A (Front Beach Road) to US 98 (Panama City Beach Parkway)

PURPOSE
This project has been identified in the previous Needs Plan is a Panama City Beach Community Redevelopment (CRA) Project. It includes the construction of sidewalks, bicycle lanes, land- and street-scaping, along the corridor.

IMPROVEMENT
Create a Complete Streets / Corridor Management Study to add lighting, landscaping, medians, turn lanes, sidewalks, drainage, underground utilities, and transit lanes along the facility to improve multimodal travel.

REGIONAL CONNECTIVITY
This project provides local access within Panama City Beach connecting high-density tourist areas to Front Beach Road.

PARALLEL FACILITIES
There are several north / south local connector roads.

BICYCLES AND PEDESTRIANS
Bicycle and pedestrian facilities are essential in this location due to the heavy tourism influence.

TRANSIT
Bay Town Trolley serves the vicinity.

MAP ID
A-33

PROJECT NAME
Powerline Road – SR 388 (West Bay Parkway) to SR79 at the Loop Road connection

PURPOSE
This project was identified in the previous Needs Plan. This proposed roadway would provide an alternate for US 98, thus alleviating congestion on US 98. It will connect to a project currently referred to as the Loop Road which will begin at SR 79 and travel east to tie into US 98 at Pier Park Road. Having this alternative would be beneficial to freight carriers throughout the area. US 98 is an evacuation route, so this would provide an alternate evacuation route. The need for this project is based upon evaluation of future land use and traffic demand along the project's corridor. It will be the third link in a roadway that will ultimately parallel US 98 from Nautilus Road to the West Bay Parkway into Walton County.

IMPROVEMENT
This capacity project constructs a new four-lane facility.

REGIONAL CONNECTIVITY
This project provides alternative connectivity on the north side of Panama City Beach to the Bay / Walton County Line and continuing on to US 98 in Walton County.

PARALLEL FACILITIES
US 98

BICYCLES AND PEDESTRIANS
Bicycle and pedestrian facilities are needed as an alternative to US 98.

TRANSIT
Bay Town Trolley currently does not serve this area.

MAP ID
A-34

PROJECT NAME
Gulf Coast Parkway Extension (West Parkway Extension in Priority List) from SR 77 to US 231 (SR 75)

IMPROVEMENT
This capacity project widens SR 388 (West Bay Parkway) to four lanes, and provides a realignment of the roadway facility at SR 77.

PURPOSE
This project has been included in previous Cost Feasible Plans. The benefits of the new facility include improving mobility and interconnectivity in the regional transportation network and enhancing traveler safety. Additionally, the improvements will provide better access to the Northwest Florida Beaches International Airport, improve hurricane evacuation and emergency response capabilities, promote economic development in the region, and increase capacity and relieve existing and anticipated traffic congestion, particularly along the US 98 corridor. The project is being developed under FPID 424464-1; 424464-2; Hurricane Recovery Project #26. FPID 424464-1 From US 98 to Bay Co line, and 424464-2 from Walton Co Line to SR 79.

REGIONAL CONNECTIVITY
West Bay Parkway provides regional connectivity from neighboring Walton County into Bay County on the western end of the TPO area, providing connectivity to the airport.

PARALLEL FACILITIES
US 98 is the nearest parallel facility.

BICYCLES AND PEDESTRIANS
Bicycle and pedestrian facilities will be important as this corridor segment provides key linkage to the Latitude Margaritaville major land development project.

TRANSIT
Bay Town Trolley is evaluating linkages to the proposed new development.

MAP ID
A-35

PROJECT NAME
US 98 Dupont Bridge Replacement over St. Andrews Bay and ICWW [SIS] from City of Parker to Tyndall Air Force Base

PURPOSE
The intent of this study is to address structural issues related to the existing Dupont Bridge. The bridge, which is over the Intracoastal Waterway, connects Tyndall Air Force Base and the City of Parker in Bay County. The project limits include US 98 from the Bonita Bay Outdoor Recreation Center within Tyndall Air Force Base to Oak Shore Drive, a distance of approximately one mile.

IMPROVEMENT
Replace the Dupont Bridge and provide 6-lane capacity on US 98. This project is being developed under FPID 442667-1. PD&E In progress. Amended to 2040 LRTP Aug 2018. Discussion at Bay TPO on Sept 23, 2020 requested bridge height to be raised to 75 ft. The PD&E study is recommending Alternative West 1 on a new alignment on the west side of the existing bridge. The replacement bridge will have two separate structures, each with 10-ft shoulders to accommodate bicycle movements and six-ft separated sidewalks. The bridges will be capable of accommodating 6 lanes of traffic but will be initially marked as a four-lane facility. The roadway approaches will include buffered bike lanes and sidewalks.

REGIONAL CONNECTIVITY
This bridge is a key link in the US 98 coastal highway connecting Tyndall Air Force Base to the greater Panama City area.

PARALLEL FACILITIES
No parallel facilities exist.

BICYCLES AND PEDESTRIANS
The replacement bridge will have two separate structures, each with 10-ft shoulders to accommodate bicycle movements and six-ft separated sidewalks. The bridges will be capable of accommodating 6 lanes of traffic but will be initially marked as a four-lane facility. The roadway approaches will include buffered bike lanes and sidewalks.

TRANSIT
Future needs have been identified for Bay Town Trolley to provide access to Tyndall Air Force Base, which would use the Dupont Bridge.

MAP ID
A-36 (Related: A-46)

PROJECT NAME
Titus Connector Road – SR 390 to CR 2321

PURPOSE
The purpose of the project is to provide local access connection on Titus Road better linking the residential areas in Panama City to Lynn Haven, currently divided by US 231.

IMPROVEMENT
The project is a capacity project that would create a new two-lane roadway facility. The project is being funded with Bay Co Local Option Sales Tax and is identified as FPID LOCAL4. The segment was added in August 2019 LRTP Amendment 3 (Local Option Sales Tax funded as requested by Bay Co). Improvements at Titus will also be developed as part of the US 231 project.

REGIONAL CONNECTIVITY
This project provides a new link from Titus Road to US 231 and SR 390.

PARALLEL FACILITIES
SR 390 is a parallel facility on the west side of US 231.

BICYCLES AND PEDESTRIANS
Bicycle and pedestrian connectivity is desired to link Lynn Haven to Panama City across US 231.

TRANSIT
Bay Town Trolley currently does not serve.

MAP ID
A-37

PROJECT NAME
SR 77 (MLK Jr. Blvd) – US 98 to 23rd Street (SR 368)

PURPOSE
Additional capacity improvement is identified on SR 77 linking to US 98 across US 231. This segment is part of the US 231 SIS capacity project. FDOT has completed a PD&E Study to analyze the existing characteristics, evaluate the community needs and impacts, and develop proposed conceptual improvements for the widening of US 231 for capacity and intersection improvements along the US 231 corridor. The intent of the study is to find solutions to improve capacity and facilitate freight movements on US 231 between US 98 and SR 20. The improvements should also increase safety, augment emergency evacuation capabilities, facilitate tourism and the movement of people and goods, and enhance bicycle/pedestrian safety and access. In addition to the US 231 corridor, the study area includes SR 389 (East Avenue) from Sherman Avenue to Baldwin Road and involves evaluation of need for reconstruction of the existing 2 lane undivided roadway to a 4 lane divided urban typical section with bike lanes and sidewalks on either side of the roadway.

IMPROVEMENT
This capacity project would widen SR 77 (MLK Jr. Blvd) to six-lanes. The proposed alternatives include options for widening the existing four-lane roadway. The new roadway will consist of six 11 to 12-foot travel lanes (three in each direction), paved inside and outside shoulders along with a buffered bike lane through segments one and two, and five to six-foot sidewalks intermittently placed along both sides of roadway and major intersection improvements at U.S. 98, S.R. 77, S.R. 390, and Titus Road.

REGIONAL CONNECTIVITY
The cross roads of SR 77 and US 231 are central to the Panama City urban area providing central north / south and east / west connectivity.

PARALLEL FACILITIES
Transmitter, and Star are parallel north / south facilities.

BICYCLES AND PEDESTRIANS
Bicycle and pedestrian facilities will be extended with the US 231 / SR 77 intersection project.

TRANSIT
Bay Town Trolley serves this area and has a transfer center at SR 77 and US 231 which will need to be relocated.

MAP ID
A-38

PROJECT NAME
CR 2327 (Transmitter Road) – C Street to Brooke Street

PURPOSE
This segment was added in August 2019 LRTP Amendment 3.

IMPROVEMENT
This project is a capacity project that would widen CR 2327 (Transmitter Road) to four-lanes.

REGIONAL CONNECTIVITY
Transmitter Road at US 231 is a key part of the regional transportation network.

PARALLEL FACILITIES
Star Avenue is a parallel facility.

BICYCLES AND PEDESTRIANS
Bicycle and pedestrian access is needed to link into residential areas to the south in Springfield.

TRANSIT
Bay Town Trolley currently does not serve.

MAP ID

A-39 (related: A-18, A-19)

PROJECT NAME

US 98 (Panama City Beach Parkway) SR 30A [SIS] from Richard Jackson Blvd to Hathaway Bridge

PURPOSE

The purpose and need of this study is to increase capacity, improve multimodal accommodations, and address safety issues on the SR 30A (US 98/ Panama City Beach Parkway) corridor, and address operational deficiencies, congestion and delays on the mainline and at 12 intersections along Panama City Beach Parkway. The purpose of this project is to add two lanes of capacity to the four lane section of U.S. 98 (Panama City Beach Parkway) from Mandy Lane to the Thomas Drive intersection in order to address the existing and the projected future failing level of service for this segment of U.S. 98 (Panama City Parkway). This project is needed to relieve traffic congestion along this portion of U.S. 98 (Panama City Beach Parkway). The corridor will operate at a failing level-of-service (LOS), with a LOS F in the design year 2045 if no improvements are implemented.

IMPROVEMENT

The proposed improvements will consist of widening Panama City Beach Parkway to six lanes and the inclusion of sidewalks and bicycle lanes on both sides of the roadway. Preferred "Build' Concept: Six-Lane typical section from Mandy Lane to Thomas Drive includes 7-foot wide buffered bicycle lanes and five-foot wide sidewalks on both sides of SR 30A (US 98/ Panama City Beach Parkway). This project is being developed under FPID 217838-5; 217838-2; and SIS #3496 to provide 6-lane capacity on US 98. Segment modified in August 2019 LRTP Amendment 3 (adding SIS funds). SIS First Five Year Plan. It is Bay TPO SIS Project Priority #6. The project is in the SIS LRTP CFP FY 29-45. For project has been divided into the following segments future funding of design and construction: 217838-3: SR 30A from Mandy Lane to east of Nautilus Street; 217838-4: East of Nautilus Street to east of Richard Jackson Boulevard; and 217838-5: East of Richard Jackson Boulevard to west of CR 3031.

REGIONAL CONNECTIVITY

US 98 provides the primary east / west connectivity through the region.

PARALLEL FACILITIES

There are no parallel facilities to US 98 at this location.

BICYCLES AND PEDESTRIANS

The PD&E study identified the inclusion of sidewalks and bicycle lanes on both sides of the roadway.

TRANSIT

Bay Town Trolley serves this area.

MAP ID
A-40 (related A-41)

PROJECT NAME
CR 389 (East Avenue) [SIS] – Port Entrance to US 98B (SR 30) / 5th Street (PD&E Segment 2)

PURPOSE
The intent of this study is to evaluate the potential for improving the roadway deficiencies along East Avenue which will ensure that the roadway is a freight friendly corridor that also serves the multi-modal needs of area residents. The project is approximately 3.5 miles in length and is divided into two segments: East Avenue from Port Panama City entrance to State Road 30/Business 98/5th Street and East Avenue from State Road 30/Business 98/5th Street to south of County Road 2337/Sherman Avenue. East Avenue provides north / south connectivity from US 231 and US 98 to the Port, yet serves the Millville Neighborhood. The PD&E and improvements will need to balance the needs of the Millville Neighborhood Plan and CRA Plan with the freight needs.

IMPROVEMENT
The improvement of this capacity project is to widen CR 389 (East Avenue) to four-lanes. This is being developed under FPID 440300-4. The segment was added in August 2019 LRTP Amendment 3 (Adding SIS funds). The project is the Port Panama City Project Priority #4 in FY 19/20 and includes SIS project #3385. The project is also identified in the Hurricane Michael Recovery Plan as Project # 28. It is Bay TPO SIS Priority 8. Related Project FPID: 440300-3.

REGIONAL CONNECTIVITY
East Avenue provides north / south connectivity from US 231 and US 98 to the Port, yet serves the Millville Neighborhood. The PD&E and improvements will need to balance the needs of the Millville Neighborhood Plan and CRA Plan with the freight needs.

PARALLEL FACILITIES
There are no key parallel facilities.

BICYCLES AND PEDESTRIANS
Bicycle and pedestrian access is needed in accordance with the Millville Neighborhood Plan.

TRANSIT
Bay Town Trolley currently does not serve.

MAP ID
A-41 (related A-40)

PROJECT NAME
SR 389 (East Avenue) [SIS] – US 98B (SR 30) / 5th Street to CR 2337 (Sherman Avenue) (PD&E Segment 1)

PURPOSE
The intent of this study is to evaluate the potential for improving the roadway deficiencies along East Avenue which will ensure that the roadway is a freight friendly corridor that also serves the multi-modal needs of area residents. The project is approximately 3.5 miles in length and is divided into two segments: East Avenue from Port Panama City entrance to State Road 30/Business 98/5th Street and East Avenue from State Road 30/Business 98/5th Street to south of County Road 2337/Sherman Avenue. East Avenue provides north / south connectivity from US 231 and US 98 to the Port, yet serves the Millville Neighborhood. The PD&E and improvements will need to balance the needs of the Millville Neighborhood Plan and CRA Plan with the freight needs.

IMPROVEMENT
The improvement of this capacity project is to widen CR 389 (East Avenue) to four-lanes. This is being developed under FPID 440300-4. The segment was added in August 2019 LRTP Amendment 3 (Adding SIS funds). The project is the Port Panama City Project Priority #4 in FY 19/20 and includes SIS project #3385. The project is also identified in the Hurricane Michael Recovery Plan as Project # 28. It is Bay TPO SIS Priority 8. Related Project FPID: 440300-3.

REGIONAL CONNECTIVITY
East Avenue provides north / south connectivity from US 231 and US 98 to the Port, yet serves the Millville Neighborhood. The PD&E and improvements will need to balance the needs of the Millville Neighborhood Plan and CRA Plan with the freight needs.

PARALLEL FACILITIES
There are no key parallel facilities.

BICYCLES AND PEDESTRIANS
Bicycle and pedestrian access is needed in accordance with the Millville Neighborhood Plan.

TRANSIT
Bay Town Trolley currently does not serve.

MAP ID
A-42

PROJECT NAME
SR 20 – Washington County Line to US 231 (SR 75)

PURPOSE
This project was in the previous Needs Plan. The need for this improvement was identified in the regional model and takes into account improvements within Bay County and the adjoining counties. SR 20 is a major east-west corridor providing a parallel facility to both US 98 and I-10. It is also an evacuation route. It has been included in the 2040 Needs Plan as an Aspirational Project in that the need for this project is beyond the 2040 planning horizon.

IMPROVEMENT
The purpose of this capacity project is to widen SR 20 from two to four-lanes. This project is being developed under 220635-6. FPID 220635-4 SR 20 was No Build from Walton County Line to East of SR 79 in Washington Co.

REGIONAL CONNECTIVITY
SR 20 provides broad east / west connectivity across the central portion of the panhandle and along the northern part of the Bay TPO boundary.

PARALLEL FACILITIES
US 98 is parallel to the south, and I-10 is parallel to the north.

BICYCLES AND PEDESTRIANS
Regional bike / ped facilities are being evaluated as part of the SUNTrail network.

TRANSIT
None.

MAP ID
A-43

PROJECT NAME
Clarence Street – SR 392A (Hutchison Blvd.) to US 98A (Front Beach Road)

PURPOSE
City of Panama City Beach requested capacity improvements on Clarence Street to provide alternative access from US 98 to Hutchison Blvd to avoid adding local congestion to Front Beach Road (US 98).

IMPROVEMENT
A project requested by City of Panama City Beach to widen Clarence Street to four-lanes.

REGIONAL CONNECTIVITY
The project would provide a local connection as an alternative to US 98.

PARALLEL FACILITIES
US 98 is the parallel facility.

BICYCLES AND PEDESTRIANS
Bicycle and pedestrian facilities are needed as a safer alternative to US 98.

TRANSIT
Bay Town Trolley serves the area.

MAP ID
A-44

PROJECT NAME
US 98 [SIS] – CR 2327 (Transmitter Road) to Tyndall Drive / Airey Avenue (on Tyndall AFB)

PURPOSE
Additional capacity need is identified on US 98 consistent with the SIS plans for freight and military access.

IMPROVEMENT
This capacity project would widen US 98 to six-lanes. This project is identified in SIS LRTP CFP as project #3454 (SIS Unfunded Needs Plan #120). This project is also Hurricane Michael Recovery Plan Project #244. The Tyndall Parkway Master Plan calls for corridor improvements. The project also is related to the Dupont Bridge replacement.

REGIONAL CONNECTIVITY
US 98 provides east / west regional connectivity. This is a SIS and Military Access Facility.

PARALLEL FACILITIES
There are no parallel facilities.

BICYCLES AND PEDESTRIANS
Bicycle and pedestrian improvements are necessary to connect the City of Parker and Springfield with Tyndall Air Force Base.

TRANSIT
Bay Town Trolley is considering transit service connecting to Tyndall Air Force Base.

MAP ID
A-45

PROJECT NAME
SR 77 from SR 390 to County Line.

PURPOSE
SIS Unfunded Needs Plan Project #688 identifies the need for additional future capacity on SR 77 connecting to I-10.

IMPROVEMENT
This capacity project would widen SR 77 to six-lanes.

REGIONAL CONNECTIVITY
SR 77 provides north / south connectivity into Bay County.

PARALLEL FACILITIES
SR 79 and US 231 are parallel facilities.

BICYCLES AND PEDESTRIANS
The PD&E Study would evaluate the need for bicycle and pedestrian facilities.

TRANSIT
Bay Town Trolley does not service this area.

MAP ID
A-46 (Related: A-36)

PROJECT NAME
Titus Road from CR 2321 to US 231.

PURPOSE
SIS Unfunded Needs Plan Project #688 identifies the need for additional future capacity on SR 77 connecting to I-10. The purpose of the project is to provide local access connection on Titus Road better linking the residential areas in Panama City to Lynn Haven, currently divided by US 231.

IMPROVEMENT
This capacity project would widen Titus Road from 2 to 4 lanes, linking to the new Titus Road Connector (which is a locally-funded project).

REGIONAL CONNECTIVITY
This project provides a new link from Titus Road to US 231 and SR 390.

PARALLEL FACILITIES
SR 390 is a parallel facility on the west side of US 231

BICYCLES AND PEDESTRIANS
Bicycle and pedestrian connectivity is desired to link Lynn Haven to Panama City across US 231.

TRANSIT
Bay Town Trolley does not service this area.

MAP ID
A-47

PROJECT NAME
US 98 (SR 30) [SIS] from Walton County Line to SR 79 (Arnold Drive).

PURPOSE
Additional capacity has been identified as a need on US 98 at the western end of the Bay TPO area linking to Walton County.

IMPROVEMENT
Provide 6-lane capacity on US 98. This project is being evaluated as 437179-2, 437759-1, and SIS #3495.

REGIONAL CONNECTIVITY
US 98 provides east / west regional connectivity.

PARALLEL FACILITIES
SR 20 is a parallel facility.

BICYCLES AND PEDESTRIANS
The PD&E Study would evaluate options for bicycle and pedestrian improvements.

TRANSIT
Bay Town Trolley does not service this area.

MAP ID
A-48

PROJECT NAME
SR 79 [SIS] from SR 388 (West Bay Parkway) to Bay County Line.

PURPOSE
Additional capacity has been identified as a need on SR 79 linking Bay County to I-10.

IMPROVEMENT
Provide 6-lane capacity on SR 79. This project is being evaluated as SIS Unfunded Needs Plan project #112.

REGIONAL CONNECTIVITY
SR 79 provides north / south regional connectivity.

PARALLEL FACILITIES
SR 77 is a parallel facility.

BICYCLES AND PEDESTRIANS
The PD&E Study would evaluate options for bicycle and pedestrian improvements.

TRANSIT
Bay Town Trolley does not service this area.

MAP ID
A-49

PROJECT NAME
Bay Parkway Phase 3 (Back Beach Bypass) from US 98 at Clara Avenue to US 98 at Chip Seal Parkway

PURPOSE
Panama City Beach has identified the need for a new 4-lane facility. This project was identified as Hurricane Recovery Projects # 101, and 102. Requested by Bay TPO 01/27/21 to request PD&E Study be advanced to Work Program whenever possible.

IMPROVEMENT
Construct a new 4-lane facility consistent with Hurricane Recovery Projects # 101, and 102.

REGIONAL CONNECTIVITY
This project will provide an alternate access to US 98.

PARALLEL FACILITIES
US 98 is a parallel facility.

BICYCLES AND PEDESTRIANS
The PD&E Study would evaluate options for bicycle and pedestrian improvements.

TRANSIT
Bay Town Trolley does not service this area.

MAP ID
A-50

PROJECT NAME
US 98 Panama City Beach Pkwy Elevated Segment [connecting Back Beach / Bay Pkwy Phase 2 and 3] [SIS], from Nautilus Street [Back Beach / Bay Parkway Phase 2] to Clara Avenue [Back Beach / Bay Parkway Phase 3]

PURPOSE
Panama City Beach has identified the need for a new 2-lane facility. This project was identified as Hurricane Recovery Projects # 101, and 102. Requested by Bay TPO 01/27/21 to request PD&E Study be advanced to Work Program whenever possible.

IMPROVEMENT
Construct new 4-lane elevated segment of US 98, requested by City of Panama City Beach.

REGIONAL CONNECTIVITY
This project will provide an alternate access to US 98.

PARALLEL FACILITIES
US 98 is a parallel facility.

BICYCLES AND PEDESTRIANS
The PD&E Study would evaluate options for bicycle and pedestrian improvements.

TRANSIT
Bay Town Trolley does not service this area.

Corridor / Complete Streets Projects

MAP ID
B-1

PROJECT NAME
SR 368 (23rd Street) [SIS] from SR 390 to US 231.

PURPOSE
Create a Complete Streets / Corridor Study to enhance multimodal transportation by considering lighting, landscaping, medians, turn lanes, sidewalks, drainage and/or transit.

IMPROVEMENT
The Complete Street / Corridor Study would determine the improvements.

REGIONAL CONNECTIVITY
SR 368 (23rd) is a Minor Urban Arterial and primary east / west commercial corridor north of US 98 linking Gulf State College and the Hathaway Bridge to major north / south corridors such as SR 77 and US 231. It has a Context Classification of 3C3.

PARALLEL FACILITIES
US 98

BICYCLES AND PEDESTRIANS
Bicycle and pedestrian facilities are very important on this

TRANSIT
This corridor is a primary Bay Town Trolley transit route.

MAP ID
B-2

PROJECT NAME
US 98 (15th Street) [SIS] – 23rd Street to CR 2327 (Transmitter Rd)

PURPOSE
Create a Complete Streets / Corridor Study to enhance multimodal transportation by considering lighting, landscaping, medians, turn lanes, sidewalks, drainage and/or transit. Portions of 15th Street have been identified in previous plans for widening and for multimodal improvements. During the development of the 2040 LRTP this corridor was identified as a corridor that should not be widened due to the impacts it would have on the surrounding communities. Therefore, a multimodal study was identified as needed to determine safety, bicycle, pedestrian and transit projects that could be developed to increase mobility along the corridor. This direction remains consistent for 2045 with development of the St. Andrews Neighborhood Plan, the Downtown North CRA Plan, the Millville Neighborhood Plan, and the Glenwood Neighborhood Plan. These community and neighborhood plans seek to make the US 98 corridor better integrated with the neighborhoods.

IMPROVEMENT
The Complete Street / Corridor Study would determine the improvements.

REGIONAL CONNECTIVITY
US 98 is an Urban Principal Arterial and key to regional connectivity through the Panama City metro area. It has a Context Classification of 3C3 and C4.

PARALLEL FACILITIES
11th Street

BICYCLES AND PEDESTRIANS
Bicycle and pedestrian facilities are very important along this tourist-dominated corridor.

TRANSIT
This corridor is a primary Bay Town Trolley transit route.

MAP ID

B-3 (Related: B-12)

PROJECT NAME

CR 28 (11th Street) from Beck Avenue to SR 77 (MLK, Jr. Blvd).

PURPOSE

Create a Complete Streets / Corridor Study to enhance multimodal transportation by considering lighting, landscaping, medians, turn lanes, sidewalks, drainage and/or transit. The Complete Streets corridor is consistent with the community and neighborhood plans: St. Andrews Neighborhood, Downtown North CRA, Downtown CRA, Glenwood, and Millville. The western terminus is the St. Andrews historic core and marina and an important local and tourist destination for the Panama City neighborhoods.

IMPROVEMENT

The Complete Street / Corridor Study would determine the improvements.

REGIONAL CONNECTIVITY

This corridor is Major Urban Collector and provides for east / west connectivity through Panama City. It does not have an assigned Context Classification.

PARALLEL FACILITIES

US 98

BICYCLES AND PEDESTRIANS

Bicycle and pedestrian facilities are very important along this tourist-dominated corridor to link to the historic and tourist destinations in St. Andrews.

TRANSIT

This corridor is a primary Bay Town Trolley transit route.

MAP ID
B-4

PROJECT NAME
US 98B (US Business 98 / 5th Street) – US 98 (15th Street) to US 98 (SR 30)

PURPOSE
Create a Complete Streets / Corridor Study to enhance multimodal transportation by considering lighting, landscaping, medians, turn lanes, sidewalks, drainage and/or transit. Portions of Business 98 have been identified in previous plans for widening and for multimodal improvements. During the development of the 2040 LRTP this corridor was identified as a corridor that should not be widened due to the impacts it would have on the surrounding communities. Therefore, a multimodal study was identified as needed to determine safety, bicycle, pedestrian and transit projects that could be developed to increase mobility along the corridor. This direction remains consistent for 2045 with development of the St. Andrews Neighborhood Plan, the Downtown North CRA Plan, the Millville Neighborhood Plan, and the Glenwood Neighborhood Plan. These community and neighborhood plans seek to make the US 98 corridor better integrated with the neighborhoods.

IMPROVEMENT
The Complete Street / Corridor Study would determine the improvements.

REGIONAL CONNECTIVITY
This corridor is a Minor Urban Arterial and frequently used as a bypass or shortcut from US 98 by locals given the designation of Business 98. However, the local planning direction is to change this designation to keep the traffic local and not use this corridor for through-traffic movements. It has a Context Classification of C4 (west end) and C3R to C3C (east end).

PARALLEL FACILITIES
W. 11th Street (US 98)

BICYCLES AND PEDESTRIANS
Bicycle and pedestrian facilities are very important along this tourist-dominated corridor to link to the historic and tourist destinations in St. Andrews.

TRANSIT
Bay Town Trolley does not directly serve this route, but serves the neighborhoods.

MAP ID
B-5

PROJECT NAME
Cobb Road – US 98A (Front Beach Road) to US 98 (Panama City Beach Parkway)

PURPOSE
Create a Complete Streets / Corridor Study to enhance multimodal transportation by considering lighting, landscaping, medians, turn lanes, sidewalks, drainage and/or transit. This project has been identified in the previous Needs Plan is a Panama City Beach Community Redevelopment (CRA) Project. It includes the construction of sidewalks, bicycle lanes, land- and street-scaping, along the corridor.

IMPROVEMENT
The Complete Street / Corridor Study would determine the improvements.

REGIONAL CONNECTIVITY
This is a local road used for local and tourist connections between Front Beach and Back Beach roads in Panama City Beach. It does not have a Context Classification, but links to C4 and C3C facilities on each end.

PARALLEL FACILITIES
US 98

BICYCLES AND PEDESTRIANS
Bicycle and pedestrian facilities are very important along this tourist-dominated corridor.

TRANSIT
Bay Town Trolley does not directly serve this route, but serves the adjacent major facilities in Panama City Beach.

MAP ID
B-6

PROJECT NAME
US 98A (Front Beach Road) Segment 5 from SR 79 (S. Arnold Road) to Deluna Place

PURPOSE
Create a Complete Streets / Corridor Study to enhance multimodal transportation by considering lighting, landscaping, medians, turn lanes, sidewalks, drainage and/or transit.

IMPROVEMENT
The Complete Street / Corridor Study would determine the improvements. This project is identified in Hurricane Michael Recovery Plan as Project #104 Lighting, landscaping, medians, turn lanes, sidewalks, drainage, underground utilities and transit lanes, and is consistent with the City of Panama City Beach Community Redevelopment Agency plans.

REGIONAL CONNECTIVITY
This is Minor Urban Arterial that provides local and tourist access along the beach. It has a Context Classification of C4.

PARALLEL FACILITIES
US 98

BICYCLES AND PEDESTRIANS
Bicycle and pedestrian facilities are very important along this tourist-dominated corridor.

TRANSIT
Bay Town Trolley serve this route, as a major facility in Panama City Beach.

MAP ID
B-7

PROJECT NAME
CR 392 (North Thomas Drive) – US 98A (Front Beach Road) to (CR 3031) South Thomas Drive

PURPOSE
Create a Complete Streets / Corridor Study to enhance multimodal transportation by considering lighting, landscaping, medians, turn lanes, sidewalks, drainage and/or transit.

The proposed improvement is in the previous Needs and Cost Feasible Plans. The need for this project was established based on the projection that, even with improvement, this corridor would be deficient by 2035. This project would provide much needed capacity in the corridor and would alleviate congestion. Although safety data is not available, given the anticipated LOS this project is needed to alleviate the safety risks that are prevalent for this condition roadway. This facility provides access to the beach area south of US 98 including St. Andrews State Park. This corridor is an evacuation route and is heavily relied upon during evacuations. This proposed 4-lane facility provides northwest / southeast capacity and is a parallel corridor to N. Lagoon Drive and the US 98/SR 30A corridor. Improvements to this facility will provide additional east/ west capacity in this area.

For 2045, this project was identified as a Complete Streets / Corridor Study to determine if other improvements could better integrate with the tourist-oriented area of Panama City Beach, rather than advancing to capacity improvements.

IMPROVEMENT
The Complete Street / Corridor Study would determine the improvements. For consideration: lighting, landscaping, medians, turn lanes, sidewalks, drainage, underground utilities and transit lanes.

REGIONAL CONNECTIVITY
This is a Major Urban Collector that provides primarily local access between Thomas Drive to US 98. It has a Context Classification of 3C3.

PARALLEL FACILITIES
Joan Avenue

BICYCLES AND PEDESTRIANS
Bicycle and pedestrian facilities are very important along this tourist-dominated corridor.

TRANSIT
Bay Town Trolley does not directly serve this route, but services the nearby Joan Avenue, US 98, and Thomas Drive.

MAP ID
B-8

PROJECT NAME
Nautilus Road – US 98A (Front Beach Road) to US 98 (Panama City Beach Parkway)

PURPOSE
Create a Complete Streets / Corridor Study to enhance multimodal transportation by considering lighting, landscaping, medians, turn lanes, sidewalks, drainage and/or transit.

IMPROVEMENT
The Complete Street / Corridor Study would determine the improvements. This project has been identified in the previous Needs Plan is a Panama City Beach Community Redevelopment (CRA) Project. It includes the construction of sidewalks, bicycle lanes, land- and street-scaping, along the corridor.

REGIONAL CONNECTIVITY
This is a Local Urban facility and provides local connection between Front Beach and Back Beach Roads, and access to Surfside Middle School. It does not have designated Context Classification, but links to C4 on the south and C3C on the north.

PARALLEL FACILITIES
Clara Avenue

BICYCLES AND PEDESTRIANS
Bicycle and pedestrian facilities are very important along this tourist-dominated corridor and for local access to Surfside Middle School.

TRANSIT
Bay Town Trolley does not directly serve this route, but services the nearby Joan Avenue, US 98, and Thomas Drive.

MAP ID
B-9

PROJECT NAME
US 98A (Front Beach Road) Segment 4.2 – Hill Road to SR 2923A (Hutchison Blvd)

PURPOSE
Create a Complete Streets / Corridor Study to enhance multimodal transportation by considering lighting, landscaping, medians, turn lanes, sidewalks, drainage and/or transit. This project was identified in the previous Needs Plan. It is a Panama City Beach Community Redevelopment Agency (CRA) Project, which includes reconstruction of the existing rural 2- lane roadway to provide a 2- lane urban roadway and a dedicated transit lane in each direction as well as sidewalks, bicycle lanes, land- and street-scaping, ITS fiber optic communication to enhance transit and signal operations, and a drainage system that catches & treats all stormwater runoff along the corridor. The Front Beach Road Improvement Project will result in development of a vibrant multi-modal transportation corridor, which will serve the beach front tourism and commerce corridor and will be an important link in the transit connection to the new Northwest Florida Beaches International Airport. It will promote long-term economic growth in a manner that is sustainable for generations to come. The project is designed to enhance economic competitiveness by making more efficient use of multiple modes of transportation leading to reduced fuel consumption, reduced automotive pollutants and greater personal health through walking and biking.

IMPROVEMENT
Create a Complete Streets / Corridor Study to enhance multimodal transportation by adding lighting, landscaping, medians, turn lanes, sidewalks, drainage and transit lanes, as well as underground utilities to US 98A (Front Beach Road) Segment 4.2. This project is associated with FPID 426391-3, Local Funds, and with Hurricane Michael Recovery Plan Projects #104, 106 for lighting, landscaping, medians, turn lanes, sidewalks, drainage, underground utilities and 2 transit lanes (one in each direction).

REGIONAL CONNECTIVITY
This is a Minor Urban Arterial and provides local and tourist-oriented access along the beach, and serves as an alternative to US 98. It has a Context Classification of C4.

PARALLEL FACILITIES
US 98

BICYCLES AND PEDESTRIANS
Bicycle and pedestrian facilities are very important along this tourist-dominated corridor.

TRANSIT
Bay Town Trolley services this corridor.

MAP ID
B-10

PROJECT NAME
US 98A (Front Beach Road) Segment 4.1 – Lullwater Drive to Hill Road

PURPOSE
Create a Complete Streets / Corridor Study to enhance multimodal transportation by considering lighting, landscaping, medians, turn lanes, sidewalks, drainage and/or transit. This project was identified in the previous Needs Plan. It is a Panama City Beach Community Redevelopment Agency (CRA) Project, which includes reconstruction of the existing rural 2- lane roadway to provide a 2- lane urban roadway and a dedicated transit lane in each direction as well as sidewalks, bicycle lanes, land- and street-scaping, ITS fiber optic communication to enhance transit and signal operations, and a drainage system that catches & treats all stormwater runoff along the corridor. The Front Beach Road Improvement Project will result in development of a vibrant multi-modal transportation corridor, which will serve the beach front tourism and commerce corridor and will be an important link in the transit connection to the new Northwest Florida Beaches International Airport. It will promote long-term economic growth in a manner that is sustainable for generations to come. The project is designed to enhance economic competitiveness by making more efficient use of multiple modes of transportation leading to reduced fuel consumption, reduced automotive pollutants and greater personal health through walking and biking.

IMPROVEMENT
Create a Complete Streets / Corridor Study to enhance multimodal transportation by adding lighting, landscaping, medians, turn lanes, sidewalks, drainage and transit lanes, as well as underground utilities to US 98A (Front Beach Road) Segment 4.1. This project is associated with FPID 426391-7, Local Funds, and Hurricane Michael Recovery Plan Projects #104, 105 considering lighting, landscaping, medians, turn lanes, sidewalks, drainage, underground utilities and 2 transit lanes (one in each direction).

REGIONAL CONNECTIVITY
This is a Minor Urban Arterial and provides local and tourist-oriented access along the beach, and serves as an alternative to US 98. It has a Context Classification of C4.

PARALLEL FACILITIES
US 98

BICYCLES AND PEDESTRIANS
Bicycle and pedestrian facilities are very important along this tourist-dominated corridor.

TRANSIT
Bay Town Trolley services this corridor.

MAP ID
B-11

PROJECT NAME
US 98A (Front Beach Road) Segment 4.3 – SR 2923A (Hutchison Blvd) to Richard Jackson Blvd

PURPOSE
Create a Complete Streets / Corridor Study to enhance multimodal transportation by considering lighting, landscaping, medians, turn lanes, sidewalks, drainage and/or transit. This project was identified in the previous Needs Plan. It is a Panama City Beach Community Redevelopment Agency (CRA) Project, which includes reconstruction of the existing rural 2- lane roadway to provide a 2- lane urban roadway and a dedicated transit lane in each direction as well as sidewalks, bicycle lanes, land- and street-scaping, ITS fiber optic communication to enhance transit and signal operations, and a drainage system that catches & treats all stormwater runoff along the corridor. The Front Beach Road Improvement Project will result in development of a vibrant multi-modal transportation corridor, which will serve the beach front tourism and commerce corridor and will be an important link in the transit connection to the new Northwest Florida Beaches International Airport. It will promote long-term economic growth in a manner that is sustainable for generations to come. The project is designed to enhance economic competitiveness by making more efficient use of multiple modes of transportation leading to reduced fuel consumption, reduced automotive pollutants and greater personal health through walking and biking.

IMPROVEMENT
Create a Complete Streets / Corridor Study to enhance multimodal transportation by adding lighting, landscaping, medians, turn lanes, sidewalks, drainage and transit lanes, as well as underground utilities to US 98A (Front Beach Road) Segment 4.3. FPID 426391-8, Local Funds. Hurricane Michael Recovery Plan Projects #104, 106 considering lighting, landscaping, medians, turn lanes, sidewalks, drainage, underground utilities and 2 transit lanes (one in each direction).

REGIONAL CONNECTIVITY
This is a Minor Urban Arterial and provides local and tourist-oriented access along the beach, and serves as an alternative to US 98. It has a Context Classification of C3C.

PARALLEL FACILITIES
US 98

BICYCLES AND PEDESTRIANS
Bicycle and pedestrian facilities are very important along this tourist-dominated corridor.

TRANSIT
Bay Town Trolley services this corridor.

MAP ID

B-12 (Related: B-3)

PROJECT NAME

CR 28 (11th Street) – SR 77 (Martin Luther King Jr Blvd) to US 98 (Tyndall Parkway)

PURPOSE

Create a Complete Streets / Corridor Study to enhance multimodal transportation by considering lighting, landscaping, medians, turn lanes, sidewalks, drainage and/or transit. Portions of 11th Street have been identified in previous plans for widening and for multimodal improvements. During the development of the 2040 LRTP this corridor was identified as a corridor that should not be widened due to the impacts it would have on the surrounding communities. Therefore, a multimodal study was identified as needed to determine safety, bicycle, pedestrian and transit projects that could be developed to increase mobility along the corridor. This direction remains applicable for 2045. The Complete Streets corridor is consistent with the community and neighborhood plans: St. Andrews Neighborhood, Downtown North CRA, Downtown CRA, Glenwood, and Millville. This corridor links to the St. Andrews historic core and marina and an important local and tourist destination for the Panama City neighborhoods.

IMPROVEMENT

The Complete Street / Corridor Study would determine the improvements.

REGIONAL CONNECTIVITY

This corridor is Major Urban Collector and provides for east / west connectivity through Panama City. It does not have a designated Context Classification, but links to C4/C3C on the west, and C3C on the east.

PARALLEL FACILITIES

US 98

BICYCLES AND PEDESTRIANS

Bicycle and pedestrian facilities are very important along this tourist-dominated corridor to link to the historic and tourist destinations in St. Andrews.

TRANSIT

This corridor is a primary Bay Town Trolley transit route.

MAP ID
B-13 (Related: B-16)

PROJECT NAME
SR 77 (MLK Jr. Blvd / N. Cove Blvd) from US 98 (E. 15th Street) to US 98B (E. Business Hwy 98)

PURPOSE
Create a Complete Streets / Corridor Study to enhance multimodal transportation by considering lighting, landscaping, medians, turn lanes, sidewalks, drainage and/or transit.

IMPROVEMENT
The Complete Street / Corridor Study would determine the improvements. Create a Complete Streets / Corridor Management study to enhance multimodal transportation consistent with the Glenwood Neighborhood Plan. Previous capacity improvements altered the neighborhood character of this minority community. The Glenwood Neighborhood Plan seeks to restore a sense of community along this corridor.

REGIONAL CONNECTIVITY
While SR 77 is an Urban Principal Arterial for north / south connectivity leading to Lynn Haven and north of the TPO boundary to I-10, at this location, the facility is more focused on local access and neighborhood connection central to the Downtown North CRA, and Glenwood Neighborhood. It has a Context Classification of C4.

PARALLEL FACILITIES
Harrison Avenue

BICYCLES AND PEDESTRIANS
Bicycle and pedestrian facilities are very important for local travel within the Glenwood Neighborhood.

TRANSIT
This corridor is a primary Bay Town Trolley transit route.

MAP ID
B-14

PROJECT NAME
Harrison Avenue Complete Streets Corridor Study from US 98 (E. 15th Street) to Government Street

PURPOSE
Create a Complete Streets / Corridor Study to enhance multimodal transportation by considering lighting, landscaping, medians, turn lanes, sidewalks, drainage and/or transit. This project is identified in the City of Panama City Long Term Recovery Plan Project October 2019 (Dover, Kohl & Partners), and with the community and neighborhood plans for the Downtown CRA, Downtown CRA North, and Glenwood Neighborhood.

IMPROVEMENT
The Complete Street / Corridor Study would determine the improvements.

REGIONAL CONNECTIVITY
This is an Urban Principal Arterial with a C4 Context Classification. It provides north / south connectivity to US 231 from the Panama City Marina. It has a Context Classification of C3C.

PARALLEL FACILITIES
Jenks Avenue, SR 77

BICYCLES AND PEDESTRIANS
Bicycle and pedestrian facilities are very important for local travel within the Glenwood Neighborhood.

TRANSIT
This corridor is a primary Bay Town Trolley transit route.

MAP ID
B-15

PROJECT NAME
SR 392A (Hutchison Blvd.) [Middle Beach Road] from / to US 98A (Front Beach Road)

PURPOSE
Create a Complete Streets / Corridor Study to enhance multimodal transportation by considering lighting, landscaping, medians, turn lanes, sidewalks, drainage and/or transit.

IMPROVEMENT
The Complete Street / Corridor Study would determine the improvements. 217986-2. Requested by City of Panama City Beach Complete Street Corridor Management, addition of Turn Lanes (locations not specified).

REGIONAL CONNECTIVITY
This is a Minor Urban Arterial with C3C Context Classification and provides local east / west access through Panama City Beach as an alternative to US 98. It has a Context Classification of C4.

PARALLEL FACILITIES
US 98

BICYCLES AND PEDESTRIANS
Bicycle and pedestrian facilities are very important for local travel within the Panama City Beach area.

TRANSIT
This corridor is a primary Bay Town Trolley transit route.

MAP ID
B-16 (Related: B-13)

PROJECT NAME
SR 77 (MLK Jr. Blvd) from 23rd Street (SR 368) to SR 390

PURPOSE
Create a Complete Streets / Corridor Study to enhance multimodal transportation by considering lighting, landscaping, medians, turn lanes, sidewalks, drainage and/or transit. Hurricane Michael Recovery Plan Project #41 identifies capacity need. However, Bay County confirms capacity is not needed in this section of Lynn Haven for this LRTP. Changed from Capacity project to Corridor project Dec 15 2020. Complete Street Corridor Management, addition of Turn Lanes (locations not specified)

IMPROVEMENT
The Complete Street / Corridor Study would determine the improvements. Create a Complete Streets / Corridor Management study to enhance multimodal transportation consistent with the Glenwood Neighborhood Plan. Previous capacity improvements altered the neighborhood character of this minority community. The Glenwood Neighborhood Plan seeks to restore a sense of community along this corridor. The study would be consistent with City of Lynn Haven.

REGIONAL CONNECTIVITY
While SR 77 is an Urban Principal Arterial for north / south connectivity leading to Lynn Haven and north of the TPO boundary to I-10, at this location, the facility is more focused on local access and neighborhood connection central to the Downtown North CRA, and Glenwood Neighborhood. The facility includes Context Classifications C3C and C4 (in Lynn Haven).

PARALLEL FACILITIES
East Avenue, SR 390.

BICYCLES AND PEDESTRIANS
Bicycle and pedestrian facilities are very important for local travel within the Glenwood Neighborhood.

TRANSIT
This corridor is a primary Bay Town Trolley transit route.

MAP ID
B-17

PROJECT NAME
CR 2327 (Transmitter Road) from SR 22 (Wewa Highway) to US 98 / SR 30A (E. 15th Street)

PURPOSE
Create a Complete Streets / Corridor Study to enhance multimodal transportation by considering lighting, landscaping, medians, turn lanes, sidewalks, drainage and/or transit. Adding at request of City of Springfield (Dec 28, 2020), changing from a Capacity widening project to a Corridor / Complete Streets project.

IMPROVEMENT
The Complete Street / Corridor Study would determine the improvements.

REGIONAL CONNECTIVITY
This is a Major Urban Collector with Context Classification C3C and C3R. It provides linkage between US 98 to the north, and SR 22 to the south.

PARALLEL FACILITIES
Star Avenue.

BICYCLES AND PEDESTRIANS
Bicycle and pedestrian facilities are locally important for access to the Springfield Sports Complex and nearby system of schools: Rutherford High, Everitt Middel, and Springfield Elementary.

TRANSIT
Bay Town Trolley routes intersect with this corridor.

MAP ID
B-18

PROJECT NAME
SR 22 (Wewa Highway / East 3rd Street) [Phase 2] from Business 98 (US 98B) to Tyndall Parkway

PURPOSE
Create a Complete Streets / Corridor Study to enhance multimodal transportation by considering lighting, landscaping, medians, turn lanes, sidewalks, drainage and/or transit. This project has been in the Needs and Cost Feasible Plans for many years. The Regional Freight Network Plan identifies 4-laning of Bus 98 as a need. This improvement would provide needed capacity for both freight and vehicular traffic. Business 98 is an east-west minor arterial. It provides important regional access with its connections to Downtown Panama City, US 98, and Tyndall Air Force Base.

IMPROVEMENT
The Complete Street / Corridor Study would determine the improvements. 425803-1 identified a capacity need. Bay TPO Resolution 20-10 to prioritize as Phase 1 (from Star Avenue to Tyndall Parkway), and Phase 2 (from Tyndall Parkway to Hwy 98B. Phase I is priority. City Commission of Callaway Resolution 20-08 Feb 25, 2020. Non SIS Priority #6. Changed by Bay TPO at Jan 27, 2021 meeting from Capacity project to Corridor Project to be consistent with City plan.

REGIONAL CONNECTIVITY
Wewa Highway is a Minor Urban Arterial with Context Classification of C3C, providing east / west linkage through Springfield to US 98.

PARALLEL FACILITIES
Cherry Street

BICYCLES AND PEDESTRIANS
Bicycle and pedestrian facilities are locally important for access through Springfield.

TRANSIT
Bay Town Trolley serves a portion of this corridor.

Intersection Projects

MAP ID
C-1 (Related: A-13)

PROJECT NAME
US 231 (SR 75) at US 98 (Harrison Avenue) [SIS]

PURPOSE
The need for 6-laning along this corridor was identified in the previous Needs Plan. The 2045 model indicates this segment is deficient, so this improvement would provide needed capacity for freight and vehicular capacity. US 231 is a major regional corridor that provides access to I-10 and US 98. US 231 is also a major north-south evacuation route, so improving traffic flow along this corridor would lower evacuation times. FDOT recently began a Project Development and Environment (PD&E) study on this segment. The intent of the study is to find solutions to improve capacity and facilitate freight movements on US 231 between US 98 and SR 20. The improvements should also increase safety, augment emergency evacuation capabilities, facilitate tourism and the movement of people and goods, and enhance bicycle/pedestrian safety and access. In addition to the US 231 corridor, the study area includes SR 389 (East Avenue) from Sherman Avenue to Baldwin Road and involves evaluation of need for reconstruction of the existing 2 lane undivided roadway to a 4 lane divided urban typical section with bike lanes and sidewalks on either side of the roadway.

IMPROVEMENT
This capacity project widens US 231 (SR75) from four to six-lanes, and includes major intersection improvements at US 231 / US 98 / Harrison Ave. This project is being developed under FPID 217910-4; and 217910-7. Partial funding is identified in the SIS First and Second Five Year Plans, and is the Bay TPO SIS Priority Project #1.

REGIONAL CONNECTIVITY
US 231 provides SIS connectivity into the Panama City metro area and is an important freight corridor to I-10.

PARALLEL FACILITIES
No parallel facilities exist.

BICYCLES AND PEDESTRIANS
The design project will incorporate bicycle and pedestrian facilities.

TRANSIT
The corridor is not currently served by Bay Town Trolley.

MAP ID
C-2

PROJECT NAME
US 98 (Thomas Drive) Interchange Phase II and III [SIS] – US 98 to Thomas Drive (CR 3031)

PURPOSE
The need for this interchange was included in the previous Needs and Cost Feasible Plans. This project is also a SIS Priority. This project would greatly improve connectivity between Panama City and Panama City Beach and provide access for Naval Support Activity (NSA) Panama City. US 98 is also an evacuation route, so this improvement would assist with evacuating residents.

IMPROVEMENT
This intersection project provides major improvements at the US 98 (Thomas Drive) interchange, FPID 217995-1; 219995-2; and Hurricane Recovery Plan Project #29. Bay Non-SIS Priority 9. Also requested by Naval Support Activity (NSA) Panama City. The Phase 2 portion of the Thomas Drive flyover would enhance traffic flow near and around the installation. This enhancement would also assist with a permanent Northgate for the installation.

REGIONAL CONNECTIVITY
US 98 is an Urban Principal Arterial and the primary east / west facility. Thomas Drive is a Minor Urban Arterial and primary north / south connector in Panama City Beach and for military access to by Naval Support Activity (NSA) Panama City.

PARALLEL FACILITIES
Joan Avenue.

BICYCLES AND PEDESTRIANS
The design project will incorporate bicycle and pedestrian facilities.

TRANSIT
Bay Town Trolley serves this corridor.

MAP ID
C-3 (Related: A-15)

PROJECT NAME
CR 2321/SR 390 at CR 2321 and SR 390 (14th Street)

PURPOSE
At this location CR2321 and CR390 intersect US231 in close proximity to one another. Additionally, they intersect at odd angles. There are safety and capacity issues at this location. Bay County is working with the FDOT and adjacent property owners to develop and operational improvement that involves reconfiguration of these intersections as well as a service road between CR390 and CR2321. This capacity reconstruction project FPID 217910-3 primarily consists of widening US 231 from 4 to 6 lanes from just north of Pipeline Road to north of Penny Road, replacing the Bayou George southbound bridge and widening the Bayou George northbound bridge to accommodate six lanes of traffic, and introducing grade separations/interchanges at State Road 390/County Road 2321 and at Titus Road/Star Avenue.

IMPROVEMENT
This intersection project provides improvements and to the intersection as well as provides better service road connections. The US 231 project from Pipeline Road to Penny Road includes this interchange in FPID 217910-3.

REGIONAL CONNECTIVITY
This intersection provides key regional connectivity.

PARALLEL FACILITIES
SR 390, John Pitts Road, Titus Road, Star Road.

BICYCLES AND PEDESTRIANS
The design project will incorporate bicycle and pedestrian facility improvements for linkage to Merrit Brown Middle School.

TRANSIT
Bay Town Trolley does not serve this location.

MAP ID
C-4 (Related: A-13)

PROJECT NAME
US 231 (SR 75) at 19th Street and SR 77 Intersection [SIS]

PURPOSE
The need for 6-laning along this corridor was identified in the previous Needs Plan. The 2045 model indicates this segment is deficient, so this improvement would provide needed capacity for freight and vehicular capacity. US 231 is a major regional corridor that provides access to I-10 and US 98. US 231 is also a major north-south evacuation route, so improving traffic flow along this corridor would lower evacuation times. FDOT recently began a Project Development and Environment (PD&E) study on this segment. The intent of the study is to find solutions to improve capacity and facilitate freight movements on US 231 between US 98 and SR 20. The improvements should also increase safety, augment emergency evacuation capabilities, facilitate tourism and the movement of people and goods, and enhance bicycle/pedestrian safety and access. In addition to the US 231 corridor, the study area includes SR 389 (East Avenue) from Sherman Avenue to Baldwin Road and involves evaluation of need for reconstruction of the existing 2 lane undivided roadway to a 4 lane divided urban typical section with bike lanes and sidewalks on either side of the roadway.

IMPROVEMENT
This capacity project widens US 231 (SR75) from four to six-lanes, and includes major intersection improvements at US 231 / US 98 / Harrison Ave. This project is being developed under FPID 217910-4; and 217910-7. Partial funding is identified in the SIS First and Second Five Year Plans, and is the Bay TPO SIS Priority Project #1. A Turn Lane project is identified in 438138-1.

REGIONAL CONNECTIVITY
US 231 provides SIS connectivity into the Panama City metro area and is an important freight corridor to I-10.

PARALLEL FACILITIES
No parallel facilities exist.

BICYCLES AND PEDESTRIANS
The design project will incorporate bicycle and pedestrian facilities.

TRANSIT
The corridor is not currently served by Bay Town Trolley.

MAP ID
C-5 (Related: A-14)

PROJECT NAME
US 231 (SR 75) at CR 2327 (Transmitter Rd) Intersection [SIS]

PURPOSE
The need for 6-laning along this corridor was identified in the previous Needs Plan. The 2045 model indicates this segment is deficient, so this improvement would provide needed capacity for freight and vehicular capacity. US 231 is a major regional corridor that provides access to I-10 and US 98. US 231 is also a major north-south evacuation route, so improving traffic flow along this corridor would lower evacuation times. FDOT recently began a Project Development and Environment (PD&E) study on this segment. The intent of the study is to find solutions to improve capacity and facilitate freight movements on US 231 between US 98 and SR 20. The improvements should also increase safety, augment emergency evacuation capabilities, facilitate tourism and the movement of people and goods, and enhance bicycle/pedestrian safety and access. In addition to the US 231 corridor, the study area includes SR 389 (East Avenue) from Sherman Avenue to Baldwin Road and involves evaluation of need for reconstruction of the existing 2 lane undivided roadway to a 4 lane divided urban typical section with bike lanes and sidewalks on either side of the roadway.

IMPROVEMENT
This capacity project widens US 231 (SR75) from four to six-lanes, and includes major intersection improvements at US 231 and Transmitter Road and intersection. This project is being developed under FPID 217910-4; and 217910-7, US 231 (SR 75) [Segment 8] [SIS]. Partial funding is identified in the SIS First and Second Five Year Plans, and is the Bay TPO SIS Priority Project #1.

REGIONAL CONNECTIVITY
US 231 provides SIS connectivity into the Panama City metro area and is an important freight corridor to I-10.

PARALLEL FACILITIES
No parallel facilities exist.

BICYCLES AND PEDESTRIANS
The design project will incorporate bicycle and pedestrian facilities.

TRANSIT
The corridor is not currently served by Bay Town Trolley.

MAP ID

C-6 (Related: A-44)

PROJECT NAME

New Tram Road / Gulf Coast Parkway Intersection, US 98 (N. Tyndall Parkway) and CR 28 (E. 11th Street), Part of Gulf Coast Parkway (Segment 8) – US 98 (SR 30A) to CR 2315 (Star Avenue)

PURPOSE

The purpose and need of this study is to increase capacity of SR 22 (Wewa Highway) from US 98B to Star Avenue. Improvements to the corridor will assist in the movement of freight and goods, minimize travel times for the general public, and maintain Level of Service (LOS) standards through the Design Year (2040). This project is needed in order to increase roadway capacity for people and goods traveling on Wewa Highway through Bay County and the City of Callaway and the City of Springfield.

IMPROVEMENT

This capacity project would construct a new roadway widening from Star Avenue to US 98, providing for future four-lane capacity. This project is being developed under FPID 410981-8. TPO Committed Non-SIS Project Priority Fully Funded, not yet constructed. The Build scenario proposed to widen the roadway to a four-lane urban section, with curb and gutter, and a raised landscaped median. Bike lanes and sidewalks are also provided in each direction to accommodate the pedestrian users along the corridor. The four-lane section will include exclusive left-turn lanes located at major intersections and driveway connections, consistent with access class 5 (1/4 mile spacing for full opening and 1/8 mile spacing for directional openings) and a single-lane left-turn flyover from southbound Tyndall Parkway to eastbound Wewa Highway. Transportation System Management (TSM) Alternative strategies were considered and included in the analysis, but were not found to be prudent, viable solution. The analysis found that capacity improvements are needed for S.R. 22 in the future.

REGIONAL CONNECTIVITY

This segment will connect US 98 to Star Avenue replacing Tram Road, and link to the Gulf Coast Parkway network eventual build-out.

PARALLEL FACILITIES

SR 22 Wewa Highway is the parallel facility.

BICYCLES AND PEDESTRIANS

Bike lanes and sidewalks are also provided in each direction to accommodate the pedestrian users along the corridor.

TRANSIT

Bay Town Trolley does not serve this corridor.

MAP ID
C-7

PROJECT NAME
Northgate Ingress/Egress NSA Panama City [SIS] at Solomans Drive and Woodlawn Drive

PURPOSE
Requested by Naval Support Activity (NSA) Panama City. NSA Panama City currently has one main entrance to the installation which is on Thomas Drive. The installation also utilizes an exit only North Gate in the afternoons to ease congestion on Thomas Drive. Due to safety and security requirements, NSA PC is looking to open an additional Ingress/Egress gate on the Northern portion of the base. The logical location would be at Solomans Drive which aligned with Woodlawn Drive across 98. Although there is an existing traffic signal there, improvements will need to be made.

IMPROVEMENT
New intersection to provide northern access to NSA Panama City.

REGIONAL CONNECTIVITY
This improvement facilitates local traffic movement on and off NSA Panama City.

PARALLEL FACILITIES
None

BICYCLES AND PEDESTRIANS
To be determined in coordination with NSA Panama City.

TRANSIT
NSA Panama City is served by Bay Town Trolley from Thomas Drive.

MAP ID
C-8

PROJECT NAME
Roundabout – Beach Drive to 6th Street

PURPOSE
City of Panama City Long Term Recovery Plan Project October 2019 (Dover, Kohl & Partners) identifies the need for roundabouts in several locations to calm traffic and provide for gateway neighborhood features, to provide plazas, and connect bicycle and pedestrian facilities. Roundabouts are proposed for gateway locations on 6th Street. Roundabouts create a civic design feature, but also dramatically improve safety for pedestrians by slowing vehicular traffic, appropriate for the entry to the Downtown area.

IMPROVEMENT
Roundabout – Beach Drive to 6th Street. Conceptual design is envisioned in the City of Panama City Long Term Recovery Plan Project October 2019 (Dover, Kohl & Partners), page 99.

REGIONAL CONNECTIVITY
This project provides for local connectivity within the neighborhood.

PARALLEL FACILITIES
N/A

BICYCLES AND PEDESTRIANS
City of Panama City Long Term Recovery Plan Project October 2019 (Dover, Kohl & Partners) identifies the need for roundabouts in several locations to calm traffic and provide for gateway neighborhood features, to provide plazas, and connect bicycle and pedestrian facilities.

TRANSIT
Bay Town Trolley services the neighborhood, but not this specific location.

MAP ID
C-9

PROJECT NAME
Roundabout: Harrison Avenue and 6th Street

PURPOSE
City of Panama City Long Term Recovery Plan Project October 2019 (Dover, Kohl & Partners) identifies the need for roundabouts in several locations to calm traffic and provide for gateway neighborhood features, to provide plazas, and connect bicycle and pedestrian facilities. Roundabouts are proposed for gateway locations on 6th Street. Roundabouts create a civic design feature, but also dramatically improve safety for pedestrians by slowing vehicular traffic, appropriate for the entry to the Downtown area.

IMPROVEMENT
Roundabout – Beach Drive to 6th Street. Conceptual design is envisioned in the City of Panama City Long Term Recovery Plan Project October 2019 (Dover, Kohl & Partners), page 99.

REGIONAL CONNECTIVITY
This project provides for local connectivity within the neighborhood.

PARALLEL FACILITIES
N/A

BICYCLES AND PEDESTRIANS
City of Panama City Long Term Recovery Plan Project October 2019 (Dover, Kohl & Partners) identifies the need for roundabouts in several locations to calm traffic and provide for gateway neighborhood features, to provide plazas, and connect bicycle and pedestrian facilities.

TRANSIT
Bay Town Trolley services the neighborhood, but not this specific location.

MAP ID
C-10

PROJECT NAME
Roundabout: CR 3026 (Cherry Street) and CR 2323 (N. Berthe Ave)

PURPOSE
This roundabout requested by Bay County for City of Callaway to improve neighborhood conditions in Callaway.

IMPROVEMENT
Roundabout: CR 3026 (Cherry Street) and CR 2323 (N. Berthe Ave)

REGIONAL CONNECTIVITY
This facility would improve local connections.

PARALLEL FACILITIES
N/A

BICYCLES AND PEDESTRIANS
Bicycle and pedestrian facilities would need to be included in design

TRANSIT
Bay Town Trolley does not serve this location.

MAP ID
C-11

PROJECT NAME
Roundabout: CR 3026 (Cherry Street) and N. Hwy 22A (N. Bob Little Rd)

PURPOSE
This roundabout requested by Bay County to improve neighborhood conditions at the junction of Parker, Callaway, and Springfield.

IMPROVEMENT
Roundabout: CR 3026 (Cherry Street) and N. Hwy 22A (N. Bob Little Rd)

REGIONAL CONNECTIVITY
This facility would improve local connections.

PARALLEL FACILITIES
N/A

BICYCLES AND PEDESTRIANS
Bicycle and pedestrian facilities would need to be included in design

TRANSIT
Bay Town Trolley does not serve this location.

MAP ID
C-12

PROJECT NAME
Roundabout: CR 2322 (E. 7th Avenue) and CR 2327 (Transmitter Rd)

PURPOSE
This roundabout requested by Bay County to improve neighborhood conditions in Springfield.

IMPROVEMENT
Roundabout: CR 2322 (E. 7th Avenue) and CR 2327 (Transmitter Rd)

REGIONAL CONNECTIVITY
This facility would improve local connections.

PARALLEL FACILITIES
N/A

BICYCLES AND PEDESTRIANS
Bicycle and pedestrian facilities would need to be included in design

TRANSIT
Bay Town Trolley does not serve this location.

MAP ID
C-13

PROJECT NAME
Roundabout: US 98B (US Business 98) and Cedar Streets and Pitts Avenue

PURPOSE
This roundabout requested by City of Parker to improve neighborhood conditions in Parker.

IMPROVEMENT
Roundabout: US 98B (US Business 98) and Cedar Streets and Pitts Avenue

REGIONAL CONNECTIVITY
This facility would improve local connections.

PARALLEL FACILITIES
N/A

BICYCLES AND PEDESTRIANS
Bicycle and pedestrian facilities would need to be included in design

TRANSIT
Bay Town Trolley does not serve this location.

MAP ID
C-14

PROJECT NAME
Roundabout: US 98B (US Business 98) and Cheri Lane, Boat Race Road, and Luther Street

PURPOSE
This roundabout requested by City of Parker to improve neighborhood conditions in Parker.

IMPROVEMENT
Roundabout: US 98B (US Business 98) and Cheri Lane, Boat Race Road, and Luther Street

REGIONAL CONNECTIVITY
This facility would improve local connections.

PARALLEL FACILITIES
N/A

BICYCLES AND PEDESTRIANS
Bicycle and pedestrian facilities would need to be included in design

TRANSIT
Bay Town Trolley does not serve this location.

MAP ID
C-15 (Related A-9).

PROJECT NAME
SR 388 at SR 77 Intersection

PURPOSE
The intent of this project is to widen and realign approximately six miles of S.R. 388 from east of Burnt Mill Creek to S.R. 77 from two to four lanes and will include a twelve-foot shared-use path along the south side. The intersection at S.R. 388 and S.R. 77 will be realigned to intersect at County Road 388.

IMPROVEMENT
Major intersection reconfiguration. This project is in coordination with 217910-2; 217910-4; 217910-7, SR 388 (West Bay Parkway) – Burnt Mill Creek to SR 77 (Ohio Avenue). This capacity project would widen SR 388 (West Bay Parkway) to four lanes, developed in association with FPID 424464-7; 424464-2; and Hurricane Recovery Project #26. FPID 424464-7 includes connection of SR 388 and SR 77.

REGIONAL CONNECTIVITY
SR 388 provides east / west connectivity on the northern end of the TPO area around West Bay and around the metro areas, linking SR 79, SR 77, and US 231 to the airport.

PARALLEL FACILITIES
There are no parallel facilities.

BICYCLES AND PEDESTRIANS
Bicycle and pedestrian mobility would be less important along this facility, except for distance cyclists.

TRANSIT
The corridor is not currently served by Bay Town Trolley.

Transit Projects

MAP ID
D-1

PROJECT NAME
Express Bus Service to Airport from Panama City

PURPOSE
Provides access from Panama City to the Airport. Possible routes include from SR 77 through Southport. This is consistent with the Bay Town Trolley Transit Development Plan in preparation.

IMPROVEMENT
Peak Hour Bus Service: Operate express bus service. Planning assumptions include:

- Span of Service: 6 am – 8 pm
- Daily Hours: 7
- Service Days: 310
- Number of Buses: 1
- Number of Stops: 3
- Number of Stops with Amenities: 3
- Annual Service Hours: 2170

REGIONAL CONNECTIVITY
Provides access from Panama City to the Airport.

MAP ID
D-2

PROJECT NAME
Express Bus Service to Airport from Panama City Beach

PURPOSE
Provides access from Panama City Beach to the Airport. Possible route includes connecting US 98 to SR 79. This is consistent with the Bay Town Trolley Transit Development Plan in preparation

IMPROVEMENT
Peak Hour Bus Service: Operate express bus service. Planning assumptions include:

- Span of Service: 6 am – 8 pm
- Daily Hours: 7
- Service Days: 310
- Number of Buses: 1
- Number of Stops: 5
- Number of Stops with Amenities: 5
- Annual Service Hours: 2170

REGIONAL CONNECTIVITY
Provides access from Panama City Beach to the Airport.

MAP ID
D-3

PROJECT NAME
Express Bus Service to Walton County from Panama City to South Walton County

PURPOSE
Peak Hour Bus Service: Operate express bus service from Panama City to South Walton County. This is consistent with the Bay Town Trolley Transit Development Plan in preparation to Initiate a seasonal express route extending to Rosemary beach to align with the 2040 Mobility Plan Mobility Hubs (July 2020) South Walton.

IMPROVEMENT
Peak Hour Bus Service: Operate express bus service. Planning assumptions include:

- Span of Service: 6AM - 9AM; 4PM to 6PM
- Daily Hours: 6
- Service Days: 310
- Number of Buses: 1
- Number of Stops: 5
- Number of Stops with Amenities: 5
- Annual Service Hours: 1860

REGIONAL CONNECTIVITY
Provides access from Panama City to South Walton County.

MAP ID
D-4

PROJECT NAME
New Main Transfer Center, US Hwy 231 @ SR 77 (vicinity)

PURPOSE
The US 231 capacity project and improvements at SR 77 will eliminate the existing transfer center in the former Sears parking lot. A new transfer center location is needed.

MAP ID
D-5

PROJECT NAME
Express Bus Service between NSA and Tyndall Air Force Base

PURPOSE
Provide transit linkage between the two military facilities. Could also link to potentially expanded transit service to Tyndall identified in the Transit Development Plan in preparation. Support for the express transit between NSA and Tyndall was affirmed by the Tyndall AFB Planner on March 10, 2021 in response to Steering Committee #8.

IMPROVEMENT
Peak Hour Bus Service: Operate express bus service. Planning assumptions include:

- Span of Service: 6AM - 9AM; 4PM to 6PM
- Daily Hours: 6
- Service Days: 255
- Number of Buses: 2
- Number of Stops: 10
- Number of Stops with Amenities: 3
- Annual Service Hours: 3060

REGIONAL CONNECTIVITY
Provides transit linkage between the two military facilities.

MAP ID
D-6

PROJECT NAME
Inlet Beach Route, Front Beach Road and US 98 to CR 30A and US 98 (pedestrian underpass)

PURPOSE
Provide transit connectivity between Bay and Walton Counties.

IMPROVEMENT
Inlet Beach Route from Front Beach & US 98 to Inlet Beach Peak Hour Bus Service: Planning assumptions include:

- Span of Service: 6 AM – 8 PM
- Daily Hours: 14
- Service Days: 310
- Number of Buses: 2
- Number of Stops: 10
- Number of Stops with Amenities: 2
- Annual Service Hours: 8680

REGIONAL CONNECTIVITY
Provides for connectivity between Bay and Walton Counties.

MAP ID
D-7

PROJECT NAME
Beach Transfer and Maintenance Center, Thomas Drive @ Front Beach Road

PURPOSE
Requested by Bay Town Trolley to expand access at Panama City Beach.

IMPROVEMENT
Beach Transfer and Maintenance Center, Thomas Drive @ Front Beach Road

MAP ID
D-8

PROJECT NAME
US 98A Front Beach Road Trolley (Dedicated Lane), DeLuna Place to SR 392 (Thomas Drive)

PURPOSE
Requested by City of Panama City Beach - PCB Strategic Plan FY 21-26

IMPROVEMENT
This project was identified in the previous Needs Plan. It is a Panama City Beach Community Redevelopment Agency (CRA) Project, which includes reconstruction of the existing rural 2- lane roadway to provide a 2- lane urban roadway and a dedicated transit lane in each direction as well as sidewalks, bicycle lanes, land- and street-scaping, ITS fiber optic communication to enhance transit and signal operations, and a drainage system that catches & treats all stormwater runoff along the corridor. The Front Beach Road Improvement Project will result in development of a vibrant multi-modal transportation corridor, which will serve the beach front tourism and commerce corridor and will be an important link in the transit connection to the new Northwest Florida Beaches International Airport. It will promote long-term economic growth in a manner that is sustainable for generations to come. The project is designed to enhance economic competitiveness by making more efficient use of multiple modes of transportation leading to reduced fuel consumption, reduced automotive pollutants and greater personal health through walking and biking.

MAP ID
D-9

PROJECT NAME
Water Transit, Tyndall, PC, St Andrews, Sun Harbor, Lynn Haven

PURPOSE
Identified in Hurricane Recovery Plan, Project #254.

IMPROVEMENT
This transit project would create a corridor study in order to see the feasibility of implementing water transit service from Lagoon Marinas to parts of the TPO area. The project is envisioned as a public-private partnership.

Bicycle / Pedestrian Projects

MAP ID
E-1

PROJECT NAME
Harvard Boulevard Sidewalks – CR 390 to Issac Byrd Park

PURPOSE
Provide sidewalk connectivity in City of Lynn Haven. FY22-26 Bay County TPO Bicycle and Pedestrian Project Priority 1

IMPROVEMENT
This bicycle/pedestrian project would implement sidewalks along Harvard Boulevard.

MAP ID
E-2

PROJECT NAME
CR 3026 (Cherry Street) Sidewalks – SR 30A/US 98/Tyndall Parkway to SR 30/Business 98

PURPOSE
FY22-26 Bay County TPO Bicycle and Pedestrian Project Priority 2. Construct sidewalks along both sides of the roadway. The sidewalk will be FDOT typical and ADA compliant. Fully Funded.

IMPROVEMENT
This bicycle/pedestrian project would implement sidewalks along CR 3026 (Cherry Street).

MAP ID
E-3

PROJECT NAME
CR 22/2337 (Sherman Avenue) Sidewalks – CR 28/11th Street to SR 30A/US 98/15th Street

PURPOSE
FY22-26 Bay County TPO Bicycle and Pedestrian Project Priority 3. Construct sidewalk on the east side of Sherman Avenue. The sidewalk will be FDOT typical and ADA compliant

IMPROVEMENT
This bicycle/pedestrian project would implement sidewalks along CR 22/2337 (Sherman Avenue).

MAP ID
E-4

PROJECT NAME
15th Street Sidewalks/Multi-Use Path (Mexico Beach) – SR 30/US 98 to CR 386

PURPOSE
Bay County TPO Bicycle and Pedestrian Project FY22-26 Priority 4

IMPROVEMENT
This bicycle/pedestrian project would implement sidewalks and/or a multi-use path along 15th Street.

MAP ID
E-5

PROJECT NAME
CR 2315 (Star Avenue) – SR 75/US 231 to SR 22/Wewa Highway

PURPOSE
Bay County TPO Bicycle and Pedestrian Project FY22-26 Priority 5

IMPROVEMENT
This bicycle/pedestrian project would implement bicycle lanes along CR 2315 (Star Avenue).

MAP ID
E-6

PROJECT NAME
Elevated Pedestrian Structure on Back Beach Road [SIS] – US 98 (Back Beach Rd) at Nautilus Street to US 98 (Back Beach Rd) at Nautilus Street

PURPOSE
Project #18 Hurricane Michael Recovery Plan

IMPROVEMENT
Create a Complete Streets / Corridor Study to implement a pedestrian overcrossing.

MAP ID
E-7

PROJECT NAME
Elevated Pedestrian Structure on Back Beach Road [SIS] – US 98 (Back Beach Rd) at Powell Adams to US 98 (Back Beach Rd) at Powell Adams

PURPOSE
Project #18 Hurricane Michael Recovery Plan

IMPROVEMENT
Create a Complete Streets / Corridor Study to implement a pedestrian overcrossing.

MAP ID
E-8

PROJECT NAME
Elevated Pedestrian Structure on Back Beach Road [SIS] – US 98 (Back Beach Rd) at N. Pier Park Dr. to US 98 (Back Beach Rd) at N. Pier Park Dr.

PURPOSE
Project #18 Hurricane Michael Recovery Plan

IMPROVEMENT
Create a Complete Streets / Corridor Study to implement a pedestrian overcrossing.

Appendix H: Adopted 2045 Cost Feasible Plan

[1] Present Day

[2] Year of Expenditure

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[1] Present Day Costs

Non-SIS Projects (Includes State and Federal Funds, FY26-45 + TIP)

CFP Map # [Needs Plan #]	Project	FPID	Improvement	Phase	TIP FY20-24, & 21-25	Fed Fund Codes	Fed Fund Amt.	2026-2030	2031-2035	2036-2045	FY 26-45 Totals	FY20-45 Totals (adding TIPs)	Beyond 2045
	Box Fund Set-Aside												
1 [n/a]	Regional ITS Program [Non-SIS Priority 1] [TPO TSM Project Priority #1]	4084123	Operations and Maintenance of Intelligent Transportation System (ITS) at $600,000/year for 20 years	ATMS	$ 950,000			$ 3,000,000	$ 3,000,000	$ 6,000,000	$ 12,000,000	$ 12,950,000	$ -
2 [n/a]	Corridor Mgmt / Complete Streets **Studies**	n/a	Complete mobility **studies** and plans throughout the TPO area at $150,000/year for 20 years [funded from PD&E dollars]	OPS	$ -			$ 750,000	$ 750,000	$ 1,500,000	$ 3,000,000	$ 3,000,000	$ -
3 [n/a]	Corridor Mgmt / Complete Streets **Projects**	n/a	Implement **projects** in transportation studies/plans at $500,000/year for 20 years	OPS	$ -			$ 2,500,000	$ 2,500,000	$ 5,000,000	$ 10,000,000	$ 10,000,000	$ -
4 [n/a]	Public Transportation Capital Improvements [Non-SIS Priority 3]	4282091	Public Transportation Capital projects at $350,000/year for 20 years	OPS	$ -	CM, FTAT, SL	$ 4,987,500	$ 1,750,000	$ 1,750,000	$ 3,500,000	$ 7,000,000	$ 7,000,000	$ -
5 [n/a]	Bicycle and Pedestrian Projects	n/a	Implement projects from TPO bicycle and pedestrian plan at $350,000 /year for 20 years	OPS	$ -			$ 1,750,000	$ 1,750,000	$ 3,500,000	$ 7,000,000	$ 7,000,000	$ -
6 [n/a]	Regional Trail Program	n/a	Develop regional trail system/network at $150,000/year for 20 years [funded from PE dollars]	OPS	$ -			$ 750,000	$ 750,000	$ 1,500,000	$ 3,000,000	$ 3,000,000	$ -

[1] Present Day Costs (continued)

CFP Map # [Needs Plan #]	Project	FPID	From	To	Improvement	Phase	TIP FY20-24, & 21-25	Fed Fund Codes	Fed Fund Amt.	2026-2030	2031-2035	2036-2045	FY 26-45 Totals	FY20-45 Totals (adding TIPs)	Beyond 2045
TIP and Local Projects (Non-SIS)															
18 [A-42]	SR 20	2206356	Washington County Line	US 231 (SR 75)	Widen to 4 lanes [Capacity]	PD&E	$2,100,000	ACFP	$2,100,000	$ -	$ -	$ -	$ -	$ 2,100,000	$ -
						PE	$ -			$ -	$ -	$ -	$ -	$ -	$11,842,870
						RW	$ -			$ -	$ -	$ -	$ -	$ -	$11,842,870
						CST/CEI	$ -			$ -	$ -	$ -	$ -	$ -	$136,193,001
n/a [E+C]	SR 30 (US 98A) Front Beach Road Segment 3 [Non-SIS] PCB Community Redevelopment Agency Project Priority **LOCAL FUNDS** Includes South Arnold Road between US 98 (Panama City Beach Parkway) and US 98A (Front Beach Road).	4263912	West of SR 79; and north of Front Beach Road US 98A	East of Lullwater Drive; and south of Panama City Beach Parkway US 98	Phase 3 Widen/Reconstruct SR 30 (US 98A) Front Beach Road for mobility and safety. [Complete Streets]. Includes South Arnold Road between US 98 and US 98A widen to 4 lanes and roundabout. This segment was SR 79, transferred to City of Panama City Beach as South Arnold Road.	PD&E	$ -			$ -	$ -	$ -	$ -	$ -	$ -
						PE	$ -			$ -	$ -	$ -	$ -	$ -	$ -
						RW	$ -			$ -	$ -	$ -	$ -	$ -	$ -
						CST/CEI	$ 14,600,000			$ -	$ -	$ -	$ -	$ 14,600,000	$ -
40 [B-9]	SR 30 (US 98A) Front Beach Road Segment 4.2 [Non-SIS] PCB Community Redevelopment Agency Project Priority **LOCAL FUNDS**	4263913	Hill Road	SR 392A Hutchison Blvd.	Phase 4.2 Widen/Reconstruct SR 30 (US 98A) Front Beach Road for mobility and safety. [Complete Streets]	PD&E				$ -	$ -	$ -	$ -	$ -	$ -
						PE	$ 1,551,128			$ -	$ -	$ -	$ -	$ 1,551,128	$ -
						RW	$ 6,000,000			$ -	$ -	$ -	$ -	$ 6,000,000	$ -
						CST/CEI	$ 33,550,000			$ -	$ -	$ -	$ -	$ 33,550,000	$ -
41 [B-10]	SR 30 (US 98A) Front Beach Road Segment 4.1 [Non-SIS] PCB Community Redevelopment Agency Project Priority **LOCAL FUNDS**	4263917	East of Lullwater Drive	Hill Road	Phase 4.1Widen/Reconstruct SR 30 (US 98A) Front Beach Road for mobility and safety. [Complete Streets]	PD&E	$ -			$ -	$ -	$ -	$ -	$ -	$ -
						PE	$ 1,303,389			$ -	$ -	$ -	$ -	$ 1,303,389	$ -
						RW	$ 3,000,000			$ -	$ -	$ -	$ -	$ 3,000,000	$ -
						CST/CEI	$ 37,500,000			$ -	$ -	$ -	$ -	$ 37,500,000	$ -

[1] Present Day Costs (continued)

CFP Map # [Needs Plan #]	Project	FPID	From	To	Improvement	Phase	TIP FY20-24, & 21-25	Fed Fund Codes	Fed Fund Amt.	2026-2030	2031-2035	2036-2045	FY 26-45 Totals	FY20-45 Totals (adding TIPs)	Beyond 2045
TIP and Local Projects (Non-SIS)															
42 [B-11]	SR 30 (US 98A) Front Beach Road Segment 4.3 [Non-SIS] PCB Community Redevelopment Agency Project Priority **LOCAL FUNDS**	4263918	SR 392A Hutchison Blvd.	Richard Jackson Blvd.	Phase 4.1Widen/Reconstruct SR 30 (US 98A) Front Beach Road for mobility and safety. [Complete Streets]	PD&E	$ -			$ -	$ -	$ -	$ -	$ -	$ -
						PE	$ 2,000,000			$ -	$ -	$ -	$ -	$ 2,000,000	$ -
						RW	$ 8,000,000			$ -	$ -	$ -	$ -	$ 8,000,000	$ -
						CST/CEI	$ 42,574,000			$ -	$ -	$ -	$ -	$ 42,574,000	$ -
n/a [E+C]	Jenks Avenue **LOCAL FUNDS** (Bay County Half-Cent Surtax project)	Local3	Baldwin Road	SR 390	Widen to 4 lanes [Capacity]	PD&E	$ -			$ -	$ -	$ -	$ -	$ -	$ -
						PE	$ -			$ -	$ -	$ -	$ -	$ -	$ -
						RW	$ -			$ -	$ -	$ -	$ -	$ -	$ -
						CST/CEI	$ 10,486,069			$ -	$ -	$ -	$ -	$ 10,486,069	$ -
43 [A-36]	Titus Road Connector **LOCAL FUNDS** (Bay County Half-Cent Surtax project)	Local4	SR 390	CR 2321	Construct new 2 Lane Facility [Capacity]	PD&E	$ -			$ -	$ -	$ -	$ -	$ -	$ -
						PE	$ -			$ -	$ -	$ -	$ -	$ -	$ -
						RW	$ -			$ -	$ -	$ -	$ -	$ -	$ -
						CST/CEI	$ 3,100,000			$ -	$ -	$ -	$ -	$ 3,100,000	$ -
44 [A-7]	Powell Adams Road Segment 2 PCB Community Redevelopment Agency Project LOCAL FUNDS Community Redevelopment Agency Project Priority **LOCAL FUNDS**	4263918	US 98A (Front Beach Road)	L.C. Hilton, Jr. Drive	Widen to 3 Lanes (2 southbound, 1 northbound), sidewalk, utility undergrounding, landscape, lighting. [Capacity]	PD&E	$ -			$ -	$ -	$ -	$ -	$ -	$ -
						PE	$ -			$ -	$ -	$ -	$ -	$ -	$ -
						RW	$ -			$ -	$ -	$ -	$ -	$ -	$ -
						CST/CEI	$ 7,000,000			$ -	$ -	$ -	$ -	$ 7,000,000	$ -
n/a [E+C]	CR 30H (Alf Coleman Road) PCB Community Redevelopment Agency Project and Hurricane Michael Recovery Plan Project # 103 **LOCAL FUNDS**	n/a	US 98 (Panama City Beach Parkway / Back Beach Road)	Hutchison Boulevard	Widen to 4 Lanes [Capacity]	PD&E	$ -			$ -	$ -	$ -	$ -	$ -	$ -
						PE	$ -			$ -	$ -	$ -	$ -	$ -	$ -
						RW	$ -			$ -	$ -	$ -	$ -	$ -	$ -
						CST/CEI	$ 2,100,000			$ -	$ -	$ -	$ -	$ 2,100,000	$ -

[1] Present Day Costs (continued)

CFP Map # [Needs Plan #]	Project	FPID	From	To	Improvement	Phase	TIP FY20-24, & 21-25	Fed Fund Codes	Fed Fund Amt.	2026-2030	2031-2035	2036-2045	FY 26-45 Totals	FY20-45 Totals (adding TIPs)	Beyond 2045
Hybrid Scenario as approved by TPO June 16, 2021															
7 [A-8]	SR 22 (Wewa Highway) Phase I [Non-SIS Priority 4 for r/w]	4258031	SR 30A (US 98) Tyndall Pkwy.	Star Avenue	Widen to 4 Lanes [Capacity]	PD&E	Complete			$ -	$ -	$ -	$ -	$ -	$ -
						PE	Underway			$ -	$ -	$ -	$ -	$ -	$ -
						RW	$ -			$ -	$ 21,625,100	$ -	$21,625,100	$ 21,625,100	$ -
						CST/CEI	$ -			$ -	$ -	$14,406,274	$ 14,406,274	$ 14,406,274	$ -
8 [A-2]	SR 390 [SIS] [Non-SIS Priority 5 for PE]	4212252; (4404871 for Bridge Replacement)	SR 77 (Ohio Avenue)	US 231	Widen to 6 Lanes; and Bridge 460020 Replacement over Mill Bayou [Non-SIS Bridge Replacement] [Capacity]	PD&E	Complete	SA	$946,811	$ -	$ -	$ -	$ -	$ -	$ -
						PE	$ -			$ 5,500,000	$ -	$ -	$ 5,500,000	$ 5,500,000	$ -
						RW	$ 779,900	ACBR	$ 779,900	$17,875,000	$17,875,000	$35,750,000	$ 71,500,000	$ 72,279,900	$ -
						CST/CEI	$5,640,081	ACBR	$5,640,081	$ -	$ -	$ -	$ -	$ 5,640,081	$ 96,300,000
9 [A-4]	CR 389 (East Ave.) [Non-SIS Priority 6 for PD&E] Hurricane Recovery Project #28	n/a	CR 2312 (Baldwin Road)	SR 390	Widen to 4 Lanes [Capacity]	PD&E	$ -			$ 1,570,144	$ -	$ -	$ 1,570,144	$ 1,570,144	$ -
						PE	$ -			$ 2,355,216	$ -	$ -	$ 2,355,216	$ 2,355,216	$ -
						RW	$ -			$ 7,850,722	$ -	$ -	$ 7,850,722	$ 7,850,722	$ -
						CST/CEI	$ -			$18,056,662	$ -	$ -	$ 18,056,662	$ 18,056,662	$ -
10 [C-2]	US 98 at Thomas Dr. [SIS] [Non-SIS Priority 7 for PE & Hurricane Recovery Project #29]	2179951, 2199952	US 98 at Thomas Dr.	US 98 at Thomas Dr.	Interchange Phases II and III [Intersection]	PD&E	Complete			$ -	$ -	$ -	$ -	$ -	$ -
						PE	$ -			$ -	$ 1,220,000	$ -	$ 1,220,000	$ 1,220,000	$ -
						RW	$ -			$ -	$ 2,786,000	$ -	$ 2,786,000	$ 2,786,000	$ -
						CST/CEI	$ -			$ -	$ -	$ -	$ -	$ -	$ 114,614,000
20 [A-38]	Transmitter Road [Non-SIS Priority 8 for PD&E] Funded with US 231 from 23rd to Pipeline (**SIS** project)	n/a	C Street	Brooke Lane	Widen to 4 Lanes [Capacity]	PD&E	Complete			$ -	$ -	$ -	$ -	$ -	$ -
						PE	$ -			$ -	$ -	$ -	$ -	$ -	$ -
						RW	$ -			$ -	$ -	$ -	$ -	$ -	$ -
						CST/CEI	$ -			$ -	$ -	$ -	$ -	$ -	$ -
12 [A-12]	Transmitter Road [Non-SIS Priority 8 for PD&E] [**SIS**] [SIS Military Access Facility]	n/a	US 98 (E. 15th Street)	C Street	Widen to 4 Lanes [Capacity]	PD&E	$ -			$ -	$ -	$ 2,005,000	$ 2,005,000	$ 2,005,000	$ -
						PE	$ -			$ -	$ -	$ 2,295,479	$ 2,295,479	$ 2,295,479	$ -
						RW	$ -			$ -	$ -	$ -	$ -	$ -	$ 7,651,597
						CST/CEI	$ -			$ -	$ -	$ -	$ -	$ -	$ 17,598,673
11 [A-11]	Star Avenue [Non-SIS Priority 9 for PD&E]	n/a	SR 22 (Wewa Highway)	US 231 (SR 75)	Widen to 4 Lanes [Capacity]	PD&E	$ -			$ -	$ 2,977,450	$ -	$ 2,977,450	$ 2,977,450	$ -
						PE	$ -			$ -	$ -	$ 4,466,174	$ 4,466,174	$ 4,466,174	$ -
						RW	$ -			$ -	$ -	$ -	$ -	$ -	$ 14,887,249
						CST/CEI	$ -			$ -	$ -	$ -	$ -	$ -	$ 34,240,673

[1] Present Day Costs (continued)

CFP Map # [Needs Plan #]	Project	FPID	From	To	Improvement	Phase	TIP FY20-24, & 21-25	Fed Fund Codes	Fed Fund Amt.	2026-2030	2031-2035	2036-2045	FY 26-45 Totals	FY20-45 Totals (adding TIPs)	Beyond 2045
Hybrid Scenario as approved by TPO June 16, 2021 (continued)															
13 [A-5]	Gulf to Bay Parkway [Non-SIS Priority 10 for construction]	**4109115**, 4109112 (PD&E), 4109113 (PE & /W)	CR 386	South of Tyndall Air Force Base	Construct New Roadway [Capacity]	PD&E	Complete 410911-2			$ -	$ -	$ -	$ -	$ -	$ -
						PE	Complete 410911-3			$ -	$ -	$ -	$ -	$ -	$ -
						RW	Complete 410911-3			$ -	$ -	$ -	$ -	$ -	$ -
						CST/CEI	$ -			$ -	$ -	$ -	$ -	$ -	$ 42,077,681
n/a [A-22]	Gulf Coast Parkway [Non-SIS Priority 11 for Design] [Hurricane Recovery Project #25] Design Phase underway for 4109817 from Wewa Hwy to Star Ave.	4109812	US 98 (SR 30)	US 231 (SR 75)	Construct New Roadway [Capacity]	PD&E	Complete 410981-2			$ -	$ -	$ -	$ -	$ -	$ -
						PE	$ -			$ -	$ -	$ -	$ -	$ -	$ 20,596,000
						RW	$ -			$ -	$ -	$ -	$ -	$ -	$ 29,900,000
						CST/CEI	$ -			$ -	$ -	$ -	$ -	$ -	$ 404,200,000
n/a [E+C]	Gulf Coast Parkway TPO Committed Non-SIS Project Priority for CST [Hurricane Recovery Project #25]	4109818	US 98 (SR 30)	SCR 2315 (Star Avenue)	Construct New Roadway [Capacity]	PD&E	Complete			$ -	$ -	$ -	$ -	$ -	$ -
						PE	Complete	HPP	$2,414,895	$ -	$ -	$ -	$ -	$ -	$ -
						RW	Complete	HPP	$2,395,307	$ -	$ -	$ -	$ -	$ -	$ -
						ENV	$1,626,501	HPP	$ 518,444	$ -	$ -	$ -	$ -	$ 1,626,501	$ -
						CST/CEI	$17,941,097	HPP, SL, TIMP	$17,941,097	$ -	$ -	$ -	$ -	$ 17,941,097	$ -
14 [A-49]	Bay Parkway Phase 3 (Back Beach Bypass, US 98 at Clara Avenue and Chip Seal Parkway) Philip Griffitts Sr. Parkway between Clara Avenue and Chip Seal Parkway [Hurricane Michael Recovery Plan Project #101, 102]	n/a	(Back Beach Bypass, US 98 at Clara Avenue and Chip Seal Parkway)	(Back Beach Bypass, US 98 at Clara Avenue and Chip Seal Parkway)	Construct new 4-Lane Facility [Capacity]	PD&E (Local)	$ -			$ 3,000,000	$ -	$ -	$ 3,000,000	$ 3,000,000	$ -
						PE	$ -			$ -	$ 4,000,000	$ -	$ 4,000,000	$ 4,000,000	$ -
						PE (Local)	$ -			$ -	$ 4,000,000	$ -	$ 4,000,000	$ 4,000,000	$ -
						RW	$ -			$ -	$ -	$ -	$ -	$ -	$ 15,000,000
						RW (Local)	$ -			$ -	$ -	$ -	$ -	$ -	$ -
						ENV	$ -			$ -	$ -	$ -	$ -	$ -	$ -
						CST/CEI	$ -			$ -	$ -	$ -	$ -	$ -	$ 101,459,419

[1] Present Day Costs (continued)

CFP Map # [Needs Plan #]	Project	FPID	From	To	Improvement	Phase	TIP FY20-24, & 21-25	Fed Fund Codes	Fed Fund Amt.	2026-2030	2031-2035	2036-2045	FY 26-45 Totals	FY20-45 Totals (adding TIPs)	Beyond 2045
Hybrid Scenario as approved by TPO June 16, 2021 (continued)															
15 [A-50]	US 98 Panama City Beach Pkwy Elevated Segment [connecting Back Beach / Bay Pkwy Phase 2 and 3] [SIS]	n/a	Connecting Back Beach / Bay Pkwy Phase 2 and 3	Connecting Back Beach / Bay Pkwy Phase 2 and 3	Construct new 4-lane elevated segment of US 98 [Capacity]	PD&E	$ -			$ -	$ -	$ 3,341,055	$ 3,341,055	$ 3,341,055	$ 367,161
						PE	$ -			$ -	$ -	$ -	$ -	$ -	$ 29,665,726
						RW	$ -			$ -	$ -	$ -	$ -	$ -	$ 74,164,315
						ENV	$ -			$ -	$ -	$ -	$ -	$ -	$ -
						CST/CEI	$ -			$ -	$ -	$ -	$ -	$ -	$ 170,577,923
16 [E-8]	Elevated Pedestrian Structure on US 98 (Back Beach Road) at N. Pier Park Dr. [SIS] [Hurricane Recovery Project #18]	n/a	US 98 (Back Beach Road) at N. Pier Park Dr.	US 98 (Back Beach Road) at N. Pier Park Dr.	Construct Pedestrian Overcrossing [Bike / Ped]	PD&E	$ -			$ 131,596	$ -	$ -	$ 131,596	$ 131,596	$ -
						PE	$ -			$ 197,394	$ -	$ -	$ 197,394	$ 197,394	$ -
						RW	$ -			$ -	$ 657,982	$ -	$ 657,982	$ 657,982	$ -
						ENV	$ -			$ -	$ -	$ -	$ -	$ -	$ -
						CST/CEI	$ -			$ -	$ -	$1,447,559	$ 1,447,559	$ 1,447,559	$ -

[1] Present Day Costs (continued)

CFP Map # [Needs Plan #]	Project	FPID	From	To	Improvement	Phase	TIP FY20-24, & 21-25	Fed Fund Codes	Fed Fund Amt.	2026-2030	2031-2035	2036-2045	FY 26-45 Totals	FY20-45 Totals (adding TIPs)	Beyond 2045
Hybrid Scenario as approved by TPO June 16, 2021 (continued)															
17 [C-9]	Harrison Street Roundabout at 6th Street [Panama City Long Term Recovery Plan Project]	n/a	Harrison Street at 6th Street	Harrison Street at 6th Street	Roundabout [Intersection]	PD&E	$ -			$ -	$ -	$ -	$ -	$ -	$ -
						PE	$ -			$ -	$ -	$ 875,000	$ 875,000	$ 875,000	$ -
						RW	$ -			$ -	$ -	$ 1,050,000	$ 1,050,000	$ 1,050,000	$ -
						ENV	$ -			$ -	$ -	$ -	$ -	$ -	$ -
						CST/CEI	$ -			$ -	$ -	$ 2,012,500	$ 2,012,500	$ 2,012,500	$ -
n/a [A-20]	West Bay Parkway [Non-SIS Priority 12 for Design]	4244641 4244642	US 98 (SR 30) in Walton Co	SR 79	Construct New Roadway [Capacity] Federal Earmark	PD&E	Complete			$ -	$ -	$ -	$ -	$ -	$ -
						PE	$ -			$ -	$ -	$ -	$ -	$ -	$ 10,900,000
						RW	$ -			$ -	$ -	$ -	$ -	$ -	$ 490,000
						CST/CEI	$ -			$ -	$ -	$ -	$ -	$ -	$ 249,000,000
n/a [A-34]	West Parkway Extension [Non-SIS Priority 13 for PD&E]	4244644	SR 77	SR 75 (US 231)	Widen to 4 Lanes [Capacity]	PD&E	$ -			$ -	$ -	$ -	$ -	$ -	$ 8,458,323
						PE	$ -			$ -	$ -	$ -	$ -	$ -	$ 12,687,485
						RW	$ -			$ -	$ -	$ -	$ -	$ -	$ 16,916,647
						CST/CEI	$ -			$ -	$ -	$ -	$ -	$ -	$ 97,270,718
n/a [C-15]	SR 77/SR 388 Intersection [Non-SIS Priority 15 for PD&E]	n/a	SR 77/SR 388 Intersection	SR 77/SR 388 Intersection	Intersection Realignment [Intersection]	PD&E	$ -			$ -	$ -	$ -	$ -	$ -	$ 252,523
						PE	$ -			$ -	$ -	$ -	$ -	$ -	$ 378,785
						RW	$ -			$ -	$ -	$ -	$ -	$ -	$ 1,262,619
						CST/CEI	$ -			$ -	$ -	$ -	$ -	$ -	$ 2,904,025
n/a [A-10]	SR 388 [Non-SIS Priority 16 for r/w]	4244646	E. of Airport	E. of Burnt Mill Creek	Widen to 4 Lanes [Capacity]	PD&E	$ -			$ -	$ -	$ -	$ -	$ -	$ 982,823
						PE	$ -			$ -	$ -	$ -	$ -	$ -	$ 1,474,235
						RW	$ -			$ -	$ -	$ -	$ -	$ -	$ 2,457,058
						CST/CEI	$ -			$ -	$ -	$ -	$ -	$ -	$ 11,302,468
n/a [A-9]	SR 388 [Non-SIS Priority 17 for r/w]	4244647	E. of Burnt Mill Creek	SR 77	Widen to 4 Lanes [Capacity]	PD&E	$ -			$ -	$ -	$ -	$ -	$ -	$ 3,271,196
						PE	$ -			$ -	$ -	$ -	$ -	$ -	$ 4,906,793
						RW	$ -			$ -	$ -	$ -	$ -	$ -	$ 8,177,989
						CST/CEI	$ -			$ -	$ -	$ -	$ -	$ -	$ 37,618,750

[1] Present Day Costs (continued)

		TIP FY20-24, & 21-25	Federal Funding	2026-2030	2031-2035	2036-2045	FY 26-45 Totals	FY20-45 Totals (adding TIPs)	Beyond 2045
	Totals	$ 201,802,165	$ 37,724,035	$ 67,036,736	$ 65,641,532	$ 88,649,041	$ 221,327,309	$ 423,129,474	**$ 1,803,891,601**
RW and CST+CEI Capacity $	Box funds (Capacit	$ -		$ 6,375,000	$ 6,000,000	$ 12,000,000	$ 24,000,000	$ 24,000,000	
	ATMS	$ 950,000		$ 3,000,000	$ 3,000,000	$ 6,000,000	$ 12,000,000	$ 12,950,000	
includes Local	ROW & CST	$ 192,271,147		$ 43,782,385	$ 42,944,082	$ 54,666,333	$ 141,392,800	$ 333,663,947	
includes Local	*subtotal Capacity Fu*	$ 193,221,147		$ 53,157,385	$ 51,944,082	$ 72,666,333	$ 177,392,800	$ 370,613,947	
RW and CST+CEI Capacity Available Revenue (Non SIS + TMA / SU 2026-2045)									
Adjusted down from YOE to Present Day 2018 Dollars			YOE	$72,460,000	$78,170,000	$162,660,000	$ 313,290,000		
			Present Day 2018	$54,893,939	$50,432,258	$79,346,341	**$ 184,672,539**		
	Balance			**$ 1,736,554**	**$ 224,730**	**$ 6,904,739**			
	difference						$ 7,279,739		
	Local Funds (all	$ 172,764,586		$ 3,000,000	$ 4,000,000	$ -	$ 7,000,000	$ 179,764,586	$ -
	PE Funds (all)	$ 4,854,517	$ 2,414,895	$ 8,052,611	$ 5,220,000	$ 7,636,653	$ 20,909,264	$ 28,763,781	
	PD&E Funds (al	$ 2,100,000	$ 6,387,866	$ 8,042,795	$ 6,318,505	$ 5,713,216	$ 13,025,245	$ 15,125,245	$ -
PD&E and PE $ (20% of RW and CST+CEI)	Box funds (PD&E an	$ -	$ -	$ 1,125,000	$ 1,875,000	$ 3,000,000	$ 6,000,000	$ 6,000,000	
does not includes Local	PD&E (not local	$ 2,100,000	$ 3,046,811	$ 1,701,740	$ 2,977,450	$ 5,346,055	$ 10,025,245	$ 12,125,245	
does not includes Local	PE (not local)	$ -	$ 2,414,895	$ 8,052,611	$ 5,220,000	$ 7,636,653	$ 20,909,264	$ 20,909,264	
	subtotal			$ 10,879,351	$ 10,072,450	$ 15,982,708	$ 36,934,509	$ 36,934,509	
$750K for Trails box funds split between PD&E/PE and RW/CST ($375K each) for FY 26-30 only.									
PE and PD&E Available Revenue (Non SIS + TMA / SU 2026-2045)		$ -		$ 10,978,788	$ 10,086,452	$ 15,869,268	**$ 36,934,508**		
	Balance			**$ 99,437**	**$ 113,438**	**$ (0)**			
	difference						$ (0)		

Available Funds (non-SIS+TMA and SU)	YOE	Multiplier	Present Day Cost
FY 2021-2025	$59,650,000	1.19	$50,126,050
FY 2026-2030	$72,460,000	1.32	$54,893,939
FY 2031-2035	$78,170,000	1.55	$50,432,258
FY 2036-2045	$162,660,000	2.05	$79,346,341
FY26-45	**$313,290,000**		**$184,672,539**

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

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

Bay 2045 CFP $ to YOE		
Roadway (Capacity + Intersection + ITS + **SIS**)	$	1,325,206,279
Public Transportation (includes box funds)	$	7,000,000
Bike / Ped (includes box funds)	$	12,434,531
Mobility (Complete Streets)	$	163,078,517
Total (SIS and Non-SIS)	**$**	**1,507,719,327**

[1] Present Day Costs (continued)

SIS Projects (Includes State and Federal Funds, FY26-45 + TIP)

SIS Projects																	
CFP Map# [Needs Plan#]	Project	FPID	From	To	Improvement	Phase	TIP FY20-24, & 21-25	SIS 1st 5YP FY21-25	SIS 2nd 5YP FY26-30	Fed Fund Code	Fed Fund Amt.	2026-2030	2031-2035	2036-2045	FY26-45 Totals	FY20-45 Totals	Beyond 2045
19 [A-1]	SR 368 (23rd Street) at US 98 [SIS] TPO SIS Project Priority #7 for PE. SIS LRTP #3325	4410371	US 98 / 23rd Street Interchange Flyover	SR 390 (St Andrews Boulevard)	Widen to 6 Lanes	PD&E	$ 1,050,000	$ -	$ -		$ -	$ -	$ 1,100,000	$ -	$ 1,100,000	$ 2,150,000	$ -
						PE	$ -	$ -	$ -		$ -	$ -	$ 3,025,000	$ -	$ 3,025,000	$ 3,025,000	$ -
						ENV	$ -	$ -	$ -		$ -	$ -	$ -	$ -	$ -	$ -	$ -
						RRU	$ -	$ -	$ -		$ -	$ -	$ -	$ -	$ -	$ -	$ -
						DSB	$ -	$ -	$ -		$ -	$ -	$ -	$ -	$ -	$ -	$ -
						R/W	$ -	$ -	$ -		$ -	$ -	$ -	$36,240,000	$ 36,240,000	$ 6,240,000	$ -
						CST/CEI	$ -	$ -	$ -		$ -	$ -	$ -	$23,621,000	$ 23,621,000	$23,621,000	$ -
21 [A-12]	CR 2327 (Transmitter Road) [SIS Military Access Facility] 446922-1, SIS #3453	4469221	US 98 / SR 30A (E. 15th Street)	C Street	Widen to 4 Lanes	PD&E	$ -	$ -	$ -		$ -	$ -	$ 2,005,000	$ -	$ 2,005,000	$ 2,005,000	$ -
						PE	$ -	$ -	$ -		$ -	$ -	$ -	$ -	$ -	$ -	$ 2,295,479
						ENV	$ -	$ -	$ -		$ -	$ -	$ -	$ -	$ -	$ -	$ -
						RRU	$ -	$ -	$ -		$ -	$ -	$ -	$ -	$ -	$ -	$ -
						DSB	$ -	$ -	$ -		$ -	$ -	$ -	$ -	$ -	$ -	$ -
						R/W	$ -	$ -	$ -		$ -	$ -	$ -	$ -	$ -	$ -	$ 7,651,597
						CST/CEI	$ -	$ -	$ -		$ -	$ -	$ -	$ -	$ -	$ -	$ 17,598,673
22, 26 [A-13, A-14]	US 231 (SR 75) [SIS] TPO SIS Project Priority #2.	2179104	US 98 (SR 30A) / 15th Street / Harrison Avenue	Pipeline Road	Widen to 6 Lanes	PD&E	Complete	$ -	$ -		$ -	$ -	$ -	$ -	$ -	$ -	$ -
						PE	$ 84,426	$ 1,264,000	$ -	ACNP	$ 83,532	$ -	$ -	$ -	$ -	$ 1,348,426	$ -
						ENV	$ -	$ -	$ -		$ -	$ -	$ -	$ -	$ -	$ -	$ -
						RRU	$ -	$ -	$ -		$ -	$ -	$ -	$ -	$ -	$ -	$ -
						DSB	$ -	$ -	$ -		$ -	$ -	$ -	$ -	$ -	$ -	$ -
						R/W	$ 5,239,842	$ -	$ -	ACNP	$ 515,000	$ -	$ -	$ -	$ -	$ 5,239,842	$ -
						CST/CEI	$ 25,000	$ -	$ -		$ -	$ -	$ -	$ -	$ -	$ 25,000	$ -
22 [A-13]	US 231 (SR 75) [SIS] TPO SIS Project Priority #1 for CST.	2179107	US 98 (SR 30A) / 15th Street / Harrison Avenue	23rd Street (SR 368)	Widen to 6 Lanes	PD&E	Complete	$ -	$ -		$ -	$ -	$ -	$ -	$ -	$ -	$ -
						PE	Complete	$ -	$ -		$ -	$ -	$ -	$ -	$ -	$ -	$ -
						ENV	$ -	$ -	$ -		$ -	$ -	$ -	$ -	$ -	$ -	$ -
						RRU	$ -	$ -	$ -		$ -	$ -	$ -	$ -	$ -	$ -	$ -
						DSB	$ -	$ -	$ -		$ -	$ -	$ -	$ -	$ -	$ -	$ -
						R/W	$122,819,900	$131,486,000	$ -	ACFP, ACNP	$35,593,300	$ -	$ -	$ -	$ -	$122,819,900	$ -
						CST/CEI	$ -	$ -	$ -		$ -	$ -	$ -	$ -	$ -	$ -	$ 179,684,000

[1] Present Day Costs (continued)

SIS Projects (continued)

CFP Map# [Needs Plan#]	Project	FPID	From	To	Improvement	Phase	TIP FY20-24, & 21-25	SIS 1st 5YP FY21-25	SIS 2nd 5YP FY26-30	Fed Fund Code	Fed Fund Amt.	2026-2030	2031-2035	2036-2045	FY26-45 Totals	FY20-45 Totals	Beyond 2045
23 [A-37]	SR 77 (MLK Jr. Blvd)	2179107	US 98	23rd Street (SR 368)	Widen to 6 Lanes [funded in association with 2179107 (A-13)]	PD&E	Complete	$ -			$ -	$ -	$ -	$ -	$ -	$ -	$ -
						PE	$ -	$ -			$ -	$ -	$ -	$ -	$ -	$ -	$ -
						ENV	$ -	$ -			$ -	$ -	$ -	$ -	$ -	$ -	$ -
						RRU	$ -	$ -			$ -	$ -	$ -	$ -	$ -	$ -	$ -
						DSB	$ -	$ -			$ -	$ -	$ -	$ -	$ -	$ -	$ -
						R/W	$132,522,034	$ -		ACFP, ACNP	$ 41,974,064	$ -	$ -	$ -	$ -	$132,522,034	$ -
						CST/CEI	$ -	$ -			$ -	$ -	$ -	$ -	$ -	$ -	$ -
24 [C-1]	US 231 (SR 75) at US 98 (Harrison Avenue)	2179102 2179104 2179107	US 231 (SR 75) at US 98 (Harrison Avenue)	US 231 (SR 75) at US 98 (Harrison Avenue)	Major Interchange Improvements [funded in association with 2179107 (A-13)]	PD&E	Complete	$ -			$ -	$ -	$ -	$ -	$ -	$ -	$ -
						PE	$ -	$ -			$ -	$ -	$ -	$ -	$ -	$ -	$ -
						ENV	$ -	$ -			$ -	$ -	$ -	$ -	$ -	$ -	$ -
						RRU	$ -	$ -			$ -	$ -	$ -	$ -	$ -	$ -	$ -
						DSB	$ -	$ -			$ -	$ -	$ -	$ -	$ -	$ -	$ -
						R/W	$ -	$ -			$ -	$ -	$ -	$ -	$ -	$ -	$ -
						CST/CEI	$ -	$ -			$ -	$ -	$ -	$ -	$ -	$ -	$ -
25 [C-4]	US 231 (SR 75) at 19th Street and SR 77 Intersection	4381381	US 231 (SR 75) at 19th Street and SR 77 Intersection	US 231 (SR 75) at 19th Street and SR 77 Intersection	Intersection Improvement (Add Turn Lane) [funded in association with 2179107] (A-13)	PD&E	Complete	$ -			$ -	$ -	$ -	$ -	$ -	$ -	$ -
						PE	$ -	$ -			$ -	$ -	$ -	$ -	$ -	$ -	$ -
						ENV	$ -	$ -			$ -	$ -	$ -	$ -	$ -	$ -	$ -
						RRU	$ -	$ -			$ -	$ -	$ -	$ -	$ -	$ -	$ -
						DSB	$ -	$ -			$ -	$ -	$ -	$ -	$ -	$ -	$ -
						R/W	$ -	$ -			$ -	$ -	$ -	$ -	$ -	$ -	$ -
						CST/CEI	$ -	$ -			$ -	$ -	$ -	$ -	$ -	$ -	$ -
26 [A-14]	US 231 (SR 75) [SIS] TPO SIS Project Priority #2 for CST.	2179108	23rd Street (SR 368)	Pipeline Road	Widen to 6 Lanes	PD&E	Complete	$ -			$ -	$ -	$ -	$ -	$ -	$ -	$ -
						PE	Complete	$ -			$ -	$ -	$ -	$ -	$ -	$ -	$ -
						ENV	$ -	$ -			$ -	$ -	$ -	$ -	$ -	$ -	$ -
						RRU	$ -	$ -			$ -	$ -	$ -	$ -	$ -	$ -	$ -
						DSB	$ -	$ -			$ -	$ -	$ -	$ -	$ -	$ -	$ -
						R/W	$ 28,616,261	$ -	$10,225,000	ACNP	$ 18,670,000	$10,225,000	$ -	$ -	$ 10,225,000	$ 38,841,261	$ 9,731,200
						CST/CEI	$ -	$ -	$118,677,000		$ -	$118,677,000	$ -	$ -	$118,677,000	$118,677,000	$ 88,862,468

[1] Present Day Costs (continued)

SIS Projects (continued)

CFP Map# [Needs Plan#]	Project	FPID	From	To	Improvement	Phase	TIP FY20-24, & 21-25	SIS 1st 5YP FY21-25	SIS 2nd 5YP FY26-30	Fed Fund Code	Fed Fund Amt.	2026-2030	2031-2035	2036-2045	FY26-45 Totals	FY20-45 Totals	Beyond 2045
27 [A-3]	SR 389 (East Avenue)	2179108	CR 2337 (Sherman Avenue)	Baldwin Road	Widen to 4 Lanes [funded in association with 2179108 (A-14)]	PD&E	Complete	$ -	$ -		$ -	$ -	$ -	$ -	$ -	$ -	$ -
						PE	Complete	$ -	$ -		$ -	$ -	$ -	$ -	$ -	$ -	$ -
						ENV	$ -	$ -	$ -		$ -	$ -	$ -	$ -	$ -	$ -	$ -
						RRU	$ -	$ -	$ -		$ -	$ -	$ -	$ -	$ -	$ -	$ -
						DSB	$ -	$ -	$ -		$ -	$ -	$ -	$ -	$ -	$ -	$ -
						R/W	$ -	$ -	$ -		$ -	$ -	$ -	$ -	$ -	$ -	$ -
						CST/CEI	$ -	$ -	$ -		$ -	$ -	$ -	$ -	$ -	$ -	$ -
28 [A-38]	CR 2327 (Transmitter Road)	2179108	C Street	Brooke Lane	Widen to 4 Lanes [funded in association with 2179108 (A-14)]	PD&E	Complete	$ -	$ -		$ -	$ -	$ -	$ -	$ -	$ -	$ -
						PE	Complete	$ -	$ -		$ -	$ -	$ -	$ -	$ -	$ -	$ -
						ENV	$ -	$ -	$ -		$ -	$ -	$ -	$ -	$ -	$ -	$ -
						RRU	$ -	$ -	$ -		$ -	$ -	$ -	$ -	$ -	$ -	$ -
						DSB	$ -	$ -	$ -		$ -	$ -	$ -	$ -	$ -	$ -	$ -
						R/W	$ -	$ -	$ -		$ -	$ -	$ -	$ -	$ -	$ -	$ -
						CST/CEI	$ -	$ -	$ -		$ -	$ -	$ -	$ -	$ -	$ -	$ -
29 [A-15]	US 231 (SR 75) [SIS] TPO SIS Project Priority #3 for r/w. SIS #3317	2179103	Pipeline Road	Penny Road	Widen to 6 Lanes	PD&E	Complete	$ -	$ -		$ -	$ -	$ -	$ -	$ -	$ -	$ -
						PE	$ 7,627,000	$ 627,000	$ -	ACNP	$ 313,537	$ -	$ -	$ -	$ -	$ 7,627,000	$ -
						ENV	$ -	$ -	$ -		$ -	$ -	$ -	$ -	$ -	$ -	$ -
						RRU	$ -	$ -	$ -		$ -	$ -	$ -	$ -	$ -	$ -	$ -
						DSB	$ -	$ -	$ -		$ -	$ -	$ -	$ -	$ -	$ -	$ -
						R/W	$ 1,666,548	$ -	$ -		$ -	$ -	$ -	$ -	$ -	$ 1,666,548	$ 40,235,000
						CST/CEI	$ 25,000	$ -	$ -		$ -	$ -	$121,853,000	$ -	$121,853,000	$121,878,000	$ 146,770,443
30 [A-18]	US 98 (Panama City Beach Parkway) SR 30A [SIS] TPO Non-SIS Project Priority #5 for r/w. SIS #3486	2178383	Mandy Lane	Nautilus Street	Widen to 6 Lanes	PD&E	Complete	$ -	$ -		$ -	$ -	$ -	$ -	$ -	$ -	$ -
						PE	$ -	$ 97,000	$ -		$ -	$ -	$ -	$ -	$ -	$ 97,000	$ -
						ENV	$ -	$ -	$ -		$ -	$ -	$ -	$ -	$ -	$ -	$ -
						RRU	$ -	$ -	$ -		$ -	$ -	$ -	$ -	$ -	$ -	$ -
						DSB	$ -	$ -	$ -		$ -	$ -	$ -	$ -	$ -	$ -	$ -
						R/W	$ -	$ -	$ -		$ -	$ 10,000,000	$ -	$ -	$ 10,000,000	$ 10,000,000	$ -
						CST/CEI	$ -	$ -	$ -		$ -	$ -	$ 27,836,000	$ -	$ 27,836,000	$ 27,836,000	$ -

[1] Present Day Costs (continued)

SIS Projects (continued)

CFP Map # [Needs Plan #]	Project	FPID	From	To	Improvement	Phase	TIP FY20-24, & 21-25	SIS 1st 5YP FY21-25	SIS 2nd 5YP FY26-30	Fed Fund Code	Fed Fund Amt.	2026-2030	2031-2035	2036-2045	FY26-45 Totals	FY20-45 Totals	Beyond 2045
31 [A-19]	US 98 (Panama City Beach Parkway) SR 30A [SIS] TPO Non-SIS Project Priority #4 for r/w. SIS #3487	2178384	Nautilus Street	Richard Jackson Blvd	Widen to 6 Lanes	PD&E	Complete	$ -	$ -		$ -	$ -	$ -	$ -	$ -	$ -	$ -
						PE	$ 2,900,205	$ -	$ -		$ -	$ -	$ -	$ -	$ -	$ 2,900,205	$ -
						ENV	$ -	$ -	$ -		$ -	$ -	$ -	$ -	$ -	$ -	$ -
						RRU	$ -	$ -	$ -		$ -	$ -	$ -	$ -	$ -	$ -	$ -
						DSB	$ -	$ -	$ -		$ -	$ -	$ -	$ -	$ -	$ -	$ -
						R/W	$ -	$ -	$ -		$ -	$ -	$ 6,000,000 -	$ -	$ 6,000,000	$ 6,000,000	$ -
						CST/CEI	$ -	$ -	$ -		$ -	$ -	$ -	$ -	$ -	$ -	$ 18,805,564
32 [A-35]	US 98 Dupont Bridge Replacement over St. Andrews Bay and ICWW [SIS]	4426671	City of Parker	Tyndall Air Force Base	DuPont Bridge 460019 Replacement [Capacity]	PD&E	Complete	$ -	$ -		$ -	$ -	$ -	$ -	$ -	$ -	$ -
						PE	$ 3,332,000	$ 128,000	$ -	ACBR	$ 3,332,000	$ -	$ -	$ -	$ -	$ 3,332,000	$ -
						ENV	$ -	$ -	$ -		$ -	$ -	$ -	$ -	$ -	$ -	$ -
						RRU	$ -	$ -	$ -		$ -	$ -	$ -	$ -	$ -	$ -	$ -
						DSB	$178,676,896	$ -	$ -	ACBR	$ 28,676,896	$ -	$ -	$ -	$ -	$178,676,896	$ -
						R/W	$ 10,000,000	$ -	$ -	ACBR	$ 10,000,000	$ -	$ -	$ -	$ -	$ 10,000,000	$ -
						CST/CEI	$ -	$ -	$ -		$ -	$ -	$ -	$ -	$ -	$ -	$ -
33 [A-39]	US 98 (Panama City Beach Parkway) SR 30A [SIS] TPO Non-SIS Project Priority #6 for r/w. SIS # 3496	2178385	Richard Jackson Blvd	Hathaway Bridge	Widen to 6 Lanes	PD&E	Complete	$ -	$ -		$ -	$ -	$ -	$ -	$ -	$ -	$ -
						PE	$ -	$ -	$ -		$ -	$ -	$ 4,652,392	$ -	$ 4,652,392	$ 4,652,392	$ -
						ENV	$ -	$ -	$ -		$ -	$ -	$ -	$ -	$ -	$ -	$ -
						RRU	$ -	$ -	$ -		$ -	$ -	$ -	$ -	$ -	$ -	$ -
						DSB	$ -	$ -	$ -		$ -	$ -	$ -	$ -	$ -	$ -	$ -
						R/W	$ -	$ -	$ -		$ -	$ -	$ 8,000,000	$ -	$ 8,000,000	$ 8,000,000	$ -
						CST/CEI	$ -	$ -	$ -		$ -	$ -	$ -	$ -	$ -	$ -	$ 35,191,347
34 [A-40]	CR 389 (East Avenue) (PD&E Segment 2) SIS #3385. SIS Priority 8 for PE.	4403004	Port Entrance	US 98B (SR 30) / 5th Street	Widen to 4 Lanes	PD&E	$ 525,000	$ -	$ -		$ -	$ -	$ 788,000	$ -	$ 788,000	$ 1,313,000	$ -
						PE	$ -	$ -	$ -		$ -	$ -	$ 1,050,000	$ -	$ 1,050,000	$ 1,050,000	$ -
						ENV	$ -	$ -	$ -		$ -	$ -	$ -	$ -	$ -	$ -	$ -
						RRU	$ -	$ -	$ -		$ -	$ -	$ -	$ -	$ -	$ -	$ -
						DSB	$ -	$ -	$ -		$ -	$ -	$ -	$ -	$ -	$ -	$ -
						R/W	$ -	$ -	$ -		$ -	$ -	$ -	$ -	$ -	$ -	$ 4,024,307
						CST/CEI	$ -	$ -	$ -		$ -	$ -	$ -	$ -	$ -	$ -	$ 9,255,906

[1] Present Day Costs (continued)

SIS Projects (continued)

CFP Map # [Needs Plan #]	Project	FPID	From	To	Improvement	Phase	TIP FY20-24, & 21-25	SIS 1st 5YP FY21-25	SIS 2nd 5YP FY26-30	Fed Fund Code	Fed Fund Amt.	2026-2030	2031-2035	2036-2045	FY26-45 Totals	FY20-45 Totals	Beyond 2045
35 [A-41]	CR 389 (East Avenue) (PD&E Segment 1) SIS #3386. SIS Priority 9 for PE.	4403003	US 98B (SR 30) / 5th Street	CR 2337 (Sherman Avenue)	Widen to 4 Lanes	PD&E	$ 1,050,000	$ -	$ -		$ -	$ -	$ 1,575,000	$ -	$ 1,575,000	$ 2,625,000	$ -
						PE	$ -	$ -	$ -		$ -	$ -	$ 2,100,000	$ -	$ 2,100,000	$ 2,100,000	$ -
						ENV	$ -	$ -	$ -		$ -	$ -	$ -	$ -	$ -	$ -	$ -
						RRU	$ -	$ -	$ -		$ -	$ -	$ -	$ -	$ -	$ -	$ -
						DSB	$ -	$ -	$ -		$ -	$ -	$ -	$ -	$ -	$ -	$ -
						R/W	$ -	$ -	$ -		$ -	$ -	$ -	$ -	$ -	$ -	$ 7,900,635
						CST/CEI	$ -	$ -	$ -		$ -	$ -	$ -	$ -	$ -	$ -	$ 18,171,460
36 [A-44]	US 98 (SR 30) SIS #3454, and SIS Unfunded Needs #120	n/a	CR 2327 (Transmitter Road)	Tyndall Drive / Airey Avenue (on Tyndall AFB)	Widen to 6 Lanes	PD&E	$ -	$ -	$ -		$ -	$ -	$ 3,505,000	$ -	$ 3,505,000	$ 3,505,000	$ -
						PE	$ -	$ -	$ -		$ -	$ -	$ -	$ -	$ -	$ -	$ 7,842,765
						ENV	$ -	$ -	$ -		$ -	$ -	$ -	$ -	$ -	$ -	$ -
						RRU	$ -	$ -	$ -		$ -	$ -	$ -	$ -	$ -	$ -	$ -
						DSB	$ -	$ -	$ -		$ -	$ -	$ -	$ -	$ -	$ -	$ -
						R/W	$ -	$ -	$ -		$ -	$ -	$ -	$ -	$ -	$ -	$ 26,142,549
						CST/CEI	$ -	$ -	$ -		$ -	$ -	$ -	$ -	$ -	$ -	$ 60,127,862
37 [A-47]	US 98 (SR 30) SIS 3495	4371792	Walton County Line	SR 79 (Arnold Drive)	Widen to 6 Lanes	PD&E	$ 2,100,000	$ 2,100,000	$ -	ACNP	$ 2,100,000	$ -	$ 1,540,000	$ -	$ 1,540,000	$ 3,640,000	$ -
						PE	$ -	$ -	$ -		$ -	$ -	$ 9,625,000	$ -	$ 9,625,000	$ 9,625,000	$ -
						ENV	$ -	$ -	$ -		$ -	$ -	$ -	$ -	$ -	$ -	$ -
						RRU	$ -	$ -	$ -		$ -	$ -	$ -	$ -	$ -	$ -	$ -
						DSB	$ -	$ -	$ -		$ -	$ -	$ -	$ -	$ -	$ -	$ -
						R/W	$ -	$ -	$ -		$ -	$ -	$ 14,682,000	$ -	$ 14,682,000	$ 14,682,000	$ -
						CST/CEI	$ -	$ -	$ -		$ -	$ -	$ -	$136,260,000	$136,260,000	$136,260,000	$ -
38 [C-5]	US 231 (SR 75) at CR 2327 (Transmitter Rd) Intersection	4398921	US 231 (SR 75) at CR 2327 (Transmitter Road) Intersection	US 231 (SR 75) at CR 2327 (Transmitter Road) Intersection	Intersection Improvement (Add Turn Lane)	PD&E	$ -	$ -	$ -		$ -	$ -	$ -	$ -	$ -	$ -	$ -
						PE	$ -	$ 2,000	$ -		$ -	$ -	$ -	$ -	$ -	$ -	$ -
						ENV	$ -	$ -	$ -		$ -	$ -	$ -	$ -	$ -	$ -	$ -
						RRU	$ -	$ -	$ -		$ -	$ -	$ -	$ -	$ -	$ -	$ -
						DSB	$ -	$ -	$ -		$ -	$ -	$ -	$ -	$ -	$ -	$ -
						R/W	$ -	$ -	$ -		$ -	$ -	$ -	$ -	$ -	$ -	$ -
						CST/CEI	$ -	$ 1,288,000	$ -		$ -	$ -	$ -	$ -	$ -	$ -	$ -

[1] Present Day Costs (continued)

SIS Projects (continued)

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

[1] Present Day Costs (continued)

SIS Projects (continued)

Phase	TIP FY20-24, & 21-25	SIS 1st 5YP FY21-25	SIS 2nd 5YP FY26-30		Fed Fund Amt.	2026-2030	2031-2035	2036-2045	FY26-45 Totals	FY20-45 Totals	Beyond 2045
Totals	$ 558,969,461	$ 136,992,000	$ 128,902,000		$ 183,552,179	$ 138,902,000	$ 209,336,392	$ 196,121,000	$ 544,359,392	$ 1,104,689,853	$ 848,091,255
PD&E	$ 4,725,000	$ 2,100,000	$ -		$ 2,100,000	$ -	$ 10,513,000	$ -	$ 10,513,000	$ 15,238,000	$ -
ROW & CST (including Design Build)	$ 534,800,830	$ 132,774,000	$ 128,902,000		$ 177,723,110	$ 138,902,000	$ 178,371,000	$ 196,121,000	$ 513,394,000	$ 1,048,194,830	$ 837,953,011
ENV, Other	$ -	$ -	$ -		$ -	$ -	$ -	$ -	$ -	$ -	$ -
subtotal	$ 539,525,830	$ 134,874,000	$ 128,902,000		$ 179,823,110	$ 138,902,000	$ 188,884,000	$ 196,121,000	$ 523,907,000	$ 1,063,432,830	$ 837,953,011
Local Funds	0	0	0		0	0	0	0	0	0	0
PE Funds	$ 19,443,631	$ 2,118,000	$ -		$ 3,729,069	$ -	$ 20,452,392	$ -	$ 20,452,392	$ 41,257,023	$ 10,138,244
total check					$ 183,552,179	$ 138,902,000	$ 209,336,392	$ 196,121,000	$ 544,359,392	$ 1,104,689,853	$ 848,091,255

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

Bay 2045 CFP $ to YOE	
Roadway (SIS)	$ 1,104,689,853
Public Transportation (includes box	$ -
Bike / Ped (includes box funds)	$ -
Mobility (Complete Streets)	$ -
subtotal Bay SIS	**$ 1,104,689,853**

[2] Year of Expenditure (YOE) Costs

Non-SIS Projects (Includes State and Federal Funds, FY26-45 + TIP): Year of Expenditure (YOE)

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

[2] Year of Expenditure (YOE) Costs

CFP Map # [Needs Plan #]	Project	FPID	From	To	Improvement	Phase	TIP FY20-24, & 21-25	Fed Fund Codes	Fed Fund Amt.	2026-2030	2031-2035	2036-2045	FY 26-45 Totals	FY20-45 Totals (adding TIPs)	Beyond 2045
TIP and Local Projects (Non-SIS)															
18 [A-42]	SR 20	2206356	Washington County Line	US 231 (SR 75)	Widen to 4 lanes [Capacity]	PD&E	$2,100,000	ACFP	$2,100,000	$ -	$ -	$ -	$ -	$ 2,100,000	$ -
						PE	$ -			$ -	$ -	$ -	$ -	$ -	$11,842,870
						RW	$ -			$ -	$ -	$ -	$ -	$ -	$11,842,870
						CST/CEI	$ -			$ -	$ -	$ -	$ -	$ -	$136,193,001
n/a [E+C]	SR 30 (US 98A) Front Beach Road Segment 3 [Non-SIS] PCB Community Redevelopment Agency Project Priority **LOCAL FUNDS** Includes South Arnold Road between US 98 (Panama City Beach Parkway) and US 98A (Front Beach Road).	4263912	West of SR 79; and north of Front Beach Road US 98A	East of Lullwater Drive; and south of Panama City Beach Parkway US 98	Phase 3 Widen/Reconstruct SR 30 (US 98A) Front Beach Road for mobility and safety. [Complete Streets]. Includes South Arnold Road between US 98 and US 98A widen to 4 lanes and roundabout. This segment was SR 79, transferred to City of Panama City Beach as South Arnold Road.	PD&E	$ -			$ -	$ -	$ -	$ -	$ -	$ -
						PE	$ -			$ -	$ -	$ -	$ -	$ -	$ -
						RW	$ -			$ -	$ -	$ -	$ -	$ -	$ -
						CST/CEI	$ 14,600,000			$ -	$ -	$ -	$ -	$ 14,600,000	$ -
40 [B-9]	SR 30 (US 98A) Front Beach Road Segment 4.2 [Non-SIS] PCB Community Redevelopment Agency Project Priority **LOCAL FUNDS**	4263913	Hill Road	SR 392A Hutchison Blvd.	Phase 4.2 Widen/Reconstruct SR 30 (US 98A) Front Beach Road for mobility and safety. [Complete Streets]	PD&E				$ -	$ -	$ -	$ -	$ -	$ -
						PE	$ 1,551,128			$ -	$ -	$ -	$ -	$ 1,551,128	$ -
						RW	$ 6,000,000			$ -	$ -	$ -	$ -	$ 6,000,000	$ -
						CST/CEI	$ 33,550,000			$ -	$ -	$ -	$ -	$ 33,550,000	$ -
41 [B-10]	SR 30 (US 98A) Front Beach Road Segment 4.1 [Non-SIS] PCB Community Redevelopment Agency Project Priority **LOCAL FUNDS**	4263917	East of Lullwater Drive	Hill Road	Phase 4.1Widen/Reconstruct SR 30 (US 98A) Front Beach Road for mobility and safety. [Complete Streets]	PD&E	$ -			$ -	$ -	$ -	$ -	$ -	$ -
						PE	$ 1,303,389			$ -	$ -	$ -	$ -	$ 1,303,389	$ -
						RW	$ 3,000,000			$ -	$ -	$ -	$ -	$ 3,000,000	$ -
						CST/CEI	$ 37,500,000			$ -	$ -	$ -	$ -	$ 37,500,000	$ -

[2] Year of Expenditure (YOE) Costs (continued)

CFP Map # [Needs Plan #]	Project	FPID	From	To	Improvement	Phase	TIP FY20-24, & 21-25	Fed Fund Codes	Fed Fund Amt.	2026-2030	2031-2035	2036-2045	FY 26-45 Totals	FY20-45 Totals (adding TIPs)	Beyond 2045
TIP and Local Projects (Non-SIS)															
42 [B-11]	SR 30 (US 98A) Front Beach Road Segment 4.3 [Non-SIS] PCB Community Redevelopment Agency Project Priority **LOCAL FUNDS**	4263918	SR 392A Hutchison Blvd.	Richard Jackson Blvd.	Phase 4.1Widen/Reconstruct SR 30 (US 98A) Front Beach Road for mobility and safety. [Complete Streets]	PD&E	$ -			$ -	$ -	$ -	$ -	$ -	$ -
						PE	$ 2,000,000			$ -	$ -	$ -	$ -	$ 2,000,000	$ -
						RW	$ 8,000,000			$ -	$ -	$ -	$ -	$ 8,000,000	$ -
						CST/CEI	$ 42,574,000			$ -	$ -	$ -	$ -	$ 42,574,000	$ -
n/a [E+C]	Jenks Avenue **LOCAL FUNDS** (Bay County Half-Cent Surtax project)	Local3	Baldwin Road	SR 390	Widen to 4 lanes [Capacity]	PD&E	$ -			$ -	$ -	$ -	$ -	$ -	$ -
						PE	$ -			$ -	$ -	$ -	$ -	$ -	$ -
						RW	$ -			$ -	$ -	$ -	$ -	$ -	$ -
						CST/CEI	$ 10,486,069			$ -	$ -	$ -	$ -	$ 10,486,069	$ -
43 [A-36]	Titus Road Connector **LOCAL FUNDS** (Bay County Half-Cent Surtax project)	Local4	SR 390	CR 2321	Construct new 2 Lane Facility [Capacity]	PD&E	$ -			$ -	$ -	$ -	$ -	$ -	$ -
						PE	$ -			$ -	$ -	$ -	$ -	$ -	$ -
						RW	$ -			$ -	$ -	$ -	$ -	$ -	$ -
						CST/CEI	$ 3,100,000			$ -	$ -	$ -	$ -	$ 3,100,000	$ -
44 [A-7]	Powell Adams Road Segment 2 PCB Community Redevelopment Agency Project LOCAL FUNDS Community Redevelopment Agency Project Priority **LOCAL FUNDS**	4263918	US 98A (Front Beach Road)	L.C. Hilton, Jr. Drive	Widen to 3 Lanes (2 southbound, 1 northbound), sidewalk, utility undergrounding, landscape, lighting. [Capacity]	PD&E	$ -			$ -	$ -	$ -	$ -	$ -	$ -
						PE	$ -			$ -	$ -	$ -	$ -	$ -	$ -
						RW	$ -			$ -	$ -	$ -	$ -	$ -	$ -
						CST/CEI	$ 7,000,000			$ -	$ -	$ -	$ -	$ 7,000,000	$ -
n/a [E+C]	CR 30H (Alf Coleman Road) PCB Community Redevelopment Agency Project and Hurricane Michael Recovery Plan Project # 103 **LOCAL FUNDS**	n/a	US 98 (Panama City Beach Parkway / Back Beach Road)	Hutchison Boulevard	Widen to 4 Lanes [Capacity]	PD&E	$ -			$ -	$ -	$ -	$ -	$ -	$ -
						PE	$ -			$ -	$ -	$ -	$ -	$ -	$ -
						RW	$ -			$ -	$ -	$ -	$ -	$ -	$ -
						CST/CEI	$ 2,100,000			$ -	$ -	$ -	$ -	$ 2,100,000	$ -

[2] Year of Expenditure (YOE) Costs (continued)

Hybrid Non-SIS Scenario as approved by TPO June 16, 2021

CFP Map # [Needs Plan #]	Project	FPID	From	To	Improvement	Phase	TIP FY20-24, & 21-25	Fed Fund Codes	Fed Fund Amt.	2026-2030	2031-2035	2036-2045	FY 26-45 Totals	FY20-45 Totals (adding TIPs)	Beyond 2045
7 [A-8]	SR 22 (Wewa Highway) Phase I [Non-SIS Priority 4 for r/w]	4258031	SR 30A (US 98) Tyndall Pkwy.	Star Avenue	Widen to 4 Lanes [Capacity]	PD&E	Complete			$ -	$ -	$ -	$ -	$ -	$ -
						PE	Underway			$ -	$ -	$ -	$ -	$ -	$ -
						RW	$ -			$ -	$33,518,905	$ -	$ 33,518,905	$ 33,518,905	$ -
						CST/CEI	$ -			$ -	$ -	$22,329,725	$ 22,329,725	$ 22,329,725	$ -
8 [A-2]	SR 390 [SIS] [Non-SIS Priority 5 for PE]	4212252; (4404871 for Bridge Replacement)	SR 77 (Ohio Avenue)	US 231	Widen to 6 Lanes; and Bridge 460020 Replacement over Mill Bayou [Non-SIS Bridge Replacement] [Capacity]	PD&E	Complete	SA	$946,811	$ -	$ -	$ -	$ -	$ -	$ -
						PE	$ -			$ 7,260,000	$ -	$ -	$ 7,260,000	$ 7,260,000	$ -
						RW	$ 779,900	ACBR	$ 779,900	$23,595,000	$27,706,250	$73,287,500	$124,588,750	$ 125,368,650	$ -
						CST/CEI	$5,640,081	ACBR	$5,640,081	$ -	$ -	$ -	$ -	$ 5,640,081	$ 96,300,000
9 [A-4]	CR 389 (East Ave.) [Non-SIS Priority 6 for PD&E] Hurricane Recovery Project #28	n/a	CR 2312 (Baldwin Road)	SR 390	Widen to 4 Lanes [Capacity]	PD&E	$ -			$ 2,072,590	$ -	$ -	$ 2,072,590	$ 2,072,590	$ -
						PE	$ -			$ 3,108,885	$ -	$ -	$ 3,108,885	$ 3,108,885	$ -
						RW	$ -			$ 10,362,953	$ -	$ -	$ 10,362,953	$ 10,362,953	$ -
						CST/CEI	$ -			$ 23,834,794	$ -	$ -	$ 23,834,794	$ 23,834,794	$ -
10 [C-2]	US 98 at Thomas Dr. [SIS] [Non-SIS Priority 7 for PE & Hurricane Recovery Project #29]	2179951, 2199952	US 98 at Thomas Dr.	US 98 at Thomas Dr.	Interchange Phases II and III [Intersection]	PD&E	Complete			$ -	$ -	$ -	$ -	$ -	$ -
						PE	$ -			$ -	$ 1,891,000	$ -	$ 1,891,000	$ 1,891,000	$ -
						RW	$ -			$ -	$ 4,318,300	$ -	$ 4,318,300	$ 4,318,300	$ -
						CST/CEI	$ -			$ -	$ -	$ -	$ -	$ -	$ 114,614,000
20 [A-38]	Transmitter Road [Non-SIS Priority 8 for PD&E] Funded with US 231 from 23rd to Pipeline (**SIS** project)	n/a	C Street	Brooke Lane	Widen to 4 Lanes [Capacity]	PD&E	Complete			$ -	$ -	$ -	$ -	$ -	$ -
						PE	$ -			$ -	$ -	$ -	$ -	$ -	$ -
						RW	$ -			$ -	$ -	$ -	$ -	$ -	$ -
						CST/CEI	$ -			$ -	$ -	$ -	$ -	$ -	$ -
12 [A-12]	Transmitter Road [Non-SIS Priority 8 for PD&E] [**SIS**] [SIS Military Access Facility]	n/a	US 98 (E. 15th Street)	C Street	Widen to 4 Lanes [Capacity]	PD&E	$ -			$ -	$ -	$ 4,110,250	$ 4,110,250	$ 4,110,250	$ -
						PE	$ -			$ -	$ -	$ 4,705,732	$ 4,705,732	$ 4,705,732	$ -
						RW	$ -			$ -	$ -	$ -	$ -	$ -	$ 7,651,597
						CST/CEI	$ -			$ -	$ -	$ -	$ -	$ -	$ 17,598,673
11 [A-11]	Star Avenue [Non-SIS Priority 9 for PD&E]	n/a	SR 22 (Wewa Highway)	US 231 (SR 75)	Widen to 4 Lanes [Capacity]	PD&E	$ -			$ -	$ 4,615,048	$ -	$ 4,615,048	$ 4,615,048	$ -
						PE	$ -			$ -	$ -	$ 9,155,657	$ 9,155,657	$ 9,155,657	$ -
						RW	$ -			$ -	$ -	$ -	$ -	$ -	$ 14,887,249
						CST/CEI	$ -			$ -	$ -	$ -	$ -	$ -	$ 34,240,673

[2] Year of Expenditure (YOE) Costs (continued)

CFP Map # [Needs Plan #]	Project	FPID	From	To	Improvement	Phase	TIP FY20-24, & 21-25	Fed Fund Codes	Fed Fund Amt.	2026-2030	2031-2035	2036-2045	FY 26-45 Totals	FY20-45 Totals (adding TIPs)	Beyond 2045
Hybrid Non-SIS Scenario as approved by TPO June 16, 2021 (continued)															
13 [A-5]	Gulf to Bay Parkway [Non-SIS Priority 10 for construction]	**4109115**, 4109112 (PD&E), 4109113 (PE & /W)	CR 386	South of Tyndall Air Force Base	Construct New Roadway [Capacity]	PD&E	Complete 410911-2			$ -	$ -	$ -	$ -	$ -	$ -
						PE	Complete 410911-3			$ -	$ -	$ -	$ -	$ -	$ -
						RW	Complete 410911-3			$ -	$ -	$ -	$ -	$ -	$ -
						CST/CEI	$ -			$ -	$ -	$ -	$ -	$ -	$ 42,077,681
n/a [A-22]	Gulf Coast Parkway [Non-SIS Priority 11 for Design] [Hurricane Recovery Project #25] Design Phase underway for 4109817 from Wewa Hwy to Star Ave.	4109812	US 98 (SR 30)	US 231 (SR 75)	Construct New Roadway [Capacity]	PD&E	Complete 410981-2			$ -	$ -	$ -	$ -	$ -	$ -
						PE	$ -			$ -	$ -	$ -	$ -	$ -	$ 20,596,000
						RW	$ -			$ -	$ -	$ -	$ -	$ -	$ 29,900,000
						CST/CEI	$ -			$ -	$ -	$ -	$ -	$ -	$ 404,200,000
n/a [E+C]	Gulf Coast Parkway TPO Committed Non-SIS Project Priority for CST [Hurricane Recovery Project #25]	4109818	US 98 (SR 30)	CR 2315 (Star Avenue)	Construct New Roadway [Capacity]	PD&E	Complete			$ -	$ -	$ -	$ -	$ -	$ -
						PE	Complete	HPP	$2,414,895	$ -	$ -	$ -	$ -	$ -	$ -
						RW	Complete	HPP	$2,395,307	$ -	$ -	$ -	$ -	$ -	$ -
						ENV	$1,626,501	HPP	$ 518,444	$ -	$ -	$ -	$ -	$ 1,626,501	$ -
						CST/CEI	$17,941,097	HPP, SL, TIMP	$17,941,097	$ -	$ -	$ -	$ -	$ 17,941,097	$ -
14 [A-49]	Bay Parkway Phase 3 (Back Beach Bypass, US 98 at Clara Avenue and Chip Seal Parkway) Philip Griffitts Sr. Parkway between Clara Avenue and Chip Seal Parkway [Hurricane Michael Recovery Plan Project #101, 102]	n/a	(Back Beach Bypass, US 98 at Clara Avenue and Chip Seal Parkway)	(Back Beach Bypass, US 98 at Clara Avenue and Chip Seal Parkway)	Construct new 4-Lane Facility [Capacity]	PD&E (Local)	$ -			$ 3,000,000	$ -	$ -	$ 3,000,000	$ 3,000,000	$ -
						PE	$ -			$ -	$ 6,200,000	$ -	$ 6,200,000	$ 6,200,000	$ -
						PE (Local)	$ -			$ -	$ 4,000,000	$ -	$ 4,000,000	$ 4,000,000	$ -
						RW	$ -			$ -	$ -	$ -	$ -	$ -	$ 15,000,000
						RW (Local)	$ -			$ -	$ -	$ -	$ -	$ -	$ -
						ENV	$ -			$ -	$ -	$ -	$ -	$ -	$ -
						CST/CEI	$ -			$ -	$ -	$ -	$ -	$ -	$ 101,459,419

[2] Year of Expenditure (YOE) Costs (continued)

CFP Map # [Needs Plan #]	Project	FPID	From	To	Improvement	Phase	TIP FY20-24, & 21-25	Fed Fund Codes	Fed Fund Amt.	2026-2030	2031-2035	2036-2045	FY 26-45 Totals	FY20-45 Totals (adding TIPs)	Beyond 2045
Hybrid Scenario as approved by TPO June 16, 2021 (continued)															
15 [A-50]	US 98 Panama City Beach Pkwy Elevated Segment [connecting Back Beach / Bay Pkwy Phase 2 and 3] [SIS]	n/a	Connecting Back Beach / Bay Pkwy Phase 2 and 3	Connecting Back Beach / Bay Pkwy Phase 2 and 3	Construct new 4-lane elevated segment of US 98 [Capacity]	PD&E	$ -			$ -	$ -	$ 6,849,163	$ 6,849,163	$ 6,849,163	$ 367,161
						PE	$ -			$ -	$ -	$ -	$ -	$ -	$ 29,665,726
						RW	$ -			$ -	$ -	$ -	$ -	$ -	$ 74,164,315
						ENV	$ -			$ -	$ -	$ -	$ -	$ -	$ -
						CST/CEI	$ -			$ -	$ -	$ -	$ -	$ -	$ 170,577,923
16 [E-8]	Elevated Pedestrian Structure on US 98 (Back Beach Road) at N. Pier Park Dr. [SIS] [Hurricane Recovery Project #18]	n/a	US 98 (Back Beach Road) at N. Pier Park Dr.	US 98 (Back Beach Road) at N. Pier Park Dr.	Construct Pedestrian Overcrossing [Bike / Ped]	PD&E	$ -			$ 173,707	$ -	$ -	$ 173,707	$ 173,707	$ -
						PE	$ -			$ 260,560	$ -	$ -	$ 260,560	$ 260,560	$ -
						RW	$ -			$ -	$ 868,536	$ -	$ 868,536	$ 868,536	$ -
						ENV	$ -			$ -	$ -	$ -	$ -	$ -	$ -
						CST/CEI	$ -			$ -	$ -	$ 1,910,778	$ 1,910,778	$ 1,910,778	$ -

[2] Year of Expenditure (YOE) Costs (continued)

CFP Map # [Needs Plan #]	Project	FPID	From	To	Improvement	Phase	TIP FY20-24, & 21-25	Fed Fund Codes	Fed Fund Amt.	2026-2030	2031-2035	2036-2045	FY 26-45 Totals	FY20-45 Totals (adding TIPs)	Beyond 2045
Hybrid Scenario as approved by TPO June 16, 2021 (continued)															
17 [C-9]	Harrison Street Roundabout at 6th Street [Panama City Long Term Recovery Plan Project]	n/a	Harrison Street at 6th Street	Harrison Street at 6th Street	Roundabout [Intersection]	PD&E	$ -			$ -	$ -	$ -	$ -	$ -	$ -
						PE	$ -			$ -	$ -	$ 1 793,750	$ 1 793,750	$ 1 793,750	$ -
						RW	$ -			$ -	$ -	$ 2,152,500	$ 2,152,500	$ 2,152,500	$ -
						ENV	$ -			$ -	$ -	$ -	$ -	$ -	$ -
						CST/CEI	$ -			$ -	$ -	$ 3,119,375	$ 3,119,375	$ 3,119,375	$ -
n/a [A-20]	West Bay Parkway [Non-SIS Priority 12 for Design]	4244641 4244642	US 98 (SR 30) in Walton Co	SR 79	Construct New Roadway [Capacity] Federal Earmark	PD&E	Complete			$ -	$ -	$ -	$ -	$ -	$ -
						PE	$ -			$ -	$ -	$ -	$ -	$ -	$ 10,900,000
						RW	$ -			$ -	$ -	$ -	$ -	$ -	$ 490,000
						CST/CEI	$ -			$ -	$ -	$ -	$ -	$ -	$ 249,000,000
n/a [A-34]	West Parkway Extension [Non-SIS Priority 13 for PD&E]	4244644	SR 77	SR 75 (US 231)	Widen to 4 Lanes [Capacity]	PD&E	$ -			$ -	$ -	$ -	$ -	$ -	$ 8,458,323
						PE	$ -			$ -	$ -	$ -	$ -	$ -	$ 12,687,485
						RW	$ -			$ -	$ -	$ -	$ -	$ -	$ 16,916,647
						CST/CEI	$ -			$ -	$ -	$ -	$ -	$ -	$ 97,270,718
n/a [C-15]	SR 77/SR 388 Intersection [Non-SIS Priority 15 for PD&E]	n/a	SR 77/SR 388 Intersection	SR 77/SR 388 Intersection	Intersection Realignment [Intersection]	PD&E	$ -			$ -	$ -	$ -	$ -	$ -	$ 252,523
						PE	$ -			$ -	$ -	$ -	$ -	$ -	$ 378,785
						RW	$ -			$ -	$ -	$ -	$ -	$ -	$ 1,262,619
						CST/CEI	$ -			$ -	$ -	$ -	$ -	$ -	$ 2,904,025
n/a [A-10]	SR 388 [Non-SIS Priority 16 for r/w]	4244646	E. of Airport	E. of Burnt Mill Creek	Widen to 4 Lanes [Capacity]	PD&E	$ -			$ -	$ -	$ -	$ -	$ -	$ 982,823
						PE	$ -			$ -	$ -	$ -	$ -	$ -	$ 1,474,235
						RW	$ -			$ -	$ -	$ -	$ -	$ -	$ 2,457,058
						CST/CEI	$ -			$ -	$ -	$ -	$ -	$ -	$ 11,302,468
n/a [A-9]	SR 388 [Non-SIS Priority 17 for r/w]	4244647	E. of Burnt Mill Creek	SR 77	Widen to 4 Lanes [Capacity]	PD&E	$ -			$ -	$ -	$ -	$ -	$ -	$ 3,271,196
						PE	$ -			$ -	$ -	$ -	$ -	$ -	$ 4,906,793
						RW	$ -			$ -	$ -	$ -	$ -	$ -	$ 8,177,989
						CST/CEI	$ -			$ -	$ -	$ -	$ -	$ -	$ 37,618,750

[2] Year of Expenditure (YOE) Costs (continued)

			TIP FY20-24, & 21-25	Federal Funding	2026-2030 YOE*	2031-2035 YOE*	2036-2045 YOE*	FY 26-45 Totals	FY20-45 Totals (adding TIPs)	Beyond 2045
		Totals	$ 201,802,165	$ 37,724,035	$ 87,528,492	$ 99,393,039	$ 172,464,429	$ 359,385,959	$ 561,188,124	$ 1,803,891,601
RW and CST+CEI Capacity $		Box funds (Capacit	$ -		$ 8,295,000	$ 9,300,000	$ 24,600,000	$ 41,820,000	$ 41,820,000	
		ATMS	$ 950,000		$ 3,960,000	$ 4,650,000	$ 12,300,000	$ 20,910,000	$ 21,860,000	
includes Local		ROW & CST	$ 183,171,147		$ 57,792,748	$ 66,411,991	$ 102,799,878	$ 227,004,617	$ 410,175,764	
includes Local		*subtotal Capacity Fu*	$ 184,121,147		$ 70,047,748	$ 80,361,991	$ 139,699,878	$ 289,734,617	$ 473,855,764	
RW and CST+CEI Capacity Available Revenue (Non SIS + TMA / SU 2026-2045)										
Adjusted down from YOE to Present Day 2018 Dollars				**YOE**	**$72,460,000**	**$78,170,000**	**$162,660,000**	**$ 313,290,000**		
		Balance			**$ 2,412,252**	**$ 220,261**	**$ 22,960,122**			
		difference						$ 23,555,383		
		Local Funds (all	$ 172,764,586		$ 3,000,000	$ 4,000,000	$ -	$ 7,000,000	$ 179,764,586	$ -
		PE Funds (all)	$ 4,854,517	$ 2,414,895	$ 10,629,447	$ 12,091,000	$ 15,655,139	$ 38,375,585	$ 43,230,102	
		PD&E Funds (al	$ 2,100,000	$ 9,895,974	$ 12,095,460	$ 11,464,210	$ 11,326,574	$ 20,820,757	$ 22,920,757	$ -
PD&E and PE $ (20% of RW and CST+CEI)		Box funds (PD&E an	$ -	$ -	$ 1,605,000	$ 2,325,000	$ 6,150,000	$ 10,455,000	$ 10,455,000	
does not includes Local		PD&E (not local	$ 2,100,000	$ 3,046,811	$ 2,246,297	$ 4,615,048	$ 10,959,413	$ 17,820,757	$ 19,920,757	
does not includes Local		PE (not local)	$ -	$ 2,414,895	$ 10,629,447	$ 8,091,000	$ 15,655,139	$ 34,375,585	$ 34,375,585	
		subtotal			$ 14,480,743	$ 15,031,048	$ 32,764,551	$ 62,276,342	$ 62,276,342	
$750K for Trails box funds split between PD&E/PE and RW/CST ($375K each) for FY 26-30 only.										
PE and PD&E Available Revenue (Non SIS + TMA / SU 2026-2045)			$ -		$ 14,492,000	$ 15,634,000	$ 32,532,000	**$ 62,658,000**		
		Balance			**$ 11,257**	**$ 614,209**	**$ 381,658**			
		difference						$ 381,658		

Available Funds (non-SIS+TMA and SU)		YOE	Multiplier	Present Day Cost
FY 2021-2025		$59,650,000	1.19	$50,126,050
FY 2026-2030		$72,460,000	1.32	$54,893,939
FY 2031-2035		$78,170,000	1.55	$50,432,258
FY 2036-2045		$162,660,000	2.05	$79,346,341
FY26-45		**$313,290,000**		**$184,672,539**

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

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

***YOE Inflation Factor (Table 8A, Page C-2, *Revenue Forecasting Guidebook*)**		
not applied to Local Funds		
2026-2030	**1.32**	
2031-2035	**1.55**	
2036-2045	**2.05**	
For Table in Section 7.7.1 of LRTP Report		
Bay 2045 CFP $ to YOE		
Roadway (Capacity + Intersection + ITS + **SIS**)		$ 1,690,942,945
Public Transportation (includes box funds)		$ 12,197,500
Bike / Ped (includes box funds)		$ 20,638,581
Mobility (Complete Streets)		$ 172,731,017
Total (SIS and Non-SIS)		**$ 1,896,510,043**

[2] Year of Expenditure (YOE) Costs (continued)

SIS Projects (Includes State and Federal Funds, FY26-45 + TIP): Year of Expenditure (YOE)

SIS Projects

CFP Map # [Needs Plan #]	Project	FPID	From	To	Improvement	Phase	TIP FY20-24, & 21-25	SIS 1st 5YP FY21-25	SIS 2nd 5YP FY26-30	Fed Fund Code	Fed Fund Amt.	2026-2030	2031-2035	2036-2045	FY26-45 Totals	FY20-45 Totals	Beyond 2045
19 [A-1]	SR 368 (23rd Street) at US 98 [SIS] TPO SIS Project Priority #7 for PE. SIS LRTP #3325	4410371	US 98 / 23rd Street Interchange Flyover	SR 390 (St Andrews Boulevard)	Widen to 6 Lanes	PD&E	$ 1,050,000	$ -	$ -		$ -	$ -	$ 1,705,000	$ -	$ 1,705,000	$ 2,755,000	$ -
						PE	$ -	$ -	$ -		$ -	$ -	$ 4,688,750	$ -	$ 4,688,750	$ 4,688,750	$ -
						ENV	$ -	$ -	$ -		$ -	$ -	$ -	$ -	$ -	$ -	$ -
						RRU	$ -	$ -	$ -		$ -	$ -	$ -	$ -	$ -	$ -	$ -
						DSB	$ -	$ -	$ -		$ -	$ -	$ -	$ -	$ -	$ -	$ -
						R/W	$ -	$ -	$ -		$ -	$ -	$ -	$ 74,292,000	$ 74,292,000	$ 74,292,000	$ -
						CST/CEI	$ -	$ -	$ -		$ -	$ -	$ -	$ 48,423,050	$ 48,423,050	$ 48,423,050	$ -
21 [A-12]	CR 2327 (Transmitter Road) [SIS Military Access Facility] 446922-1, SIS #3453	4469221	US 98 / SR 30A (E. 15th Street)	C Street	Widen to 4 Lanes	PD&E	$ -	$ -	$ -		$ -	$ -	$ 3,107,750	$ -	$ 3,107,750	$ 3,107,750	$ -
						PE	$ -	$ -	$ -		$ -	$ -	$ -	$ -	$ -	$ -	$ 2,295,479
						ENV	$ -	$ -	$ -		$ -	$ -	$ -	$ -	$ -	$ -	$ -
						RRU	$ -	$ -	$ -		$ -	$ -	$ -	$ -	$ -	$ -	$ -
						DSB	$ -	$ -	$ -		$ -	$ -	$ -	$ -	$ -	$ -	$ -
						R/W	$ -	$ -	$ -		$ -	$ -	$ -	$ -	$ -	$ -	$ 7,651,597
						CST/CEI	$ -	$ -	$ -		$ -	$ -	$ -	$ -	$ -	$ -	$ 17,598,673
22,26 [A-13, A-14]	US 231 (SR 75) [SIS] TPO SIS Project Priority #2.	2179104	US 98 (SR 30A) / 15th Street / Harrison Avenue	Pipeline Road	Widen to 6 Lanes	PD&E	Complete	$ -	$ -		$ -	$ -	$ -	$ -	$ -	$ -	$ -
						PE	$ 84,426	$ 1,264,000	$ -	ACNP	$ 83,532	$ -	$ -	$ -	$ -	$ 1,348,426	$ -
						ENV	$ -	$ -	$ -		$ -	$ -	$ -	$ -	$ -	$ -	$ -
						RRU	$ -	$ -	$ -		$ -	$ -	$ -	$ -	$ -	$ -	$ -
						DSB	$ -	$ -	$ -		$ -	$ -	$ -	$ -	$ -	$ -	$ -
						R/W	$ 5,239,842	$ -	$ -	ACNP	$ 515,000	$ -	$ -	$ -	$ -	$ 5,239,842	$ -
						CST/CEI	$ 25,000	$ -	$ -		$ -	$ -	$ -	$ -	$ -	$ 25,000	$ -
22 [A-13]	US 231 (SR 75) [SIS] TPO SIS Project Priority #1 for CST.	2179107	US 98 (SR 30A) / 15th Street / Harrison Avenue	23rd Street (SR 368)	Widen to 6 Lanes	PD&E	Complete	$ -	$ -		$ -	$ -	$ -	$ -	$ -	$ -	$ -
						PE	Complete	$ -	$ -		$ -	$ -	$ -	$ -	$ -	$ -	$ -
						ENV	$ -	$ -	$ -		$ -	$ -	$ -	$ -	$ -	$ -	$ -
						RRU	$ -	$ -	$ -		$ -	$ -	$ -	$ -	$ -	$ -	$ -
						DSB	$ -	$ -	$ -		$ -	$ -	$ -	$ -	$ -	$ -	$ -
						R/W	$122,819,900	$131,486,000	$ -	ACFP, ACNP	$35,593,300	$ -	$ -	$ -	$ -	$122,819,900	$ -
						CST/CEI	$ -	$ -	$ -		$ -	$ -	$ -	$ -	$ -	$ -	$ 179,684,000

[2] Year of Expenditure (YOE) Costs (continued)

SIS Projects (continued)

CFP Map # [Needs Plan #]	Project	FPID	From	To	Improvement	Phase	TIP FY20-24, & 21-25	SIS 1st 5YP FY21-25	SIS 2nd 5YP FY26-30	Fed Fund Code	Fed Fund Amt.	2026-2030	2031-2035	2036-2045	FY26-45 Totals	FY20-45 Totals	Beyond 2045
23 [A-37]	SR 77 (MLK Jr. Blvd)	2179107	US 98	23rd Street (SR 368)	Widen to 6 Lanes [funded in association with 2179107]	PD&E	Complete	$ -	$ -		$ -	$ -	$ -	$ -	$ -	$ -	$ -
						PE	$ -	$ -	$ -		$ -	$ -	$ -	$ -	$ -	$ -	$ -
						ENV	$ -	$ -	$ -		$ -	$ -	$ -	$ -	$ -	$ -	$ -
						RRU	$ -	$ -	$ -		$ -	$ -	$ -	$ -	$ -	$ -	$ -
						DSB	$ -	$ -	$ -		$ -	$ -	$ -	$ -	$ -	$ -	$ -
						R/W	$132,522,034	$ -	$ -	ACFP, ACNP	$ 41,974,064	$ -	$ -	$ -	$ -	$132,522,034	$ -
						CST/CEI	$ -	$ -	$ -		$ -	$ -	$ -	$ -	$ -	$ -	$ -
24 [C-1]	US 231 (SR 75) at US 98 (Harrison Avenue)	2179102 2179104 2179107	US 231 (SR 75) at US 98 (Harrison Avenue)	US 231 (SR 75) at US 98 (Harrison Avenue)	Major Interchange Improvements [funded in association with 2179107]	PD&E	Complete	$ -	$ -		$ -	$ -	$ -	$ -	$ -	$ -	$ -
						PE	$ -	$ -	$ -		$ -	$ -	$ -	$ -	$ -	$ -	$ -
						ENV	$ -	$ -	$ -		$ -	$ -	$ -	$ -	$ -	$ -	$ -
						RRU	$ -	$ -	$ -		$ -	$ -	$ -	$ -	$ -	$ -	$ -
						DSB	$ -	$ -	$ -		$ -	$ -	$ -	$ -	$ -	$ -	$ -
						R/W	$ -	$ -	$ -		$ -	$ -	$ -	$ -	$ -	$ -	$ -
						CST/CEI	$ -	$ -	$ -		$ -	$ -	$ -	$ -	$ -	$ -	$ -
25 [C-4]	US 231 (SR 75) at 19th Street and SR 77 Intersection	4381381	US 231 (SR 75) at 19th Street and SR 77 Intersection	US 231 (SR 75) at 19th Street and SR 77 Intersection	Intersection Improvement (Add Turn Lane) [funded in association with 2179107]	PD&E	Complete	$ -	$ -		$ -	$ -	$ -	$ -	$ -	$ -	$ -
						PE	$ -	$ -	$ -		$ -	$ -	$ -	$ -	$ -	$ -	$ -
						ENV	$ -	$ -	$ -		$ -	$ -	$ -	$ -	$ -	$ -	$ -
						RRU	$ -	$ -	$ -		$ -	$ -	$ -	$ -	$ -	$ -	$ -
						DSB	$ -	$ -	$ -		$ -	$ -	$ -	$ -	$ -	$ -	$ -
						R/W	$ -	$ -	$ -		$ -	$ -	$ -	$ -	$ -	$ -	$ -
						CST/CEI	$ -	$ -	$ -		$ -	$ -	$ -	$ -	$ -	$ -	$ -
26 [A-14]	US 231 (SR 75) [SIS] TPO SIS Project Priority #2 for CST.	2179108	23rd Street (SR 368)	Pipeline Road	Widen to 6 Lanes	PD&E	Complete	$ -	$ -		$ -	$ -	$ -	$ -	$ -	$ -	$ -
						PE	Complete	$ -	$ -		$ -	$ -	$ -	$ -	$ -	$ -	$ -
						ENV	$ -	$ -	$ -		$ -	$ -	$ -	$ -	$ -	$ -	$ -
						RRU	$ -	$ -	$ -		$ -	$ -	$ -	$ -	$ -	$ -	$ -
						DSB	$ -	$ -	$ -		$ -	$ -	$ -	$ -	$ -	$ -	$ -
						R/W	$ 28,616,261	$ -	$ 10,225,000	ACNP	$ 18,670,000	$ 10,225,000	$ -	$ -	$ 10,225,000	$ 38,841,261	$ 9,731,200
						CST/CEI	$ -	$ -	$118,677,000		$ -	$118,677,000	$ -	$ -	$118,677,000	$118,677,000	$ 88,862,468

[2] Year of Expenditure (YOE) Costs (continued)

SIS Projects (continued)

CFP Map # [Needs Plan #]	Project	FPID	From	To	Improvement	Phase	TIP FY20-24, & 21-25	SIS 1st 5YP FY21-25	SIS 2nd 5YP FY26-30	Fed Fund Code	Fed Fund Amt.	2026-2030	2031-2035	2036-2045	FY26-45 Totals	FY20-45 Totals	Beyond 2045
27 [A-3]	SR 389 (East Avenue)	2179108	CR 2337 (Sherman Avenue)	Baldwin Road	Widen to 4 Lanes [funded in association with 2179108]	PD&E	Complete	$ -	$ -		$ -	$ -	$ -	$ -	$ -	$ -	$ -
						PE	Complete	$ -	$ -		$ -	$ -	$ -	$ -	$ -	$ -	$ -
						ENV	$ -	$ -	$ -		$ -	$ -	$ -	$ -	$ -	$ -	$ -
						RRU	$ -	$ -	$ -		$ -	$ -	$ -	$ -	$ -	$ -	$ -
						DSB	$ -	$ -	$ -		$ -	$ -	$ -	$ -	$ -	$ -	$ -
						R/W	$ -	$ -	$ -		$ -	$ -	$ -	$ -	$ -	$ -	$ -
						CST/CEI	$ -	$ -	$ -		$ -	$ -	$ -	$ -	$ -	$ -	$ -
28 [A-38]	CR 2327 (Transmitter Road)	2179108	C Street	Brooke Lane	Widen to 4 Lanes [funded in association with 2179108]	PD&E	Complete	$ -	$ -		$ -	$ -	$ -	$ -	$ -	$ -	$ -
						PE	Complete	$ -	$ -		$ -	$ -	$ -	$ -	$ -	$ -	$ -
						ENV	$ -	$ -	$ -		$ -	$ -	$ -	$ -	$ -	$ -	$ -
						RRU	$ -	$ -	$ -		$ -	$ -	$ -	$ -	$ -	$ -	$ -
						DSB	$ -	$ -	$ -		$ -	$ -	$ -	$ -	$ -	$ -	$ -
						R/W	$ -	$ -	$ -		$ -	$ -	$ -	$ -	$ -	$ -	$ -
						CST/CEI	$ -	$ -	$ -		$ -	$ -	$ -	$ -	$ -	$ -	$ -
29 [A-15]	US 231 (SR 75) [SIS] TPO SIS Project Priority #3 for r/w. SIS #3317	2179103	Pipeline Road	Penny Road	Widen to 6 Lanes	PD&E	Complete	$ -	$ -		$ -	$ -	$ -	$ -	$ -	$ -	$ -
						PE	$ 7,627,000	$ 627,000	$ -	ACNP	$ 313,537	$ -	$ -	$ -	$ -	$ 7,627,000	$ -
						ENV	$ -	$ -	$ -		$ -	$ -	$ -	$ -	$ -	$ -	$ -
						RRU	$ -	$ -	$ -		$ -	$ -	$ -	$ -	$ -	$ -	$ -
						DSB	$ -	$ -	$ -		$ -	$ -	$ -	$ -	$ -	$ -	$ -
						R/W	$ 1,666,548	$ -	$ -		$ -	$ -	$ -	$ -	$ -	$ 1,666,548	$ 40,235,000
						CST/CEI	$ 25,000	$ -	$ -		$ -	$ -	$188,872,150	$ -	$188,872,150	$188,872,150	$ 146,770,443
30 [A-18]	US 98 (Panama City Beach Parkway) SR 30A [SIS] TPO Non-SIS Project Priority #5 for r/w. SIS #3486	2178383	Mandy Lane	Nautilus Street	Widen to 6 Lanes	PD&E	Complete	$ -	$ -		$ -	$ -	$ -	$ -	$ -	$ -	$ -
						PE	$ -	$ 97,000	$ -		$ -	$ -	$ -	$ -	$ -	$ 97,000	$ -
						ENV	$ -	$ -	$ -		$ -	$ -	$ -	$ -	$ -	$ -	$ -
						RRU	$ -	$ -	$ -		$ -	$ -	$ -	$ -	$ -	$ -	$ -
						DSB	$ -	$ -	$ -		$ -	$ -	$ -	$ -	$ -	$ -	$ -
						R/W	$ -	$ -	$ -		$ -	$10,000,000	$ -	$ -	$ 10,000,000	$ 10,000,000	$ -
						CST/CEI	$ -	$ -	$ -		$ -	$ -	$43,145,800	$ -	$43,145,800	$43,145,800	$ -

[2] Year of Expenditure (YOE) Costs (continued)

SIS Projects (continued)

CFP Map # [Needs Plan #]	Project	FPID	From	To	Improvement	Phase	TIP FY20-24, & 21-25	SIS 1st 5YP FY21-25	SIS 2nd 5YP FY26-30	Fed Fund Code	Fed Fund Amt.	2026-2030	2031-2035	2036-2045	FY26-45 Totals	FY20-45 Totals	Beyond 2045
31 [A-19]	US 98 (Panama City Beach Parkway) SR 30A [SIS] TPO Non-SIS Project Priority #4 for r/w. SIS #3487	2178384	Nautilus Street	Richard Jackson Blvd	Widen to 6 Lanes	PD&E	Complete	$ -	$ -		$ -	$ -	$ -	$ -	$ -	$ -	$ -
						PE	$ 2,900,000	$ -	$ -		$ -	$ -	$ -	$ -	$ -	$ 2,900,000	$ -
						ENV	$ -	$ -	$ -		$ -	$ -	$ -	$ -	$ -	$ -	$ -
						RRU	$ -	$ -	$ -		$ -	$ -	$ -	$ -	$ -	$ -	$ -
						DSB	$ -	$ -	$ -		$ -	$ -	$ -	$ -	$ -	$ -	$ -
						R/W	$ -	$ -	$ -		$ -	$ -	$ 9,300,000 -	$ -	$ 9,300,000	$ 9,300,000	$ -
						CST/CEI	$ -	$ -	$ -		$ -	$ -	$ -	$ -	$ -	$ -	$ 18,805,564
32 [A-35]	US 98 Dupont Bridge Replacement over St. Andrews Bay and ICWW [SIS]	4426671	City of Parker	Tyndall Air Force Base	DuPont Bridge 460019 Replacement [Capacity]	PD&E	Complete	$ -	$ -		$ -	$ -	$ -	$ -	$ -	$ -	$ -
						PE	$ 3,332,000	$ 128,000	$ -	ACBR	$ 3,332,000	$ -	$ -	$ -	$ -	$ 3,332,000	$ -
						ENV	$ -	$ -	$ -		$ -	$ -	$ -	$ -	$ -	$ -	$ -
						RRU	$ -	$ -	$ -		$ -	$ -	$ -	$ -	$ -	$ -	$ -
						DSB	$178,676,896	$ -	$ -	ACBR	$ 28,676,896	$ -	$ -	$ -	$ -	$178,676,896	$ -
						R/W	$ 10,000,000	$ -	$ -	ACBR	$ 10,000,000	$ -	$ -	$ -	$ -	$ 10,000,000	$ -
						CST/CEI	$ -	$ -	$ -		$ -	$ -	$ -	$ -	$ -	$ -	$ -
33 [A-39]	US 98 (Panama City Beach Parkway) SR 30A [SIS] TPO Non-SIS Project Priority #6 for r/w. SIS # 3496	2178385	Richard Jackson Blvd	Hathaway Bridge	Widen to 6 Lanes	PD&E	Complete	$ -	$ -		$ -	$ -	$ -	$ -	$ -	$ -	$ -
						PE	$ -	$ -	$ -		$ -	$ -	$ 7,211,208	$ -	$ 7,211,208	$ 7,211,208	$ -
						ENV	$ -	$ -	$ -		$ -	$ -	$ -	$ -	$ -	$ -	$ -
						RRU	$ -	$ -	$ -		$ -	$ -	$ -	$ -	$ -	$ -	$ -
						DSB	$ -	$ -	$ -		$ -	$ -	$ -	$ -	$ -	$ -	$ -
						R/W	$ -	$ -	$ -		$ -	$ -	$ 12,400,000	$ -	$ 12,400,000	$ 12,400,000	$ -
						CST/CEI	$ -	$ -	$ -		$ -	$ -	$ -	$ -	$ -	$ -	$ 35,191,347
34 [A-40]	CR 389 (East Avenue) (PD&E Segment 2) SIS #3385. SIS Priority 8 for PE.	4403004	Port Entrance	US 98B (SR 30) / 5th Street	Widen to 4 Lanes	PD&E	$ 525,000	$ -	$ -		$ -	$ -	$ 1,221,400	$ -	$ 1,221,400	$ 1,746,400	$ -
						PE	$ -	$ -	$ -		$ -	$ -	$ 1,627,500	$ -	$ 1,627,500	$ 1,627,500	$ -
						ENV	$ -	$ -	$ -		$ -	$ -	$ -	$ -	$ -	$ -	$ -
						RRU	$ -	$ -	$ -		$ -	$ -	$ -	$ -	$ -	$ -	$ -
						DSB	$ -	$ -	$ -		$ -	$ -	$ -	$ -	$ -	$ -	$ -
						R/W	$ -	$ -	$ -		$ -	$ -	$ -	$ -	$ -	$ -	$ 4,024,307
						CST/CEI	$ -	$ -	$ -		$ -	$ -	$ -	$ -	$ -	$ -	$ 9,255,906

[2] Year of Expenditure (YOE) Costs (continued)

SIS Projects (continued)

CFP Map # [Needs Plan #]	Project	FPID	From	To	Improvement	Phase	TIP FY20-24, & 21-25	SIS 1st 5YP FY21-25	SIS 2nd 5YP FY26-30	Fed Fund Code	Fed Fund Amt.	2026-2030	2031-2035	2036-2045	FY26-45 Totals	FY20-45 Totals	Beyond 2045
35 [A-41]	CR 389 (East Avenue) (PD&E Segment 1) SIS #3386. SIS Priority 9 for PE.	4403003	US 98B (SR 30) / 5th Street	CR 2337 (Sherman Avenue)	Widen to 4 Lanes	PD&E	$ 1,050,000	$ -	$ -		$ -	$ -	$ 2,441,252	$ -	$ 2,441,250	$ 3,491,250	$ -
						PE	$ -	$ -	$ -		$ -	$ -	$ 3,255,000	$ -	$ 3,255,000	$ 3,255,000	$ -
						ENV	$ -	$ -	$ -		$ -	$ -	$ -	$ -	$ -	$ -	$ -
						RRU	$ -	$ -	$ -		$ -	$ -	$ -	$ -	$ -	$ -	$ -
						DSB	$ -	$ -	$ -		$ -	$ -	$ -	$ -	$ -	$ -	$ -
						R/W	$ -	$ -	$ -		$ -	$ -	$ -	$ -	$ -	$ -	$ 7,900,635
						CST/CEI	$ -	$ -	$ -		$ -	$ -	$ -	$ -	$ -	$ -	$ 18,171,460
36 [A-44]	US 98 (SR 30) SIS #3454, and SIS Unfunded Needs #120	n/a	CR 2327 (Transmitter Road)	Tyndall Drive / Airey Avenue (on Tyndall AFB)	Widen to 6 Lanes	PD&E	$ -	$ -	$ -		$ -	$ -	$ 5,432,750	$ -	$ 5,432,750	$ 5,432,750	$ -
						PE	$ -	$ -	$ -		$ -	$ -	$ -	$ -	$ -	$ -	$ 7,842,765
						ENV	$ -	$ -	$ -		$ -	$ -	$ -	$ -	$ -	$ -	$ -
						RRU	$ -	$ -	$ -		$ -	$ -	$ -	$ -	$ -	$ -	$ -
						DSB	$ -	$ -	$ -		$ -	$ -	$ -	$ -	$ -	$ -	$ -
						R/W	$ -	$ -	$ -		$ -	$ -	$ -	$ -	$ -	$ -	$ 26,142,549
						CST/CEI	$ -	$ -	$ -		$ -	$ -	$ -	$ -	$ -	$ -	$ 60,127,862
37 [A-47]	US 98 (SR 30) SIS 3495	4371792	Walton County Line	SR 79 (Arnold Drive)	Widen to 6 Lanes	PD&E	$ 2,100,000	$ 2,100,000	$ -	ANCP	$ 2,100,000	$ -	$ 2,387,000	$ -	$ 2,387,000	$ 4,487,000	$ -
						PE	$ -	$ -	$ -		$ -	$ -	$ 14,918,750	$ -	$ 14,918,750	$ 14,918,750	$ -
						ENV	$ -	$ -	$ -		$ -	$ -	$ -	$ -	$ -	$ -	$ -
						RRU	$ -	$ -	$ -		$ -	$ -	$ -	$ -	$ -	$ -	$ -
						DSB	$ -	$ -	$ -		$ -	$ -	$ -	$ -	$ -	$ -	$ -
						R/W	$ -	$ -	$ -		$ -	$ -	$ 22,757,100	$ -	$ 22,757,100	$ 22,757,100	$ -
						CST/CEI	$ -	$ -	$ -		$ -	$ -	$ -	$211,203,000	$211,203,000	$211,203,000	$ -

[2] Year of Expenditure (YOE) Costs (continued)

SIS Projects (continued)

CFP Map # [Needs Plan #]	Project	FPID	From	To	Improvement	Phase	TIP FY20-24, & 21-25	SIS 1st 5YP FY21-25	SIS 2nd 5YP FY26-30	Fed Fund Code	Fed Fund Amt.	2026-2030	2031-2035	2036-2045	FY26-45 Totals	FY20-45 Totals	Beyond 2045
38 [C-5]	US 231 (SR 75) at CR 2327 (Transmitter Rd) Intersection	4398921	US 231 (SR 75) at CR 2327 (Transmitter Road) Intersection	US 231 (SR 75) at CR 2327 (Transmitter Road) Intersection	Intersection Improvement (Add Turn Lane)	PD&E	$ -	$ -	$ -		$ -	$ -	$ -	$ -	$ -	$ -	$ -
						PE	$ -	$ 2,000	$ -		$ -	$ -	$ -	$ -	$ -	$ -	$ -
						ENV	$ -	$ -	$ -		$ -	$ -	$ -	$ -	$ -	$ -	$ -
						RRU	$ -	$ -	$ -		$ -	$ -	$ -	$ -	$ -	$ -	$ -
						DSB	$ -	$ -	$ -		$ -	$ -	$ -	$ -	$ -	$ -	$ -
						R/W	$ -	$ -	$ -		$ -	$ -	$ -	$ -	$ -	$ -	$ -
						CST/CEI	$ -	$ 1,288,000	$ -		$ -	$ -	$ -	$ -	$ -	$ -	$ -
39 [A-2]	SR 390 (E. 14th Street) [SIS]	4212252, and 4404871 (Bridge Replacement)	SR 77 (Ohio Avenue)	US 231 (SR 75)	Widen to 6 Lanes [SIS]; and Bridge 460020 Replacement over Mill Bayou [SIS Bridge Replacement]	PD&E	Complete	$ -	$ -		$ -	$ -	$ -	$ -	$ -	$ -	$ -
						PE	$ 5,500,000	$ -	$ -		$ -	$ -	$ -	$ -	$ -	$ 5,500,000	$ -
						ENV	$ -	$ -	$ -		$ -	$ -	$ -	$ -	$ -	$ -	$ -
						RRU	$ -	$ -	$ -		$ -	$ -	$ -	$ -	$ -	$ -	$ -
						DSB	$ -	$ -	$ -		$ -	$ -	$ -	$ -	$ -	$ -	$ -
						R/W	$ 779,900	$ -	$ -	ACBR	$ 779,900	$ -	$ -	$ -	$ -	$ 779,900	$71,500,000
						CST/CEI	$ 5,640,081	$ -	$ -	ACBR	$ 5,640,081	$ -	$ -	$ -	$ -	$ 5,640,081	$96,300,000
n/a [E+C]	SR 390 St. Andrews [Committed TPO SIS Project Priority]	2178752	SR 368 23rd Street	CR 2312 Baldwin Road	Widen to 6 Lanes	PD&E	$ -	$ -	$ -		$ -	$ -	$ -	$ -	$ -	$ -	$ -
						PE	$ -	$ -	$ -		$ -	$ -	$ -	$ -	$ -	$ -	$ -
						ENV	$ -	$ -	$ -		$ -	$ -	$ -	$ -	$ -	$ -	$ -
						RRU	$ -	$ -	$ -		$ -	$ -	$ -	$ -	$ -	$ -	$ -
						DSB	$ -	$ -	$ -		$ -	$ -	$ -	$ -	$ -	$ -	$ -
						R/W	$ -	$ -	$ -		$ -	$ -	$ -	$ -	$ -	$ -	$ -
						CST/CEI	$ 45,927,451	$ -	$ -	ACNP	$ 35,873,869	$ -	$ -	$ -	$ -	$ 45,927,451	$ -
n/a [E+C]	SR 390 St. Andrews [Committed TPO SIS Project Priority]	2178753	CR 2312 Baldwin Road	Jenks Avenue	Widen to 6 Lanes	PD&E	$ -	$ -	$ -		$ -	$ -	$ -	$ -	$ -	$ -	$ -
						PE	$ -	$ -	$ -		$ -	$ -	$ -	$ -	$ -	$ -	$ -
						ENV	$ -	$ -	$ -		$ -	$ -	$ -	$ -	$ -	$ -	$ -
						RRU	$ -	$ -	$ -		$ -	$ -	$ -	$ -	$ -	$ -	$ -
						DSB	$ -	$ -	$ -		$ -	$ -	$ -	$ -	$ -	$ -	$ -
						R/W	$ 2,861,917	$ -	$ -		$ -	$ -	$ -	$ -	$ -	$ 2,861,917	$ -
						CST/CEI	$ -	$ -	$ -		$ -	$ -	$ -	$ -	$ -	$ -	$ -

[2] Year of Expenditure (YOE) Costs (continued)

SIS Projects (continued)

Phase	TIP FY20-24, & 21-25	SIS 1st 5YP FY21-25	SIS 2nd 5YP FY26-30		Fed Fund Amt.	2026-2030 YOE*	2031-2035 YOE*	2036-2045 YOE*	FY26-45 Totals YOE*	FY20-45 Totals YOE*	Beyond 2045
Totals	$ 563,969,461	$ 136,992,000	$ 128,902,000		$ 183,552,179	$ 133,902,000	$ 324,471,408	$ 333,918,050	$ 792,291,458	$ 1,357,621,919	$ 848,091,255
PD&E	$ 4,725,000	$ 2,100,000	$ -		$ 2,100,000	$ -	$ 16,295,150	$ -	$ 16,295,150	$ 21,020,150	$ -
ROW & CST (including Design Build)	$ 539,800,830	$ 132,774,000	$ 128,902,000		$ 177,723,110	$ 133,902,000	$ 276,475,050	$ 333,918,050	$ 744,295,100	$ 1,284,095,930	$ 837,953,011
ENV, Other	$ -	$ -	$ -		$ -	$ -	$ -	$ -	$ -	$ -	$ -
subtotal	$ 544,525,830	$ 134,874,000	$ 128,902,000		$ 179,823,110	$ 133,902,000	$ 292,770,200	$ 333,918,050	$ 760,590,250	$ 1,305,116,080	$ 837,953,011
Local Funds	0	0	0		0	0	0	0	0	0	0
PE Funds	$ 19,443,631	$ 2,118,000	$ -		$ 3,729,069	$ -	$ 31,701,208	$ -	$ 31,701,208	$ 52,505,839	$ 10,138,244
total check					$ 183,552,179	$ 133,902,000	$ 324,471,408	$ 333,918,050	$ 792,291,458	$ 1,357,621,919	$ 848,091,255

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

Bay 2045 CFP $ to YOE	
Roadway (SIS)	$ 1,357,621,919
Public Transportation (includes box funds)	$ -
Bike / Ped (includes box funds)	$ -
Mobility (Complete Streets)	$ -
subtotal Bay SIS	**$ 1,357,621,919**

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

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2026-2030	**1.32**	*SIS Plan First 5 and Second 5 are already YOE, so the YOE Multiplier is not applied*
2031-2035	**1.55**	*SIS Long Range CFP is Present Day so the YOE Multiplier is applied*
2036-2045	**2.05**	*SIS Long Range CFP is Present Day so the YOE Multiplier is applied*



EMERALD COAST REGIONAL COUNCIL