West Florida Regional Planning Council

EST '64

Bay County 2040 Long Range Transportation Plan

Final Report

Bay County TPO

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BAY 2040

LONG RANGE TRANSPORTATION PLAN UPDATE

Prepared for

Bay County TPO

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

Prepared by

West Florida Regional Planning Council
Staff to TPO

West Florida Regional Planning Council
Staff to the Bay County Transportation Planning Organization (TPO)

Adopted: June 22, 2016
Publication Date: September 16, 2016

This report was financed in part by the U.S. Department of Transportation, Federal Highway Administration, the Federal Transit Administration, the Florida Department of Transportation, and local participating governments, and submitted in partial fulfillment of Task C.2 of the FY 2015-2016 Unified Planning Work Program (UPWP).

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RESOLUTION BAY 16 -12

A RESOLUTION OF THE BAY COUNTY TRANSPORTATION PLANNING ORGANIZATION ADOPTING THE 2040 LONG RANGE TRANSPORTATION PLAN COST FEASIBLE PLAN

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

WHEREAS, the Bay County Transportation Planning Organization (TPO) 2040 Long Range Transportation Plan (LRTP) is developed pursuant to Part 23 Section 450.322, Code of Federal Regulations and Section 339.175(6), 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 2040 Cost Feasible Plan was presented at two public workshops and eleven community organizations; and

WHEREAS, the 2040 Cost Feasible Plan development was presented and reviewed by the LRTP Steering Committee members on February 16, 2016, March 14, 2016, April 7, 2016, and May 17, 2016; and

WHEREAS, the 2040 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 2040 Cost Feasible Plan.

Passed and duly adopted by the Bay County Transportation Planning Organization on this 22rd day of June 2016.

BAY COUNTY TRANSPORTATION PLANNING ORGANIZATION

BY: _____
Mike Nichols, Chairman

ATTEST: _____

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List of Acronyms

CST	Construction
CEI	Construction Engineering Inspection
CMPP	Congestion Management Process Plan
DSB	Design Build
BTT	Bay Town Trolley
EST	Environmental Screening Tool
ETAT	Environmental Technical Advisory Team
ENV	Environmental
FAST Act	Fixing America's Surface Transportation Act
FDOT	Florida Department of Transportation
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
ITS	Intelligent Transportation System
LRTP	Long Range Transportation Plan
MAP-21	Moving Ahead Progress in the 21st Century
MPO	Metropolitan Planning Organization
PD&E	Project Development and Environment
PE	Preliminary Engineering
ROW	Right of Way
TPO	Transportation Planning Organization
TSM&O	Transportation Systems Management and Operations

List of Supporting Documents

Public Involvement Plan for the 2040 LRTP

http://www.wfrpc.org/wp-content/uploads/2014/08/Bay-County-LRTP-PIP-2040.pdf

Northwest Florida Regional Planning Model Development and Validation Report

http://www.wfrpc.org/wp-content/uploads/2014/08/Northwest-Florida-Regional-Planning-Model-2010-Model-Validation-Report-March-2015.pdf

Northwest Florida Regional Planning Model Socioeconomic Data Development

http://www.wfrpc.org/wp-content/uploads/2014/08/Northwest-Florida-Regional-Planning-Model-2010-and-2040-Socio-Economic-Data-Development-March-2015.pdf

Goals and Objectives Report

http://www.wfrpc.org/bctpo/lrtp_2040/Bay%20County%20Goals_Obj_1-08-15%20Final%20Draft.pdf

Evaluation Criteria Report

http://www.wfrpc.org/wp-content/uploads/2014/08/Evaluation-Criteria-Report11.pdf

Financial Resources Report

http://www.wfrpc.org/wp-content/uploads/2014/08/Bay-County-Financial-Resources-Technical-Report-2040-04-23-15-FINAL.pdf

Needs Plan Technical Report

http://www.wfrpc.org/wp-content/uploads/2014/08/Needs-Plan-Technical-Report2.pdf

Cost Feasible Plan Technical Report

http://www.wfrpc.org/wp-content/uploads/2014/08/Bay-County-2040-Cost-Feasible-Report.pdf

Regional ITS Plan

http://www.wfrpc.org/bctpo/Final%20Regional%20ITS%20Plan%20Adopted%209-2010.pdf

Congestion Management Process Plan (CMPP)

http://www.wfrpc.org/wp-content/uploads/2014/08/Bay-2015-CMP-Report-10-21-15-Revised.pdf

Bicycle and Pedestrian Plan

http://www.wfrpc.org/pdfs/BicyclePedestrianPlanAmendment-10-2013.pdf

Regional Freight Network Plan

http://70.167.229.112/FreightNetworkPlan/Final%20Regional%20Freight%20Network%20Plan.pdf

Acknowledgments

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Vice Chairman

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Suzanne Lex, FDOT District 3 Planning Office

Starsky Harrell, FDOT District 3 Planning Office

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1.0Introduction

Federal and state metropolitan planning regulations require the Bay County Transportation Planning Organization (TPO) to develop a regional transportation plan every five years. The Long Range Transportation Plan (LRTP) defines the transportation vision for the region, establishes goals and strategies that will lead to achieving the vision, and allocates projected revenues to transportation programs and projects that implement those goals and strategies.

At its core, the LRTP is about making mobility choices for the region. Choices about how we will travel in the future, choices about where to allocate limited resources, and choices about the region's connectivity in the future. This plan update builds on the solid multimodal foundation of previous plans. Key initiatives were advanced with each of those plans to create a more seamless multimodal transportation network in the region. This LRTP update will allow the TPO to shape the region's transportation network over the next 20 plus years.

1.1 2040 Long Range Plan Overview

The 2040 LRTP defines the transportation vision for the future of the region, establishes goals and objectives that will lead to achieving the visions, and allocates projected revenue to transportation programs and projects that implement those goals and objectives. The LRTP's 20-

year scope (2020 to 2040) allows the TPO to consider the transportation network's future from a regional perspective.

Existing and proposed transportation facilities (including major roadways, transit, multimodal and intermodal facilities, pedestrian walkways and bicycle facilities, and intermodal connectors) that function as an integrated transportation system are addressed in the plan. The plan emphasizes those facilities that serve important national and regional transportation functions over the life of the transportation plan.

The planning process was designed to meet federal planning rules that require the Bay County TPO to maintain a continuing, cooperative, and comprehensive transportation planning process. The TPO's planning process also provides opportunities for meaningful public engagement and participation.

The LRTP is the long range planning document that covers a 20 year time frame and must be updated at least every five years. The LRTP must include existing transportation facilities, performance measures and targets, operational and management activities, any environmental mitigation activities that may be necessary to implement the LRTP, and a financial plan to ensure that reliable and reasonable funding sources are identified to implement the LRTP. The cost of projects listed in the LRTP must balance financially with the revenues from funding sources forecast to be reasonably available over the duration of the plan.

The LRTP consists of two primary plans: the Needs Plan and the Cost Feasible Plan. The development of the 2040 Needs Plan was not constrained by project costs or available funding. It was supported by extensive public outreach, coordination with local government projects and programs.

Development of the 2040 Cost Feasible Plan required an evaluation of overall transportation systems needs within the context of available financial resources for mobility projects. In addition, this Plan is required to identify the time period in which the expenditure of funds for each project is expected to occur.

The Cost Feasible Plan must consider the amount of funding available for mobility projects through the 2040 horizon year. Therefore, the Cost Feasible Plan typically matches the highest priority needs with anticipated future funds. Only those financial resources that can reasonably be expected to be available can be used to identify existing and forecasted revenues.

This report will describe the process and methodologies employed in the development of the 2040 LRTP, beginning with the identification of the year 2040 deficiencies and concluding with the adoption of the 2040 Cost Feasible Plan.

1.2 Study Area

The metropolitan planning organization in the Bay County area is the Bay County Transportation Planning Organization (TPO). The Bay County TPO was established following the 1980 Census to

facilitate the region's planning process. The TPO study area and planning boundaries were updated to include the geographical region of Bay County after the 2010 US Census (see Figure 1.1). Nineteen (19) elected officials from the following local governments serve on the TPO: five (5) from Bay County; five (5) from Panama City; two (2) from Callaway; two (2) from Lynn Haven; two (2) from Panama City Beach; one (1) from Parker; one (1) from Springfield; and one (1) from Mexico Beach.

The purpose of the TPO is to set policy and provide a forum for a coordinated, comprehensive, and continuous planning process for all transportation-related issues within Bay County. Though one of the primary duties of the TPO is the development of the LRTP, other plans are prepared by the TPO, including the Unified Planning Work Program, Bicycle/Pedestrian Plan, Transit Development Plan, Public Involvement Plan, Project Priorities, Congestion Management Process Plan, and Transportation Improvement Program.

1.2.1 Study Area Characteristics

The study area for the 2040 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. See Figure 1.1 for the Bay County study area.

Bay County was formed on February 12, 1913. Representatives from five towns in the proposed county met at Panama City for the purpose of selecting a county name. After discussion, the name "Bay" was selected as one which would be satisfactory to the majority of the citizens. On July 1, 1913, Bay County was created by the Legislature from portions of Washington, Calhoun and Walton counties.

The four original cities were as follows: St. Andrews (Incorporated 1908), Panama City (Incorporated 1909), Millville (Incorporated 1913), and Lynn Haven (Incorporated 1913).

The newly elected legislators held their first meeting on Monday, July 10, 1913 at the Bank of Panama City. Plans were made for construction of a courthouse. On December 20, 1920, the courthouse was severely damaged by fire. However, the outer walls survived, the building was reconstructed, and it continues to serve as the Bay County Courthouse.

The US Census indicates that the population for Bay County in 2000 and 2010 was approximately 148,000 and 169,000, respectively. The 2010 value represents a population increase of more than 14 percent since 2000, averaging approximately one and a half percent per year.

The 2040 LRTP is based on a projected population of 214,800 for Bay County by the planning year 2040. This projection is based on estimates derived by the TPO.

Based on the derived statistics for year 2015, Bay County's population will increase by an estimated 10 percent by the planning horizon year 2040, resulting in a population increase from

193,900 to 214,800. This growth is consistent with the growth that the area has been experiencing in recent years.

There are 99,650 total housing units in Bay County according to the 2010 U.S. Census. Of these, there are 68,438 occupied units. Of that total, there are 43,207 owner-occupied units and 25,231 renter-occupied units. Out of 31,212 vacant units, 10,387 are for rent and 1,906 are for sale.

Bay County's median income is $48,225 and 12.4% of the population is below the federal poverty level according to the 2007-2011 American Community Survey 5-year estimates. The state of Florida's median income is $47,827, with the percent of population below the poverty line at 14.7%.

In addition to Bay County's historic urban centers, the area is also known for its beaches, public lands, outdoor recreation, Tyndall Air Force Base (AFB), and the Naval Coastal Systems Center. These characteristics contribute to the area's growth and related quality of life for residents and visitors and were accounted for in the modeling process. On May 23, 2010 the Panama City-Bay County International Airport was relocated and became the Northwest Florida Beaches International Airport. The new airport is located north of SR 388, and between SR 79 and SR 77.

The City of Panama City is the economic center of Bay County, with most major state highways intersecting in or near its downtown. One of the main east-west roadways in the region, US 98, passes through the city. Bay County also has a seaport located on US 98 at the eastern base of the Hathaway Bridge that is served by a rail way that travels north along the US 231 corridor.

In 2015, the total employment in Bay County was approximately 104,496. Major employers in the county include the Bay County School Board, Gulf Coast State College, Florida State University - Panama City Campus, two local military bases, two hospitals, and several large industrial employers in the Bay County area.

1.3 Planning Process

The 2040 LRTP update was initiated in March of 2015. Federal and state metropolitan planning regulations require the Bay County TPO to develop a regional transportation plan every five years. The LRTP defines the 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.

The major components of the plan include three milestones to adopt:

1. Goals and Objectives of the Plan (Adopted December, 2014)
2. 2040 Needs Plan (Adopted December, 2015)
3. 2040 Cost Feasible Plan (Adopted June, 2016)

A summary of the planning process and major milestones associated with the plan are shown in Figure 1.2.

Figure 1.1: Study Area

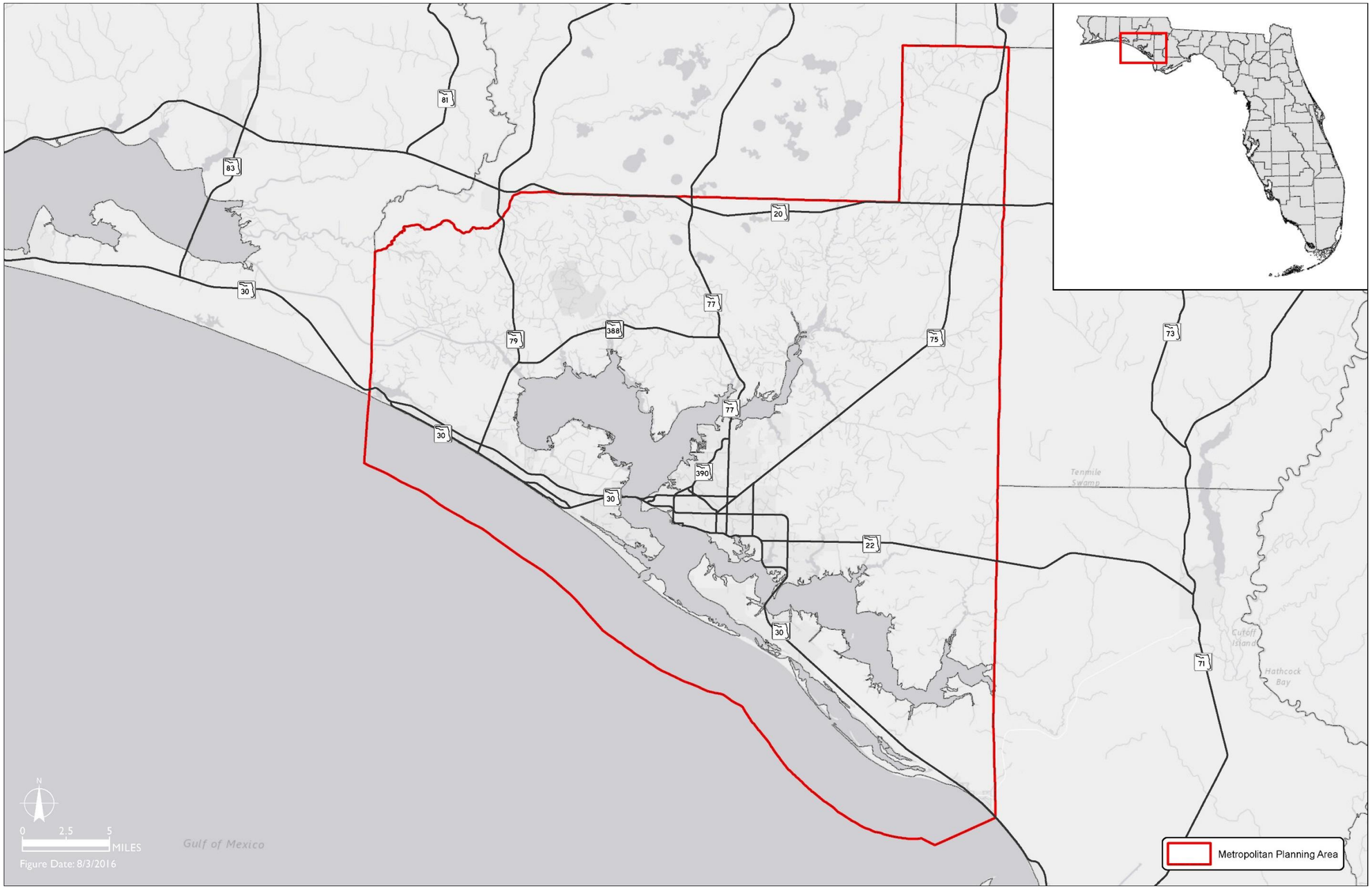

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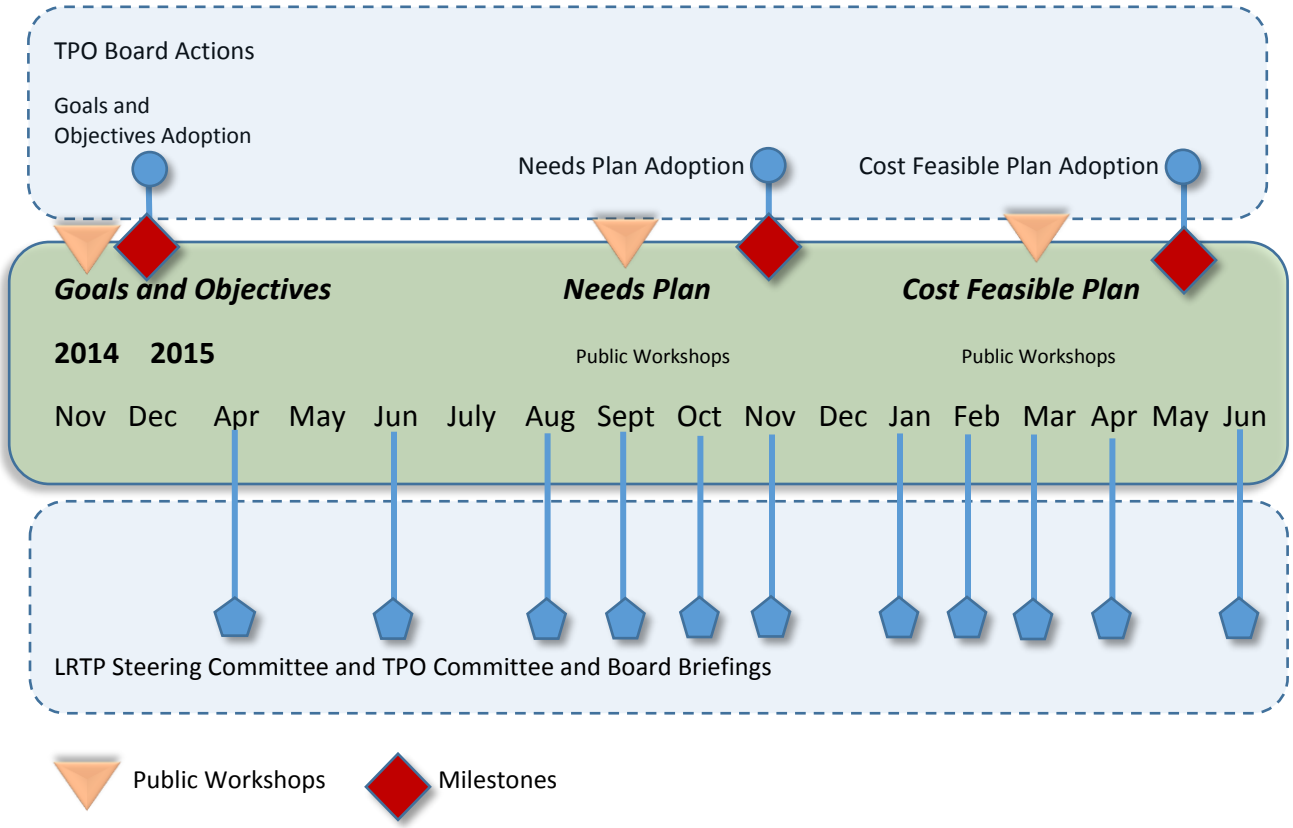
Figure 1.2: Plan Update Milestones



1.4 Consistency with State and Federal Plans

The 2040 LRTP update considers the requirements of key state and federal transportation legislation, statewide policies, goals and objectives and is consistent with the requirements of state and federal legislation.

1.4.1 State Requirements

The 2060 Florida Transportation Plan, adopted in 2010 and updated in December 2015, creates a shared vision for the future of transportation in Florida and the goals, objectives and strategies to achieve this vision over the next 50 years. This LRTP update relied on the 2010 version of the Florida Transportation Plan.

Goal: Invest in transportation systems to support a prosperous, globally competitive economy

- Maximize Florida's position as a strategic hub for international and domestic trade, visitors and investment by developing, enhancing, and funding Florida's Strategic Intermodal System.
- Improve transportation connectivity for people and freight to establish emerging regional employment centers in rural and urban areas.
- Plan and develop transportation systems to provide adequate connectivity to economically productive rural lands.

- Invest in transportation capacity improvements to meet future demand for moving people and freight.
- Be a worldwide leader in developing and implementing innovative transportation technologies and systems.

Goal: Make transportation decisions to support and enhance livable communities

- Develop transportation plans and make investments to support the goals of the Florida Transportation Plan and other statewide plans, as well as regional and community visions and plans.
- Coordinate transportation investments with other public and private decisions to foster livable communities.
- Coordinate transportation and land use decisions to support livable rural and urban communities.

Goal: Make transportation decisions to promote responsible environmental stewardship

- Plan and develop transportation systems and facilities in a manner which protects and, where feasible, restores the function and character of the natural environment and avoids or minimizes adverse environmental impacts.
- Plan and develop transportation systems to reduce energy consumption, improve air quality, and reduce greenhouse gas emissions.

Goal: Provide a safe and secure transportation system for all users

- Eliminate fatalities and minimize injuries on the transportation system.
- Improve the security of Florida's transportation system.
- Improve Florida's ability to use the transportation system to respond to emergencies and security risks.

Goal: Improve mobility and connectivity for people and freight

- Expand transportation options for residents, visitors and businesses.
- Reinforce and transform Florida's Strategic Intermodal System to provide multimodal options for moving people and freight.
- Develop and operate a statewide high speed and intercity passenger rail system connecting all regions of the state and linking to public transportation systems in rural and urban areas.
- Expand and integrate regional public transit systems in Florida's urban areas.
- Increase the efficiency and reliability of travel for people and freight.
- Integrate modal infrastructure, technologies, and payment systems to provide seamless connectivity for passenger and freight trips from origin to destination.

The state planning principles to be considered in the LRTP: preserving the existing transportation infrastructure; enhancing Florida's economic competitiveness; and improving travel choices to ensure mobility.

Table 1.1 summarizes the state planning requirements and how they are addressed in this plan.

Table 1.1: State Planning Requirements

Planning Requirement	Action Taken
Each MPO must develop a long-range transportation plan that addresses at least a 20-year planning horizon. The plan must include both long-range and short-range strategies and must comply with all other state and federal requirements.	The plan addresses a 20-year horizon. Long-range and short-range strategies such as TSM&O were considered.
The prevailing principles to be considered in the long range transportation plan are: preserving the existing transportation infrastructure; enhancing Florida's economic competitiveness; and improving travel choices to ensure mobility.	The prevailing principles were adopted as part of our goals and objectives.
The long-range transportation plan 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.	The Bay County TPO established a Land Use Subcommittee expressly for the development and review of the land use forecasts used for this update. Members of this subcommittee represented each of the municipalities that make up the study area.
Each MPO is encouraged to consider strategies that integrate transportation and land use planning to provide for sustainable development and reduce greenhouse gas emissions.	These strategies were considered as part of the goals and objectives.
The approved long-range transportation plan must be considered by local governments while developing the transportation elements in local government comprehensive plans and any amendments thereto.	The approved long-range transportation plan was developed through coordination with local governments and is consistent with the local government land use plans and capital improvement programs.

Table 1.1: State Planning Requirements, Continued

Planning Requirement	Action Taken
(a) 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. The long-range transportation plan must give emphasis to those transportation facilities that serve national, statewide or regional functions. The plan must consider the goals and objectives identified in the Florida Transportation Plan as provided in s. 339.155. If a project is located within the boundaries of more than one MPO, the MPOs must coordinate plans regarding the project in the long-range transportation plan.	A comprehensive evaluation of all regional multimodal needs was conducted as part of the planning process. As documented in this report, an inventory of major roadways, transit, multimodal and intermodal facilities, pedestrian walkways and bicycle facilities, and intermodal connectors. Two projects identified in the plan are located in another metropolitan area. The West Bay Extension connects to US98 (SR30) in Walton County which is part of the Okaloosa-Walton metropolitan area. That TPO is currently updating its LRTP and appropriate coordination is occurring. A second project identified is an express transit project that would connect to transit services in South Walton County. Within the western portion of Bay County and the eastern portion Walton County is a Sector Plan that proposes development within both counties including infrastructure. This plan was considered during the development of the 2040 LRTP.

Table 1.1: State Planning Requirements, Continued

Planning Requirement	Action Taken
(b) Include a financial plan that demonstrates how the plan can be implemented, indicating resources from public and private sources which 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 long-range transportation plan if reasonable additional resources beyond those identified in the financial plan were available. For the purpose of developing the long-range transportation plan, the MPO and the department shall cooperatively develop estimates of funds that will be available to support the plan implementation. Innovative financing techniques may be used to fund needed projects and programs. Such techniques may include the assessment of tolls, the use of value capture financing, or the use of value pricing.	A financial plan was prepared that included alternative revenue sources. While developing the plan, alternatives for additional financing beyond those that are currently in place were not advanced to the Cost Feasible Plan.
(c) Assess capital investment and other measures necessary to:	
1. 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; and Goals and objectives associated with the preservation of the existing transportation system were included. The anticipated costs for operations and maintenance of the state and local transportation systems are documented in the plan.	Goals and objectives associated with the preservation of the existing transportation system were included. The anticipated costs for operations and maintenance of the state and local transportation systems are documented in the plan.
2. Make the most efficient use of existing transportation facilities to relieve vehicular congestion and maximize the mobility of people and goods.	This plan includes a dedicated funding program to implement ITS and Transportation Systems Management projects.

Table 1.1: State Planning Requirements, Continued

Planning Requirement	**Action Taken**
(d) 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.	Several programs have been included in this plan. Each incudes a dedicated funding source for these types of projects. This includes the Transportation Alternative Program (TAP), regional trails, bicycle and pedestrian, and Transportation Systems Management programs.
(e) In addition to the requirements of paragraphs (a)- (d), in metropolitan areas that are classified as nonattainment areas for ozone or carbon monoxide, the MPO must coordinate the development of the long-range transportation plan with the State Implementation Plan developed pursuant to the requirements of the federal Clean Air Act.	Not applicable
In the development of its long-range transportation plan, each MPO must provide the public, affected public agencies, representatives of transportation agency employees, freight shippers, providers of freight transportation services, private providers of transportation, representatives of users of public transit, and other interested parties with a reasonable opportunity to comment on the long-range transportation plan. The long-range transportation plan must be approved by the MPO.	The Bay County TPO, Technical Coordinating Committee and Citizens Advisory Committee were consulted through the plan development. These boards include representations of all users. A project steering committee was also established which included additional members. The participation of these interest groups is documented in greater in the section on public involvement.

1.4.2 Federal Requirements

Since the enactment of the Intermodal Surface Transportation Efficiency Act (ISTEA) in 1991, TPOs have been required to adopt and maintain a fiscally constrained long range transportation plan. This landmark legislation also expanded the role of TPO's in terms of multimodal considerations in the planning process and expanded public involvement requirements. For urbanized areas to be eligible for federal and state funds, the TPO must adopt and maintain a transportation plan covering at least 20 years, and a five year Transportation Improvement Program (TIP). Both of these are required by federal and state laws and mandates. In addition, the TPO often reviews and comments on local, regional, and state plans and projects that affect areas within or in close proximity to the TPO's boundary. Many of these plans are incorporated

into the LRTP and/or TIP, and to be eligible for federal and state funds, projects generally must be included in the LRTP and TIP.

In 2012, the Moving Ahead for Progress in the 21st Century (MAP-21) was enacted, which in addition to modifying several transportation infrastructure funding programs, included a new performance based planning requirement, mandating the adoption of performance metrics and targets to measure the effectiveness of the transportation system and planned improvements. MAP-21 also includes an emphasis on freight planning and policy, requiring the establishment of a national freight network.

In December 2015, President Obama signed the Fixing America's Surface Transportation (FAST) Act (Pub. L. No. 114-94) into law—the first federal law in over a decade to provide long-term funding certainty for surface transportation infrastructure planning and investment. The FAST Act authorizes $305 billion over fiscal years 2016 through 2020 for highway, highway and motor vehicle safety, public transportation, motor carrier safety, hazardous materials safety, rail, and research, technology, and statistics programs. The FAST Act maintains our focus on safety, keeps intact the established structure of the various highway-related programs we manage, continues efforts to streamline project delivery and, for the first time, provides a dedicated source of federal dollars for freight projects. With the enactment of the FAST Act, states and local governments are now moving forward with critical transportation projects with the confidence that they will have a federal partner over the long term.

The Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) jointly issued regulations found in 23 Code of Federal Regulations (CFR), Part 450 to guide the development of statewide, local and metropolitan plans and programs. These regulations included the following:

- Early and continuous public involvement opportunities throughout the planning and programming process;
- Timely information to citizens, affected public agencies, representatives of transportation agencies, private sector transportation entities and other interested parties, including segments of the community affected by transportation plans, programs, and projects;
- Reasonable access to information;
- Adequate public notice of public involvement activities and ample time for public review and comment at key decision points;
- Explicit consideration and response to public comment;
- Consideration of the needs of the traditionally underserved, including low-income and minority citizens;
- Periodic review of the public involvement efforts by the Transportation Planning Organization (TPO) to ensure full open access to all;
- Review of public involvement procedures by the FHWA and FTA when necessary; and

- Coordination of the TPO public involvement processes with statewide efforts whenever possible.

This code can be accessed at: http://www.ecfr.gov/cgi-bin/text-idx?SID=0e0373b146e95f43d55de9803aaebde2&mc=true&node=se23.1.450_1322&rgn=div8

The table on the following pages outlines the Federal planning requirements as enumerated in CFR 450.322 and provides references to how each of the planning requirements is addressed.

Table 1.2: Federal Planning Requirements

(a) The metropolitan transportation planning process shall include the development of a transportation plan addressing no less than a 20-year planning horizon as of the effective date. In nonattainment and maintenance areas, the effective date of the transportation plan shall be the date of a conformity determination issued by the FHWA and the FTA. In attainment areas, the effective date of the transportation plan shall be its date of adoption by the MPO.	The plan addresses a planning horizon of 20 years. The base year is 2010 and the horizon year is 2040. A maintenance plan is not required in this airshed based on Section 185A of the Clean Air Act Amendments and the adopted State Implementation Plan.
(b) The transportation plan shall include both long-range and short-range strategies/actions that lead to the development of an integrated multimodal transportation system to facilitate the safe and efficient movement of people and goods in addressing current and future transportation demand.	Both short and long-range strategies were evaluated that include safety and TSM&O strategies.

Table 1.2: Federal Planning Requirements, Continued

(c) The MPO shall review and update the transportation plan at least every four years in air quality nonattainment and maintenance areas and at least every five years in attainment areas to confirm the transportation plan's validity and consistency with current and forecasted transportation and land use conditions and trends and to extend the forecast period to at least a 20-year planning horizon. In addition, the MPO may revise the transportation plan at any time using the procedures in this section without a requirement to extend the horizon year. The transportation plan (and any revisions) shall be approved by the MPO and submitted for information purposes to the Governor. Copies of any updated or revised transportation plans must be provided to the FHWA and the FTA.	This is an update to the 2035 Long Range Transportation Plan. The 2035 LRTP was adopted on June 27, 2011.
(d) In metropolitan areas that are in nonattainment for ozone or carbon monoxide, the MPO shall coordinate the development of the metropolitan transportation plan with the process for developing transportation control measures (TCMs) in a State Implementation Plan (SIP).	Not applicable.

Table 1.2: Federal Planning Requirements, Continued

(e) The MPO, the State(s), and the public transportation operator(s) shall validate data utilized in preparing other existing modal plans for providing input to the transportation plan. In updating the transportation plan, the MPO shall base the update on the latest available estimates and assumptions for population, land use, travel, employment, congestion, and economic activity. The MPO shall approve transportation plan contents and supporting analyses produced by a transportation plan update.	Extensive coordination with all state and local transportation agencies was performed in the development of the plan as outlined in the public involvement section. 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 Bay County TPO.
(f) The metropolitan transportation plan shall, at a minimum, include:	
1) The projected transportation demand of persons and goods in the metropolitan planning area over the period of the transportation plan;	A regional travel demand model was developed that projected demand on the roadway infrastructure through the year 2040.
(2) Existing and proposed transportation facilities (including major roadways, transit, multimodal and intermodal facilities, pedestrian walkways and bicycle 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. In addition, the locally preferred alternative selected from an Alternatives Analysis under the FTA's Capital Investment Grant program (49 U.S.C. 5309 and 49 CFR part 611) needs to be adopted as part of the metropolitan transportation plan as a condition for funding under 49 U.S.C. 5309;	A comprehensive review and analysis of all regional multimodal needs was completed as part of the plan update process. As documented throughout this report, an inventory of major roadway, transit, multimodal and intermodal facilities, bicycle and pedestrian facilities, and intermodal connectors was completed and the needs were identified. Not applicable.

Table 1.2: Federal Planning Requirements, Continued

(3) 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;	A funding set-aside or box was created for ITS and multimodal corridor studies as part of the plan. This will create an annual funding stream for operational projects to be identified and funded as the needs arise.
(4) Consideration of the results of the congestion management process in TMAs that meet the requirements of this subpart, including the identification of SOV projects that result from a congestion management process in TMAs that are nonattainment for ozone or carbon monoxide;	The CMPP was updated as part of the plan update. Congestion management strategies included in the CMPP have been included in the LRTP.
(5) Assessment of capital investment and other strategies to preserve the existing and projected future metropolitan transportation infrastructure and provide for multimodal capacity increases based on regional priorities and needs. The metropolitan transportation plan may consider projects and strategies that address areas or corridors where current or projected congestion threatens the efficient functioning of key elements of the metropolitan area's transportation system;	Development of the plan involved extensive analysis of the preservation of existing and forecast infrastructure. An analysis of the regional CMPP was used to identify congested areas and associated needs.
(6) Design concept and design scope descriptions of all existing and proposed transportation facilities in sufficient detail, regardless of funding source, in nonattainment and maintenance areas for conformity determinations under the EPA's transportation conformity rule (40 CFR part 93). In all areas (regardless of air quality designation), all proposed improvements shall be described in sufficient detail to develop cost estimates;	The purpose and need for each project was developed as part of the plan update. Cost estimates were developed and have been included. These costs are based on FDOT planning level cost estimates.

Table 1.2: Federal Planning Requirements, Continued

(7) 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. The discussion may focus on policies, programs, or strategies, rather than at the project level. The discussion shall be developed in consultation with Federal, State, and Tribal land management, wildlife, and regulatory agencies. The MPO may establish reasonable timeframes for performing this consultation;	A system-wide approach to environmental mitigation activities are identified in the plan. The Efficient Transportation Decision Making Process established by the FDOT was used to identify an inventory of potential issues that may be associated with each corridor. The FDOT has established procedures for addressing all mitigation issues in consultation with agencies as part of the Project Development & Environmental (PD&E) process. A letter was sent to the Federal tribal land administrator regarding the plan update. No comments or concerns were relayed back. There are no State tribal lands within Bay County.
(8) Pedestrian walkway and bicycle transportation facilities in accordance with 23 U.S.C. 217(g);	The Bay County TPO has developed a Bicycle and Pedestrian Master Plan. From this plan projects have been and will continue to be drawn and funded. Dedicated funding was set aside for bicycle and pedestrian projects in the plan.
(9) Transportation and transit enhancement activities, as appropriate; and	Transit and transit mobility projects have a funding set aside or box that has been included as part of the plan. The TPO has a separate transportation enhancement program, or transportation alternatives program that identifies and ranks qualified projects. The transit set aside increased from $150,000 to $350,000 in this LRTP based on public comments received throughout the process.
(10) A financial plan that demonstrates how the adopted transportation plan can be implemented.	A financial plan was prepared and is documented in this plan.
(i) For purposes of transportation system operations and maintenance, the financial plan shall contain system-level estimates of costs and revenue sources that are reasonably expected to be available to adequately operate and maintain Federal-aid highways (as defined by 23 U.S.C. 101(a)(5)) and public transportation (as defined by title 49 U.S.C. Chapter 53).	System-level estimates of operations and maintenance costs were identified for state roads and are documented in this report.

Table 1.2: Federal Planning Requirements, Continued

(ii) For the purpose of developing the metropolitan transportation plan, the MPO, public transportation operator(s), and State shall cooperatively develop estimates of funds that will be available to support metropolitan transportation plan implementation, as required under §450.314(a). All necessary financial resources from public and private sources that are reasonably expected to be made available to carry out the transportation plan shall be identified.	Federal and state funding program estimates were provided through the FDOT. These estimates are summarized in the report.
(iii) The financial plan shall include recommendations on any additional financing strategies to fund projects and programs included in the metropolitan transportation plan. In the case of new funding sources, strategies for ensuring their availability shall be identified.	A financial resources document was prepared as part of the plan. This included detailed discussions of all available revenue sources. While these were considered by the TPO, no revenue sources beyond those currently in place were considered in the development of the Cost Feasible Plan.
(iv) In developing the financial plan, the MPO shall take into account all projects and strategies proposed for funding under title 23 U.S.C., title 49 U.S.C. Chapter 53 or with other Federal funds; State assistance; local sources; and private participation. Starting December 11, 2007, revenue and cost estimates that support the metropolitan transportation plan must use an inflation rate(s) to reflect "year of expenditure dollars," based on reasonable financial principles and information, developed cooperatively by the MPO, State(s), and public transportation operator(s).	The Cost Feasible Plan was developed using year of expenditure dollars and inflation rates provided by FDOT. All values in this report are expressed in the year-of-expenditure, unless otherwise noted.
(v) For the outer years of the metropolitan transportation plan (i.e., beyond the first 10 years), the financial plan may reflect aggregate cost ranges/cost bands, as long as the future funding source(s) is reasonably expected to be available to support the projected cost ranges/cost bands.	Funding bands of 2015-2020, 2021-2025, 2026-2030, and 2031-2040 were used.

Table 1.2: Federal Planning Requirements, Continued

(vi) For nonattainment and maintenance areas, the financial plan shall address the specific financial strategies required to ensure the implementation of TCMs in the applicable SIP.	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.
(vii) For illustrative purposes, the financial plan may (but is not required to) include additional projects that would be included in the adopted transportation plan if additional resources beyond those identified in the financial plan were to become available.	The cost feasible plan includes phases of projects that could not be funded with available revenues. They have been included as "beyond 2040" projects and would be funded fully if additional revenue were to be identified.
(viii) In cases that the FHWA and the FTA find a metropolitan transportation plan to be fiscally constrained and a revenue source is subsequently removed or substantially reduced (i.e., by legislative or administrative actions), the FHWA and the FTA will not withdraw the original determination of fiscal constraint; however, in such cases, the FHWA and the FTA will not act on an updated or amended metropolitan transportation plan that does not reflect the changed revenue situation.	Not applicable. This process is addressed in the plan maintenance phase.
(g) The MPO shall consult, as appropriate, with State and local agencies responsible for land use management, natural resources, environmental protection, conservation, and historic preservation concerning the development of the transportation plan. The consultation shall involve, as appropriate:	Extensive coordination with state and regional agencies, and local municipalities occurred throughout the plan update.
(1) Comparison of transportation plans with State conservation plans or maps, if available; or	Conservation areas were considered as part of the planning process.
(2) Comparison of transportation plans to inventories of natural or historic resources, if available.	A comparison was performed through the Efficient Transportation Decision Making Process. Additional comparisons will be done when a PD&E Study is completed for each project.

Table 1.2: Federal Planning Requirements, Continued

(h) The metropolitan transportation plan should include a safety element that incorporates or summarizes the priorities, goals, countermeasures, or projects for the MPA contained in the Strategic Highway Safety Plan required under 23 U.S.C. 148, as well as (as appropriate) emergency relief and disaster preparedness plans and strategies and policies that support homeland security (as appropriate) and safeguard the personal security of all motorized and non-motorized users.	Emergency and disaster preparedness plans were prepared by the West Florida Regional Planning Council and considered part of this plan. Evacuation routes received a priority designation as part of the project evaluation process.
(i) The MPO shall provide citizens, affected public agencies, representatives of public transportation employees, freight shippers, providers of freight transportation services, private providers of transportation, 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).	The Bay County TPO Board, Technical Coordinating Committee and Citizens Advisory Committee were consulted throughout the plan update process. These boards represent all users. A project steering committee was also created to provide oversite and guidance throughout the development of the plan. Additional information is summarized in the public involvement section of this report. The Northwest Florida Beaches International Airport and the Port Panama City staff are members of the TCC. Bay Town Trolley has membership on TCC. Public outreach to various community groups occurred through the plan update as well.
(j) The metropolitan transportation plan shall be published or otherwise made readily available by the MPO for public review, including (to the maximum extent practicable) in electronically accessible formats and means, such as the World Wide Web.	A project website for the TPO is in place and a section of this site is dedicated to the LRTP and all of its various documents. The draft final report was also sent to local libraries, The Northwest Florida Beaches International Airport, Port Panama City, Bay Town Trolley and the LRTP Steering Committee members on CD for review and comment.
(k) A State or MPO shall not be required to select any project from the illustrative list of additional projects included in the financial plan under paragraph (f)(10) of this section.	While the Needs Plan does contain illustrative projects, none were included in the Cost Feasible Plan.

Table 1.2: Federal Planning Requirements, Continued

(l) In nonattainment and maintenance areas for transportation-related pollutants, the MPO, as well as the FHWA and the FTA, must make a conformity determination on any updated or amended transportation plan in accordance with the Clean Air Act and the EPA transportation conformity regulations (40 CFR part 93). During a conformity lapse, MPOs can prepare an interim metropolitan transportation plan as a basis for advancing projects that are eligible to proceed under a conformity lapse. An interim metropolitan transportation plan consisting of eligible projects from, or consistent with, the most recent conforming transportation plan and TIP may proceed immediately without revisiting the requirements of this section, subject to interagency consultation defined in 40 CFR part 93. An interim metropolitan transportation plan containing eligible projects that are not from, or consistent with, the most recent conforming transportation plan and TIP must meet all the requirements of this section.	A maintenance plan is not required in this airshed based on Section 185A of the Clean Air Act Amendments and the State Implementation Plan.

1.5 Planning Assumptions

1.5.1 Growth

The average population of the region is getting older and household sizes are getting smaller. As older populations are unable to or choose to discontinue use of private automobiles, more mobility options will be necessary. Meanwhile, recent trends nationwide are showing that younger generations are increasingly turning to transit for their everyday transportation needs. In order to attract and retain younger residents and support the local economy, the benefits of investments in transit will need to be considered.

The TPO recognizes that many residents and visitors, regardless of age, desire a variety of travel options and will work with its partners to design a transportation system that serves the needs of all segments of the population.

1.5.2 Roadways

The TPO's main priorities for investment will be based on the currently adopted priorities for the Strategic Intermodal System (SIS) projects and the non-SIS projects. This includes projects adding capacity on US231 and portions of US98. Maintaining the existing system so that it remains operating as safely and efficiently as possible by implementing operational and Intelligent Transportation Systems (ITS) solutions also remains a top priority of the TPO.

Some roadway capacity projects identified in the 2040 LRTP and the capacity of certain existing roadways was reconsidered to determine compatibility with the surrounding community and other community goals. On certain corridors, consideration will be given to roadway treatments such as complete streets which will conform with the FDOT's new policy on complete streets.

The Congestion Management Process Plan (CMPP) will become increasingly important as the roadway network becomes built-out and funding declines for major improvements. The CMPP will be utilized to identify improvements to maximize the operational efficiency of the roadway network. The CMPP underwent a major update as part of the 2040 LRTP process.

1.5.3 Transit

Transit service will continue to be evaluated as a way to meet various local and regional travel needs. Given the unique circumstances of each community, consideration was given in the LRTP to implementing express transit service. These services will connect surrounding communities and the Northwest Florida Beaches International Airport. These services were strongly supported by the public at many of the public workshops.

1.5.4 Other Modes

Bicycle and pedestrian facilities will be incorporated into all road projects, where feasible, and where needed to provide access to premium transit services.

Connectivity amongst modes will be taken into consideration in the design of all transportation projects.

Strategies to address crashes involving bicycles and pedestrians will be analyzed as part of this LRTP.

1.5.5 Revenues

Gas tax revenues available for transportation projects will continue to decline with the diminishing purchasing power of the revenues and increased vehicle fuel economy.

The TPO worked closely with the Florida Department of Transportation (FDOT), the Cities of Panama City and Panama City Beach, and Bay County to identify and estimate available revenues for the LRTP update.

For the 2040 LRTP update the assumption is that only State and Federal transportation revenues will be available for funding SIS and Non SIS projects.

1.6 Regionalism

The Bay County TPO is part of Northwest Florida, also known as the Florida Panhandle, which is a 16-county region that extends along the Gulf of Mexico from Pensacola to just east of Tallahassee. The region occupies a unique geography in Florida, abutting the southern borders of both Georgia and Alabama, as well as the northwestern boundary of the Florida peninsula. The 16-county region includes nearly one-quarter of Florida's 67 counties and approximately 20% of the state's land mass.

Northwest Florida's unique geographic location within the state makes the region an ideal solution for advanced manufacturing companies seeking a site in the Southeastern United States. With 850 traditional and advanced technology manufacturing companies and more than 25,000 employees, Northwest Florida has the transportation infrastructure, educational institutions, and skilled workforce needed to support diverse manufacturing projects.

The region provides an outstanding physical infrastructure to support advanced manufacturers. Interstate 10 traverses the region, extending from Jacksonville on the Atlantic Coast to Los Angeles on the Pacific Coast. A major CSX east/west rail line parallels I-10, and numerous short-line railroads bisect the CSX line, connecting to the region's deepwater and barge ports in Panama City, Pensacola, and Port St. Joe, in addition to the Intracoastal Waterway. The ports of Jacksonville, Mobile and New Orleans are also easily accessible by truck or rail from the Panhandle. The region's four commercial airports provide nonstop service to many East Coast, Midwest and Southwest cities. In addition, there are multiple Foreign Trade Zones in Northwest Florida.

Northwest Florida offers a highly skilled workforce, with educational and workforce training resources specifically tailored to the manufacturing industry. Additionally, Northwest Florida's six Air Force and Navy bases provide a pipeline of highly skilled and dedicated workers, many trained in aviation, surface, and seagoing transportation equipment, but with technical skills easily transferable to a wide range of occupations and disciplines. More importantly, these workers separate from the military with the work ethic, discipline, and problem-solving skill sets required by today's advanced manufacturing employers.

The region's educational institutions—from high school Career Academies to state colleges to 4-year and graduate education programs at Gulf Coast State College, Florida State University, Florida A&M University, and the University of West Florida—provide best-in-class training for advanced manufacturers. Among the specialized manufacturing training resources are the

Advanced Technology Center, located at Gulf Coast State College, and the Advanced Manufacturing Training Center, located at Tallahassee Community College. These educational resources are augmented by an outstanding network of Workforce Boards that provide an array of services to manufacturing employers, including recruitment, applicant screening, and worker training programs.

1.6.1 Regional Transportation Partnership (RTP)

Founded on September 28, 2005, Bay, Gulf, Holmes, and Washington Regional Transportation Partnership (RTP) is comprised of representatives from the Bay County Transportation Planning Organization (TPO) and the counties of Gulf, Holmes, and Washington. This partnership was formed in response to a growing awareness that transportation is regional in nature and that growth occurs across city limits and county boundaries. The RTP has two main purposes: 1) to implement regional coordination, and 2) to establish the regional partnership required by Florida Statutes to apply for the Transportation Regional Incentive Program (TRIP) funding.

1.6.2 Tourism

Florida has a well-developed tourism infrastructure, developed around its natural and man-made attractions, and nowhere are there so many varied and quality attractions that can be enjoyed by visitors of all ages. Tourism is the number one provider of jobs for Floridians. It is a major provider of tax revenue for cities, counties and the state of Florida.

Florida is well-known for endless miles of sandy beaches, crystal-clear waters, and some of the hottest of the world's "hot spots." The most recent comprehensive study of Florida beach tourism found that 92 percent of Florida's beach-going tourists come from other states, and overseas visitors (especially Europeans) reported water sports and sunbathing among their top activities when visiting Florida. Domestically, a 2011 Visit Florida Study found that 40 percent of all U.S. visitors reported beach and waterfront activities as one of their top activities when visiting Florida.

Tourism is one of the main economic engines in the Bay County TPO area. The direct and indirect job creation related to tourism has a major economic impact within the region.

1.6.3 Military

The military presence in Bay County accounts for $2.6 billion in annual economic impact, affecting approximately 1/3 of the Bay County economy. Tyndall Air Force Base is located east of the Panama City. The HHT 1-153 CAV is stationed there. It is part of Florida Army National Guard's 53rd Infantry Brigade. The city is also home to the U.S. Navy's Naval Support Activity Panama City which is home to various research and training projects.

Tyndall Air Force Base

Tyndall Air Force Base is a United States Air Force Base located 12 miles east of downtown Panama City. The base operating unit and host wing is the 325th Fighter Wing (325 FW) of the Air Combat Command (ACC). The base is delineated as a census-designated place and had a resident population of 2,994 at the 2010 census.

The 325th Fighter Wing's primary mission is to provide a combat ready air dominance force, train F-22A Raptor pilots and maintenance personnel, and train air battle managers to support the combat Air Force. Tyndall's combat mission is performed by the 95th Fighter Squadron. Training for F-22 pilots is performed in the 43d Fighter Squadron and the 2d Fighter Training Squadron. The 325th Air Control Squadron trains air battle managers for assignment to combat Air Force units. Additionally, wing personnel manage the southeastern air combat maneuvering instrumentation range and provide mission-ready F-15, F-16 and F-22 air dominance forces in support of the Commander, North American Aerospace Defense Command (NORAD) and the Commander, First Air Force (1 AF) / Air Forces Northern (AFNORTH) contingency plans.

Population Served at Tyndall Air Force Base:

Population Type	Number
Active Duty	4,930
Family Members	3,978
Retirees	9,269
Civilian Employees	1,548
ANG/Reserve Component	209
Traditional Guard/Reserve	77
Total Population	**20,011**

Naval Coastal Systems Lab

The United States Naval Support Activity Panama City (NSA PC), is located just outside Panama City, and is a United States Navy military base. Among other commands, it houses Naval Surface Warfare Center Panama City Division (NSWC PCD) and the Navy Experimental Diving Unit (NEDU).

NSWC PCD conducts research on littoral warfare and its disciplines include optics, acoustics, mine warfare and robotics. NSWC PCD employs approximately 1,100 scientists and engineers within NSWC PCD. The newest facility on the base is the Littoral Warfare Research Facility, a $10 million research and development facility dedicated to littoral warfare research; it was completed in 2006. NSA PC totals 657 acres and houses 221 buildings. Additionally, NSA PC operates several miles of inter coastal waterways for a direct connection to the Gulf of Mexico.

NSWC PCD is a major research, development, test and evaluation laboratories of the Naval Sea Systems Command (NAVSEA). It is one of the largest employers in Bay County, with an annual payroll of about $117 million. NSA PC employs approximately 2,800 civilian and military personnel, for an annual payroll of over $150 million. NSA PC contracts services, buys local goods, and maintains an active construction program. Its economic impact on Bay County is about $400 million annually.

Throughout its existence, the mission, size, and responsibilities have expanded steadily to meet the increasing requirements of the U.S. Navy--to defend today and to plan for tomorrow.

Population served at Naval Coastal Systems:

Population Type	Number
Active Duty	582
Family Members	1,972
Reservists	48
Civilian Employees	1,304
Total Population	**3,906**

1.7 Intermodal Facilities

There are a number of intermodal facilities located with the Bay County TPO area. These facilities move people, goods, and services into, through and with the study area.

1.7.1 Port Panama City

Port Panama City is a growing port, handling a wide variety of cargo. In recent years the Port has invested over $50 million in new facilities and equipment, and has committed to another $35 million in improvements over the next five years. The Port Authority provides complete terminal

services at attractive rates. Stevedoring services are offered by independent stevedoring companies on a competitive basis.

Port Panama City land includes the core 138 acre Port property on Dyers Point, just off US 98 at the southwestern boundary of the City of Panama City, in Bay County, and the 250 acre Intermodal Distribution Center, about 10 miles to the northeast on US 231.

Port Panama City is situated on the Gulf Intracoastal Waterway, which bisects St. Andrew Bay. The Port has easy access to the Gulf of Mexico by means of an 8.9-mile channel that runs from St. Andrew Pass (known as the West Pass) to the Port. To accommodate today's larger ocean carriers, the Port has completed the deepening of its channel and berthing areas to 36 feet. Panama City's location provides a Gulf coast gateway to shippers and consignees in Georgia, Alabama, Florida, Tennessee, and the Carolinas.

The Port's cargo base consists of imported, exported, and domestic (coastwise) general cargo and bulk cargo. Primary general cargos include copper, linerboard, wood pulp, steel plate, steel pipe, steel coils and flexible pipe. In addition, containerized cargo service between Progreso, Mexico, and Port Panama City continues to be a vital part of the Port's cargo base. The Port's primary bulk commodities include dry bulk, such as wood pellets, aggregates, and liquid bulk, such as molasses and d'limonene. The mix of commodities moving through the Port varies from year to year, depending on local and foreign market demand and the operations of major Port tenants and other local users. Forest product exports and copper imports continue to be a major part of the Port's cargo operations. To protect Port revenues from a dependence on just a few commodities, the Port has diversified its cargo mix with the addition of new container facilities and an 80,000-square-foot multibulk terminal. The value of the cargo handled at the Port has grown substantially between FY 2003 and FY 2009, increasing six–fold, the result, in part, because of the Port's handling of copper, but also the addition of higher–value containerized cargo. Based on the continued facility improvements going forward, the Port expects to increase its cargo tonnage to an annual level of approximately 2.1 to 2.4 million tons over the next five years. The

desired tonnage mix would be divided in nearly equal proportions of general cargo and bulk commodities.

The City of Panama City owns the Barge Terminal Wharf which is operated jointly by the Panama City Port Authority and Berg Steel Pipe Company. This Port Panama City Wharf ships steel products and grains, including bulk cottonseed. The wharf has about 1.4 acres of paved lighted open storage on the wharf and additional open storage at the rear with capacity for over 20 thousand tons of steel products. The Port Panama City Barge Terminal Wharf has berthing space of 182.9 meters (600 feet) with alongside depth of 3.7 meters (12 feet) mean low water.

The Panama City Port Authority operates the city-owned South Bulkhead Wharf to receive and ship steel and general cargo. With about six acres of open storage, the Port Panama City South Bulkhead Wharf has about six acres of open storage at the rear. The wharf has berthing space of 198.1 meters (650 feet) with alongside depth of 9.8 meters (32 feet) mean low water.

1.7.2 Panama City Port Authority's Intermodal Distribution Center

The Panama City Port Authority operates a 54 acre certified industrial site located north of Panama City adjacent to US 231. This location is served by rail with direct service to the port facilities. Current tenants include FedEx Ground and AAdvantage North America. The Port Authority owns another 200 acres adjacent to the IDC and they are current planning how best to utilize this property.

1.7.3 Northwest Florida Beaches International Airport

The Northwest Florida Beaches International Airport is a public airport 18 miles northwest of Panama City, in Bay County. The airport is owned by the Panama City-Bay County Airport & Industrial District and is north of Panama City Beach, Florida, near West Bay. It replaced Panama City-Bay County International Airport, which was in Panama City.

The airport opened for commercial flights on May 23, 2010 and is the first international airport in the United States designed and built since the September 11 attacks. The Panama City-Bay County Airport and Industrial District (District) was established pursuant to a special act of the Legislature in 1967, recodified and amended by Chapter 2005-311, Laws of Florida, and subsequently amended by Chapter 2010-274, Laws of Florida. The District is governed by a seven-member board. Two members are appointed by the City of Panama City City Commission, two members are appointed by the City of Panama City Beach City Council, two members are appointed by the Board of County Commissioners of Bay County, Florida and one member is appointed by the Board of County Commissioners of Walton County, Florida. Members are appointed for four-year terms. The District members elect the officers of the District from amongst the members. The District has no taxing power. The District owns and operates the Northwest Florida Beaches International Airport.

Currently four major airlines operate out of the airport with approximately 12 flights per day.

1.7.4 Rail Facilities

The region is served by the Atlanta and St. Andrews Bay Railroad, also known as the Bay Line, was a Class I railroad which operated in Alabama and Florida. The company was founded in 1906 and opened its mainline between Dothan, Alabama and Panama City, Florida in 1908. Later reclassified as a short-line railroad, its assets were acquired by the Bay Line Railroad in 1994.

A wide variety of commodities are carried, including aggregates, brick, cement, chemicals, coal, food and feed products, forest products, metallic ores and minerals, steel, and scrap.

The rail line has on-site service to the Port of Panama City and to the Port's inland facility located on US231 north of Panama City.

1.7.5 Transit

Transit in Bay County is provided by the Bay Town Trolley. The service area includes Bay County, City of Callaway, City of Lynn Haven, City of Panama City, City of Panama City Beach, City of Parker, City of Springfield and the community Sunnyside. Currently there are 10 routes covering the area with over 300 individual stop locations. Individual fares are $1.50, but with discounts may be $0.75 for a one-way trip.

Service is currently offered Monday through Saturday from 6:00 a.m. to 8:00 p.m. on all routes.

1.7.6 Panama City Beach Community Redevelopment Agency

The City Council of Panama City Beach, Florida created the Panama City Beach Community Redevelopment Agency (CRA) on November 30, 2000. Subsequently, on June 21, 2001, the Council adopted a resolution and created the Front Beach Road Community Redevelopment Area (CRA). Since the inception of the program, intense planning and public involvement have resulted in a comprehensive plan for a series of innovative infrastructure projects that are transforming the community's roadways into a safe and efficient multi-modal system. The system includes roadway lanes dedicated specifically for transit vehicles connecting regional multi-modal centers as well as local public parking lots resulting in efficient mobility during even the most congested season. The multi-modal centers and transit system serve regional parking needs for commerce and beach access and, in conjunction with a revised transit-oriented land development code, create vitally needed opportunities for urban redevelopment throughout the community. All roadway infrastructure projects provide for sidewalks, bicycle lanes, landscape; streetscape and fiber optic communications to complement the transit system operations and relocate all aerial utilities underground for storm protection and beautification.

Front Beach Road CRA

The Front Beach Road CRA Redevelopment Plan provides a framework for redevelopment of infrastructures within the CRA for the next 20 years or longer. The Plan was adopted by the City Council in August 2001. The Front Beach Road CRA is generally bounded by the city limits of Panama City Beach on the east and west, the Gulf of Mexico on the south, and on the north along the northerly right-of-way of Panama City Beach Parkway from the western city limits to Richard Jackson Boulevard including the right-of-way of Panama City Beach Parkway easterly to the city limits, and also southerly along the eastern right-of-way of Richard Jackson Boulevard to

the northern boundary of Hutchison Boulevard and easterly to and along the northern right-of-way of Thomas Drive to the eastern most city limits.

The Plan recommends the enhancement of approximately 19.8 miles of existing roadways within the Front Beach Road CRA. Cost elements include various streets widening to three and four lanes, enhancing roadway lighting, paving, striping, turn lanes, landscaped medians, new signage, hardscape, landscaping, sidewalks, drainage ponds and the undergrounding of all utilities. Streets within the Redevelopment Area currently identified for these type improvements include: Front Beach Road, North Thomas Drive, South Thomas Drive, Churchwell Drive, Richard Jackson Boulevard, AIf Coleman Road, Clara Avenue, Nautilus Street, Hills Road, Powell Adams Road, South Arnold Road, Cobb Road, Hutchison Boulevard, and Panama City Beach Parkway (US 98).

Addition information on the CRA may be found here: http://www.pcbgov.com/departments-services/community-redevelopment-agency-cra

1.8 Long Range Transportation Plan Amendment and Modification Process

During the five (5) years between updates to the LRTP, circumstances may require revision to the LRTP. As with the Unified Planning Work Program (UPWP) the Metropolitan Planning Organization (MPO) Handbook would be consulted for guidance. There are two (2) types of revisions: Amendments and Modifications. The guidance in this section sets the minimum thresholds for project changes that trigger an LRTP Amendment at the time of STIP approval, a STIP amendment or NEPA approval. Even if a project change does not require an amendment, a MPO may still elect to do an amendment at its option if appropriate circumstances warrant.

1.8.1 LRTP Amendments

A major revision to the Long Range Transportation Plan (LRTP) would require an amendment to the Plan. A major revision includes items such as the addition or deletion of projects. It also includes major changes to project costs, initiation dates, or design concepts and scopes for existing projects. Amendments require public involvement. In order to accomplish this, the steps provided in the Metropolitan Planning Organization (MPO) Handbook, Chapter 4, Section 3, revised December 23, 2009, page 4-20 Figure 4C will be followed. The Bay County TPO will prepare a Draft of the plan documenting the amendment. Similar public outreach activities and opportunities for public comment that occurred during the development of the LRTP will

transpire. All public comment received in regards to the amendment will be documented and included in the revision of the LRTP. The request for the amendment will be included as an action item on the TPO agenda and will be noted in the advertisement for the TPO meeting.

Project Cost Changes that Require an LRTP Amendment

A LRTP amendment will be required for LRTP cost increases that exceed 50% of project cost and $50 million.

When assessing project cost changes (including project costs documented in NEPA documents), the cost of the project includes the phases after the PD&E which, for purposes of this document, are Design/PE, ROW and Construction phases.

Other Changes that Require an LRTP Amendment

A. Design Concept or Scope Changes: A major change in the project termini (e.g. expansion) or a change in a project concept(s) such as adding a bridge, addition of lanes, addition of an interchange, etc.

B. Deleting a full project from the CFP.

C. Adding a new project where no phases are currently listed in the CFP.

D. Projects or Project Phase Initiation Date for projects in the CFP:

   a) Advancing a project phase from the 3rd 5 years and the last 10 year band of the LRTP to the TIP/STIP years; advancing a project more than one 5 year band (see table with LRTP amendment examples below).

   b) Adding a phase to an existing CFP project (e.g. if ROW is funded, adding CST Phase) where (1) the new phase is funded in the TIP/STIP years/1st 5-year band of the LRTP and (2) one or more phases of a different project must be deferred to a later band or to the Needs/Illustrative List in order to demonstrate fiscal constraint.

   c) For advancing phases of minor projects, please see the LRTP Modifications section.

E. Projects or Project Phase Initiation Date for projects beyond the CFP:

   a) Moving a new project from a Needs or Illustrative List to the CFP where no phases are currently listed in the CFP.

   b) Moving new phases from a Needs or Illustrative List to an existing CFP project where (1) the new phase is funded in the TIP/STIP years/1st 5-year band of the LRTP and (2) one or more phases of a different project must be deferred to a later band or to the Needs/Illustrative List in order to demonstrate fiscal constraint.

LTRP Amendment Examples

CFP				Needs
1st 5-yr band TIP/STIP years	2nd 5-yr band	3rd 5-yr band	Last (10-yr) band	**Needs/ Illustrative List**
TO ←		FROM		
TO ←			FROM	
	TO ←		FROM	
TO ANY BAND ←				FROM

1.8.2 LRTP Modifications

An administrative modification is a minor revision to the LRTP. Changes such as funding sources, project or phase start dates and specified changes to costs of a project or a phase. Administrative modifications do not require public review and comment. To provide the best public involvement opportunities and information to the public, the TPO Public Involvement staff has determined that the process to be followed for any modifications to the LRTP would be to place an advertisement in the largest circulation paper (News Herald) for 10 calendar days prior to the modification and to include the modification as an information item on the following TPO agenda with background and project manager contact information included in the enclosure information. Changes that are less significant than those above that trigger an LRTP amendment would only require a modification. These include:

A. Design Concept or Scope Changes: A minor change in the project termini equal to or less than 10% of the total project, i.e., adjusting length for turn lane tapers.

B. Identification of planned use of Federal funds for existing CFP projects if Federal funds are added to a project funded with only state or local funds in the adopted LRTP.

C. Project or Project Phase Initiation Date:

   a) Advancing a project from a 5- or 10-year band to an adjacent 5 year band beyond the TIP/STIP years/1st 5-year band.

   b) Adding a new phase to an existing CFP project (e.g. if ROW is funded, adding CST Phase) where the new phase is funded beyond the TIP/STIP years/1st 5-year band of the LRTP.

   c) Adding a new phase to an existing CFP project (e.g. if ROW is funded, adding CST Phase) from a Needs or Illustrative list to the CFP where the new phase is funded beyond the TIP/STIP years/1st 5-year band of the LRTP.

   d) Adding a new phase to an existing CFP project (e.g. if ROW is funded, adding CST Phase) from a Needs or Illustrative list to the CFP where (1) the new phase is funded in the TIP/STIP years/1st 5-year band of the LRTP and (2) the added phases use new funds not contained in the LRTP Revenue Forecast to the CFP.

LTRP Modifications Examples				
CFP				Needs
1st 5-yr band TIP/STIP years	2nd 5-yr band	3rd 5-yr band	Last (10-yr) band	**Needs/ Illustrative List**
TO ←	FROM			
	TO ←	FROM		
		TO ←	FROM	

1.8.3 Advancing Phases for Minor Projects

Projects and/or project phases of $5 million or less can be moved from any 5-year band to any 5-year band by modification to the LRTP.

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2.0Goals and Objectives

The goals and objectives developed for the 2040 LRTP update serve as the guiding principles of the plan. They support the vision of the TPO to promote regional mobility and are consistent with the values of the local communities. The goals and objectives for this plan focus on several areas. These include:

- Economic competitiveness
- Safety
- Mobility and accessibility
- System preservation
- Security

The following goals and objectives are based on the transportation user's point of view. The order of the goals and objectives do not represent the priority.

2.1 Vision and Mission Statement

The vision & mission statements and subsequent goals and objectives serve as the guiding principles of the Bay County TPO's 2040 LRTP update. It is through these statements of policy

that the criteria for plan development and project evaluation are based on and they will help to guide the development of the plan update.

The following sources were utilized to help shape the 2040 LRTP vision and mission statements: federal transportation legislation, local government comprehensive plans, the Florida Transportation Plan, MPO LRTP guidance published by FDOT, and the 2035 LRTP goals and objectives.

Vision Statement

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 the preservation of the existing transportation system.

Mission Statement

To enhance the existing transportation system in manner that is safe, integrated, and socially responsible, while supporting economic development of the region.

2.2 2040 Goals and Objectives

In crafting the goals and objectives, federal transportation legislation, local government comprehensive plans, the FTP, MPO LRTP guidance published by FDOT, and the 2035 LRTP Update Goals and Objectives were utilized as sources to help shape the 2040 LRTP goals and objectives.

The LRTP Steering Committee, made up of members of the Citizens Advisory Committee (CAC) and the Technical Coordinating Committee (TCC) met to review and refine the goals and objectives. The committee determined that the goals and objectives were reflective of what they would like to see the LRTP support. However, they did support some minor modification and combining of goals to make a more succinct set of goals and objectives. This resulted in a streamlining of the goals and the elimination of any redundant goals.

The draft goals and objectives were presented to the public for review and comment. A series of public workshops were held over a period of two days and the goals and objectives were posted on-line using MindMixer. This resulted in a recommendation of an additional goal and supporting objectives being recommended. This goal speaks to maintaining acceptable roadway level of service on all major facilities. It is shown as Goal 8.

The final draft of the goals and objectives was presented to the advisory committees at the December 2014 meetings. Both the TCC and the CAC unanimously recommended the TPO Board adopt the goals and objectives as presented and the Mission Statement as modified. The TPO adopted the 2040 LRTP Goals and Objectives at the **December 3, 2014**, meeting as amended to include Goal 8 and the revised Mission Statement. The adopted Goals and Objectives are presented below. It should be noted that the adopted goals and objectives are not in order of importance.

Goal 1: A multi-modal network of integrated transportation systems for the movement of people and goods.

Objective 1.1 Develop multi-modal linkages to increase the range of travel choices.

Objective 1.2 Expand bicycle, pedestrian and public transportation services to improve accessibility, availability and desirability of transit travel options.

Objective 1.3 Develop and maintain facilities that facilitate the transfer of cargo between all modes of travel.

Objective 1.4 Reduce delays for people and goods through increased multi-modal system capacity.

Objective 1.5 Integrate mobility management with Intelligent Transportation Systems to enhance multi-modal integration of people and goods.

Goal 2: A multi-modal transportation system that is safe.

Objective 2.1 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 2.2 Consider clearance times on roads that function as evacuation routes when establishing roadway improvement priorities.

Objective 2.3 Implement techniques and road design to reduce fatalities and serious injuries from common intersection crashes and lane departures.

Objective 2.4 All future planning will incorporate appropriate measures for the safe transportation of hazardous materials.

Objective 2.5 Ensure roadway maintenance activities consider the human, vehicular, and roadway factors to provide safe facilities for the community.

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.

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.

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.

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.

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 Ensure that intermodal facilities which are important to the regional economy are fully integrated into the region's transportation system resulting in a seamless, efficient network.

Objective 6.3 Educate TPO members, staff, and advisory committee members regarding the applications of sustainable community principles.

Objective 6.4 Identify existing and future Highways of Commerce, 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.

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.

Goal 8: A multi-modal transportation system that maintains acceptable roadway level of service (LOS) 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.

Objective 8.3: Balance the need for roadway widening and other goals and priorities of local residents.

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.

2.3 MAP-21 Planning Factors

Planning requirements of the Moving Ahead for Progress in the 21st Century Act (MAP-21) were used as a guide when drafting the vision statement, principles and strategies. MAP-21 creates a streamlined, performance-based, and multimodal program to address the many challenges facing the U.S. transportation system. These challenges include improving safety, maintaining infrastructure condition, reducing traffic congestion, improving efficiency of the system and freight movement, protecting the environment, and reducing delays in project delivery. MAP-21 builds on and refines many of the highway, transit, bike, and pedestrian programs and policies established in 1991.

The eight planning factors specifically listed in MAP-21 for consideration in the metropolitan planning process are shown the table below.

1	Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
2	Increase the safety of the transportation system for motorized and non-motorized users.
3	Increase the security of the transportation system for motorized and non-motorized users.
4	Increase the accessibility and mobility of people and for freight.
5	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.
6	Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.
7	Promote efficient system management and operation.
8	Emphasize the preservation of the existing transportation system.

The following table shows how the eight MAP-21 Planning Factors were included in the strategies of BAY2040 LRTP.

Table 2.1 Inclusion of Planning Factors

Objective	Planning Factor 1	Planning Factor 2	Planning Factor 3	Planning Factor 4	Planning Factor 5	Planning Factor 6	Planning Factor 7	Planning Factor 8
1.1		✓		✓		✓		
1.2		✓		✓		✓		
1.3	✓					✓	✓	
1.4	✓			✓		✓	✓	
1.5							✓	
2.1		✓					✓	
2.2		✓	✓					
2.3		✓						
2.4		✓				✓		
3.1			✓					✓
3.2						✓	✓	✓
3.3						✓	✓	✓
3.4								✓
3.5								✓
4.1					✓			
4.2					✓			
4.3					✓			
4.4				✓	✓	✓		
4.5					✓			
4.6					✓			
5.1	✓				✓			
5.2	✓						✓	

Table 2 Inclusion of Planning Factors, Cont.

Objective	Planning Factor 1	Planning Factor 2	Planning Factor 3	Planning Factor 4	Planning Factor 5	Planning Factor 6	Planning Factor 7	Planning Factor 8
5.3	✓				✓			
5.4		✓		✓	✓			
5.5					✓	✓		
5.6					✓			
5.7					✓	✓		
6.1	✓					✓		
6.2	✓					✓	✓	
6.3	✓				✓			
6.4	✓			✓		✓		
6.5	✓			✓		✓	✓	✓
7.1		✓	✓				✓	
7.2		✓	✓				✓	
7.3			✓	✓			✓	
7.4		✓	✓					
8.1	✓							
8.2	✓			✓				
8.3					✓			
8.4	✓			✓				

2.4 The FAST Act

In December 2015, President Obama signed the Fixing America's Surface Transportation (FAST) Act (Pub. L. No. 114-94) into law—the first federal law in over a decade to provide long-term funding certainty for surface transportation infrastructure planning and investment. The FAST Act authorizes $305 billion over fiscal years 2016 through 2020 for highway, highway and motor vehicle safety, public transportation, motor carrier safety, hazardous materials safety, rail, and research, technology, and statistics programs. The FAST Act maintains our focus on safety, keeps intact the established structure of the various highway-related programs we manage, continues efforts to streamline project delivery and, for the first time, provides a dedicated source of

federal dollars for freight projects. With the enactment of the FAST Act, states and local governments are now moving forward with critical transportation projects with the confidence that they will have a federal partner over the long term.

The FAST Act continues requirements for a long-range plan and a short-term transportation improvement program (TIP), with the long-range statewide and metropolitan plans now required to include facilities that support intercity transportation, including intercity buses. The statewide and metropolitan long-range plans must describe the performance measures and targets that States and MPOs use in assessing system performance and progress in achieving the performance targets. Additionally, the FAST Act requires the planning process to consider projects/strategies to: improve the resilience and reliability of the transportation system, stormwater mitigation, and enhance travel and tourism.

Finally, in an effort to engage all sectors and users of the transportation network, the FAST Act requires that the planning process include public ports and private transportation providers, and further encourages MPOs to consult during this process with officials of other types of planning activities, including tourism and natural disaster risk reduction. MAP-21 and the FAST Act also change criteria for MPO officials to provide transit provider representatives with equal authority and allow the representative to also serve as the representative of a local municipality.

A significant part of the reforms made by MAP-21 included transitioning to a performance-based program, specifically including establishing national performance goals for Federal-aid highway programs. The FAST Act supports and continues this overall performance management approach, within which States invest resources in projects that collectively will make progress toward national goals.

The FAST Act added two additional planning factors to the 8 included in MAP-21. These include:

1. System resiliency and reliability.
2. Reduce or mitigate storm-water impacts on surface transportation.

2.5 Emerging Issues

The following issues were outlined by the Federal Highway Administration (FHWA) as a part of their Metropolitan and Regional Planning Support coordination efforts in the support document entitled, “FHWA Strategies for LRTP Updates.” These topics are not currently required by federal laws and rules to be addressed in LRTPs. As such, MPOs and TPOs are not required to include these considerations in their current planning processes and plans. However, given the nature of the issues, FHWA and FDOT encourage each MPO and TPO to begin addressing these emerging issues. Each MPO or TPO has the discretion to determine whether or not to address these topics in their LRTP, and the appropriate level of detail.

The Fixing America’s Surface Transportation (FAST) Act, a five-year bill, was approved by Congress and signed by the President on December 4 2015. There are five (5) items that speak to metropolitan transportation planning.

1. MPO representatives shall be determined by MPO bylaws or enabling statutes. Representatives of public transportation may serve as a representative of a local municipality.
2. New planning factors to consider include, intermodal transfer facilities, accessibility of intercity bus facilities, system resiliency, natural disasters, and travel/tourism.
3. Continued shift away from user fees, Federal Fuel Tax remains the same (18.4 cents per gallon), extra funding from selling oil from the Federal Strategic Reserve.
4. Establishes a program to provide grants to States to demonstrate user-based alternative revenue mechanisms that utilize a user fee structure to maintain the long-term solvency of the Highway Trust Fund. – $95 million over 5 years (alternative to fuel tax, possibly mileage-based user fee).
5. Adds new optional Congestion Management Plan – MPO in a TMA may develop a plan that includes projects and strategies that shall develop regional goals to reduce vehicle miles traveled during peak commuting hours and improve transportation connections between areas with high job concentration and areas with high concentrations of low income households. The Plan should also identify existing public transportation services, employer-based commuter programs, and other existing transportation services that support access to jobs in the region. The plan would also identify proposed projects and programs to reduce congestion and increase job access opportunities.

Safety and Transit Asset Management: MAP-21 includes significant additions to safety planning and transit asset management on the part of transit grantees and the states. Federal Register guidance is expected on transit safety and transit asset management within the near future.

Performance Measurement: FHWA and FTA encourage the MPOs and TPOs to consider ways to incorporate performance measures/metrics for system-wide operation, as well as more localized measures/metrics into their LRTPs. As funding for transportation capacity projects becomes more limited, increasing emphasis will be placed on maximizing the efficiency and effectiveness of our current transportation system. Consequently, measures to assess the LRTP's effectiveness in increasing system performance will be needed. Per the passage of MAP-21, USDOT will establish performance measures in consultation with State DOTs, MPOs and other stakeholders within 18 months of MAP-21's enactment. Once performance measures are identified, the States will have up to one year to set state level targets. Once state level targets have been set, MPOs and TPOs will have up to six-months to set local level targets that support the state targets. The process and schedule for performance measure implementation and LRTP documentation is expected to evolve over the next two years.

The FAST Act builds on the performance management requirements by supporting and continues this overall performance management approach, within which States invest resources in projects that collectively will make progress toward national goals. The Act also includes two new provisions related to performance management:

- If a State fails to meet (or make significant progress toward meeting) its freight performance targets within two years after establishment of the targets, then the State's next performance report must now include what actions it will take to achieve the targets. [1116]
- The FAST Act shortens the timeframe for States and MPOs to make progress toward meeting performance targets under the NHPP and clarifies the significant progress timeline for the HSIP performance targets. [1406]

Freight: The planning process is required to address the eight planning factors as described in 23 CFR 450.306(a). The degree to which each factor is addressed will vary depending upon the unique conditions of the MPO areas, but efforts should be made to think through and carefully consider how to address each factor. The importance of freight to the nation's economic wellbeing and global competitiveness, as well as its support and promotion of job creation and retention has heightened its status at the national and regional level. MPOs and TPOs should be aware that discussions in MAP-21 have largely included a reference to the increasing importance of freight, including the development of Statewide Freight Plans. While this is part of one of the eight planning factors, special emphasis should be given to the freight factor, as it is anticipated to play a more prominent role in future planning requirements.

Sustainable Transportation and Context Sensitive Solutions: The MPOs and TPOs are encouraged to identify and suggest contextual solutions for appropriate transportation corridors. For example, Context Sensitive Solutions (CSS) may be appropriate for historic parkways, historic districts, town centers, dense "walkable" neighborhood areas, arterial "gateways", greenway trails and pedestrian ways, environmentally sensitive areas or simply where right of way is not readily available. Under MAP-21, Transportation Alternatives like bicycle and pedestrian improvements and trails remain eligible under the formula programs while transportation enhancement set-asides have been removed and some uses like historic building renovation and scenic easements may be more restrictive. The value of the resources present may suggest the need for alternative or special treatments (or even accepting a level of congestion and lower speeds that respects the resources). In these instances, specific livability principles adopted by the MPO/TPO might be employed for improved pedestrian and transit access – especially to schools and even traffic calming.

Also, spatial relationships that support public transit like transit oriented development and the "trip not taken" while reducing greenhouse gases might be recognized as characteristics of a town center or mixed use area with public transit access. Other livability planning goals might also need to be recognized like preserving affordable housing, improving/preserving special resources like parks, monuments and tourism areas, increasing floor area ratios and reducing parking minimums in select corridors to encourage walking trips and public transit, transportation demand management, etc.

Table 2.2: Emerging Issues Incorporation in the 2040 Update

Emerging Issue	Corresponding LRTP Goal(s)
Safety & Transit Asset Management	1, 2, 3
Performance Measurement	3, 8
Freight	6, 7, 8
Sustainable Transportation and Context Sensitive Solutions	1, 2, 4

2.6 Florida Transportation Plan

The 2060 Florida Transportation Plan (FTP) identifies goals, objectives, and strategies to guide transportation decisions in Florida over the next 50 years. The FTP addresses how Florida's transportation system can meet the mobility needs of our growing population, help make our economy more competitive, help build great communities, and help preserve our natural environment. The FTP also addresses how to ensure that our transportation system is safe and secure in a time of unprecedented public concern. Finally, the FTP provides guidance on how transportation investments should be focused during a time of constrained funding, as well as how public and private transportation partners can most effectively work together to make these decisions.

The FTP includes six adopted Goals:

A. Goal: Invest in transportation systems to support a prosperous, globally competitive economy.
B. Goal: Make transportation decisions to support and enhance livable communities.
C. Goal: Make transportation decisions to promote responsible environmental stewardship.
D. Goal: Provide a safe and secure transportation system for all users.
E. Goal: Maintain and operate Florida's transportation system proactively.
F. Goal: Improve mobility and connectivity for people and freight.

The table below shows how the 2040 Goals incorporate the six identified Goals of the 2060 FTP. Please note that the 2060 Florida Transportation Plan was updated at the end of 2015.

Table 2.3: Incorporation of FTP Goals in the 2040 Update

FTP Goal	Corresponding LRTP Goal(s)
A	1, 6
B	4, 5
C	5
D	2, 7
E	3
F	1, 6, 8

2.7 Development of the 2040 Evaluation Criteria

Evaluation criteria were drafted that stem from the goals and objectives created for the 2040 LRTP. The purpose of crafting evaluation criteria is to have a tool to measure whether potential projects are aligned with the policy goals of the Bay County Transportation Planning Organization (TPO).

To create the evaluation criteria, the goals and objectives of the LRTP were translated into Key Performance Indicators. These indicators are measured numerically. Each indicator was assigned a score between zero and one. An indicator with zero points describes the least desirable result, while an indicator with one point described the most desirable result. Therefore, the project that yielded the highest total cumulative score is most aligned with the policies identified in the LRTP goals and objectives.

These criteria were reviewed by the LRTP Steering Committee and the Technical Coordinating Committee (TCC) which resulted in a number of edits. This process and the resulting edits are documented in the Evaluation Criteria Technical Report which may be found on the TPO's website http://www.wfrpc.org/wp-content/uploads/2014/08/Evaluation-Criteria-Report11.pdf.

As with the process of creating the 2040 Goals and Objectives, the formulation of the evaluation criteria involved much review and revision by LRTP Steering Committee, TPO committees and by the public.

The final set of evaluation criteria are listed on the following page.

Table 2.4: Evaluation Criteria

Category and Criteria (Description)	Criteria Rating Scale (Lesser Benefit <----> Higher Benefit)		
Economic Vitality - 15% (Goal 6) (Objectives 6.1, 6.4, and 6.5)			
Economic Reach (Positive Employment Growth from 2010 to 2040 Traffic Analysis Zones along Corridor) *To what extent will the project support planned development or provide economic benefits (e.g. job growth/retention)?*	0 No	0.5 >0 to 2%	1 >2%
Base Access (Project on the SIS for Military Access or the Strategic Highway Network (STRAHNET)) *Does the project improve military base access directly or indirectly (e.g., along a connecting route)?*	0 No	1 Yes	
Intermodal Goods Movement (Project on the Strategic Intermodal System (SIS) or TPO 's Regional Freight Plan Network) *To what extent will the project enhance, expand, or benefit intermodal facilities or opportunities for goods movement?*	0 No	1 Yes	
Multimodal Transportation Safety - 20% (Goal 2) (Objectives 2.1, 2.3, and 6.5)			
School Activity (Project within two miles of a public school, private school, or College) *Will the project help to improve a school zone or school-related activities (e.g., school crossings, school routes, buses, etc.)*	0 No	1 Yes	

Table 2.4: Evaluation Criteria, Cont.

Safety Improvement Strategies (Accident rates based on Signal Four Analytics) *Projects ranked from highest to lowest and awarded a graduated point value based on ranking past five years*	0 Lowest	0.5 Mid-Range	1 Highest
Identified by Community Traffic Safety Team (Project on the Bay County Community Traffic Safety Team List of Projects) *Has the project been identified as a Community Traffic Safety Team Project?*	0 No	0.5 < 1 Year	1 1 Year or >
Multimodal Transportation Security - 10% (Goal 7) (Objectives 7.1, 7.2, and 7.3)			
Emergency Response (Project on a hurricane evacuation route in the Northwest Florida Hurricane Evacuation Restudy) *Will the project directly enhance emergency response or improve emergency access for police, fire, ambulance, major utility center, etc?*	0 No	1 Yes	
Identified Security Issues (Project is within 2 miles of military installation, airport, port, and local government center) *Will the project help to address a previously-identified security issue or concern?*	0 None	1 Yes	
Service Disruption (Project is within 5 miles of a hurricane evacuation route from the Hurricane Restudy above) *Does the proposed project provide alternative routes for natural disaster evacuation?*	0 No	1 Yes	

Table 2.4: Evaluation Criteria, Cont.

Congestion Management - 20% (Goal 8) (Objective 8.1)			
Correct Deficiency (Project is deficient in the Existing Plus Committed Network) *Will the project appropriately address congestion as identified by studies or other observations?*	0 <1.0	0.5 1.0 to 1.3	1 >1.3
Congestion Management Strategies (Volume to Capacity Ratio from the 2040 Needs Plan Network) *To what extent will the project incorporate congestion management strategies?*	0 >1.3	0.5 1.0 to 1.3	1 <1.0
Facility Level of Service (LOS) (Regional Transportation Model and TPO's LOS Tables for 2010) *What is the LOS of the proposed project area?*	0 A-B	0.5 C-D	1 Failing
Multimodal Choices and Connections - 15% (Goal 1) (Objectives 1.1 and 1.2)			
Pedestrian (Project included as a Pedestrian project in the TPO's Bicycle/Pedestrian Plan as amended on Sept. 25, 2013) *To what extent will the project enhance pedestrian and related connections or opportunities?*	0 >2 miles	0.5 within 2 miles	1 Same facility
Bicycle (Project included as a bicycle project in the TPO's Bicycle/Pedestrian Plan as amended on Sept. 25, 2013) *To what extent will the project enhance bicycle and related connections or opportunities?*	0 >2miles	0.5 within 2 miles	1 same facility

Table 2.4: Evaluation Criteria, Cont.

Public Transportation (Project is located on a Bay Town Trolley Route or a FDOT Park and Ride Lot) *To what extent will the project enhance public transportation and related connections or opportunities (e.g., park&ride, bus shelters)?*	0 >2miles	0.5 within 2 miles	1 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) *What is the estimated daily traffic volume at the project location?*	0 0 to <10,000	0.5 10,000 to 20,000	1 >20,000
Route Significance (Project is on the Strategic Intermodal System or National Highway System) *Is the project located on the National Highway System or FIHS?*	0 No	1 Yes	
Existing Deficiency (Regional Transportation Model and TPO's LOS Tables for 2010 or other LOS Analysis) *Will the project address one or more deficiencies (e.g., failing LOS, ADA, signal delay, resurfacing, etc.)?*	0 <1.0	0.5 1.0 to 1.3	1 >1.3

Table 2.4: Evaluation Criteria, Cont.

System Sustainability and Livability - 10% (Goals 4&5) (Objectives 4.1, 4.3, 4.6, 5.1, 5.5, and 5.7)			
Environmental (PD&E Study and/or FDOT Consultant ETDM Review) *Does the project have impacts or no impacts?*	0 No impacts	0.5 Moderate	1 Low
Recreational Opportunity (Project is linked to water, campgrounds, parks, and trails) *To what extent might the project add, enhance, or otherwise benefit recreational opportunities for residents or visitors?*	0 >2miles	1 0 to 2 miles	
Local Planning (Project is located in a Local Government Comprehensive Plan or Master Plan) *Is the project identified or supported by an existing municipal comprehensive plan or other locally-adopted plan or study?*	0 No	1 Yes	

Economic Vitality	3*15	45
Multimodal Transportation Safety	3*20	60
Multimodal Transportation Security	3*10	30
Congestion Management	3*20	60
Multimodal Choices and Connections	3*15	45
System Efficiency and Preservation	3*10	30
System Sustainability and Livability	3*10	30
Maximum points one project can have	300	

3.0 Safety and Security

Transportation safety is vital to the overall health and well-being of the residents of Bay County. The primary goal of transportation safety planning is to improve safety by supporting efforts to develop policies, programs, and projects related to pedestrians, bicyclists, transit users, truckers and motorists on all transportation facilities in the TPO area.

The goals, objectives and policies related directly to safety in the 2040 Plan Update are intended to improve the safety of the transportation system within the TPO area through Engineering, Education, Enforcement and Emergency Services. The benefits realized from an effective safety program include safer roadways and intersections, reduced fatalities and injuries, improved mobility and improved air quality.

Highway safety has always been the highest priority of the TPO and the Florida Department of Transportation. This priority was incorporated as one of the MAP-21 eight (8) planning factors. The TPO's and FDOT's programs and activities strive to reduce the unacceptable numbers of traffic crashes, injuries, and fatalities.

Safety is an integral component of the 2040 LRTP and it is addressed in several elements of the plan, directly and indirectly. Projects referenced in the Existing-Plus-Committed (E+C) section of the plan have been prioritized based on various factors, including safety considerations. Safety is also incorporated when selecting Needs Plan and Cost Feasible Plan projects through the integration of local knowledge of facilities, the use of the evaluation criteria, as well as when prioritizing needed improvements for implementation.

Each year the Highway Safety Grant Program Section of the Florida Department of Transportation Safety Office develops a comprehensive Highway Safety Plan that describes the projects recommended for federal funding during the upcoming federal fiscal year. The needs identified

in this plan are local priorities for FDOT to consider in the process. FDOT funds sub-grants that address traffic safety priority areas are also available. These programs include:

- Aging Road Users
- Community Traffic Safety
- Impaired Driving
- Motorcycle Safety
- Occupant Protection and Child Passenger Safety
- Pedestrian and Bicycle Safety
- Police Traffic Services
- Speed and Aggressive Driving
- Teen Driver Safety

With the projects being determined on an annual basis, funding was not allocated to specific projects or programs listed above in this Plan.

Security planning is addressed through seven Regional Domestic Security Task Forces within the State of Florida. Each Regional Domestic Security Task Force consists of local representatives from disciplines involved in prevention and response. They are each comprised of separate Sub-Committees (with Chairs and Co-Chairs) that include law enforcement, fire/rescue, emergency medical services, emergency management, hospitals, public health, schools and businesses. The Regional Domestic Security Task Forces work together with the Chief of Domestic Security, to prepare for, prevent, and respond to terrorist events.

The U.S. Department of Homeland Security and its lead agency for disaster readiness and response, the Federal Emergency Management Agency (FEMA), has implemented new program initiatives that involve a holistic approach to both disaster readiness and response, and combating terrorism, and are therefore supportive of the national concept of “All Hazards Resilience” and the three closely related factors that necessitate development of a holistic, regional approach to all-hazards resilience that involves engaging the broad stakeholder community infrastructure interdependencies, as well as information sharing and public-private partnering. Together these factors aid in the focus and direction of the Regional Domestic Security Task Forces.

Bay Town Trolley maintains a Transit Safety and Security Plan as part of their operations.

The Northwest Florida Beaches International Airport maintains an Emergency Contingency Plan and part of their operations.

The Port Panama City maintains a security plan and follows security procedures outlined in the Maritime Transportation Security Act (MTSA).

3.1 Emergency Preparedness

The West Florida Regional Planning Council (WFRPC) works closely with the Florida Department of Emergency Management and emergency management agencies throughout the region on issues relating to preparedness and disaster planning. Their staff assists first responders and emergency planners in their quest to be ready for any contingency, natural or otherwise, that may threaten the region, its environment or its citizens and visitors.

The Florida Division of Emergency Management, Division of Community Planning and Department of Transportation, in coordination with the WFRPC, have developed the Florida Statewide Regional Evacuation Study Program for the West Florida Region. This report updates the region's evacuation population estimates, evacuation clearance times and public shelter demands. Originally released on October 5, 2010, the study covers Bay, Escambia, Holmes, Okaloosa, Santa Rosa, Walton and Washington counties and their respective municipalities, and was updated in September 2015.

The Florida Statewide Regional Evacuation Study Program is available on the WFRPC website: http://www.wfrpc.org/programs/evacuation-study

As part of the development of the 2040 Long Range Transportation Plan evacuation routes were reviewed to assess needs. Designated evacuation routes received a priority consideration in developing the evaluation criteria as part of the Cost Feasible Plan scenarios and in the ranking of the Needs Plan projects. In addition, storm surge zones and evacuation zones were considered during the update. Storm surge and evacuation zones present both a constraint and an opportunity (see Figures 3.1 and 3.2). The storm surge zones indicate areas of potential inundation by categorical storm conditions and are a good indication of the weather that the proposed facilities must be designed to endure. Potential for flooding influences the location and design of new corridors. At the same time, identifying storm surge and evacuation zones can help in planning new roadway corridors that provide evacuation capacity and connect with existing evacuation routes. A majority of the densest population centers are located near the coast and within evacuation zones.

3.2 Congestion Management Process Plan

Congestion of any roadway network can be closely linked to demand. As the number of vehicles increase on a roadway segment, the capacity of the roadway decreases. Congestion can also be perceived on how well the roadway facility is meeting the needs of the users.

Vehicle use and travel is anticipated to increase in the region for the next five years as a result of the economic recovery and regional growth. The demand for travel is anticipated to return to pre- recession levels by the year 2018 and improvements to enhance our mobility are needed to meet these needs.

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Figure 3.1: Storm Surge

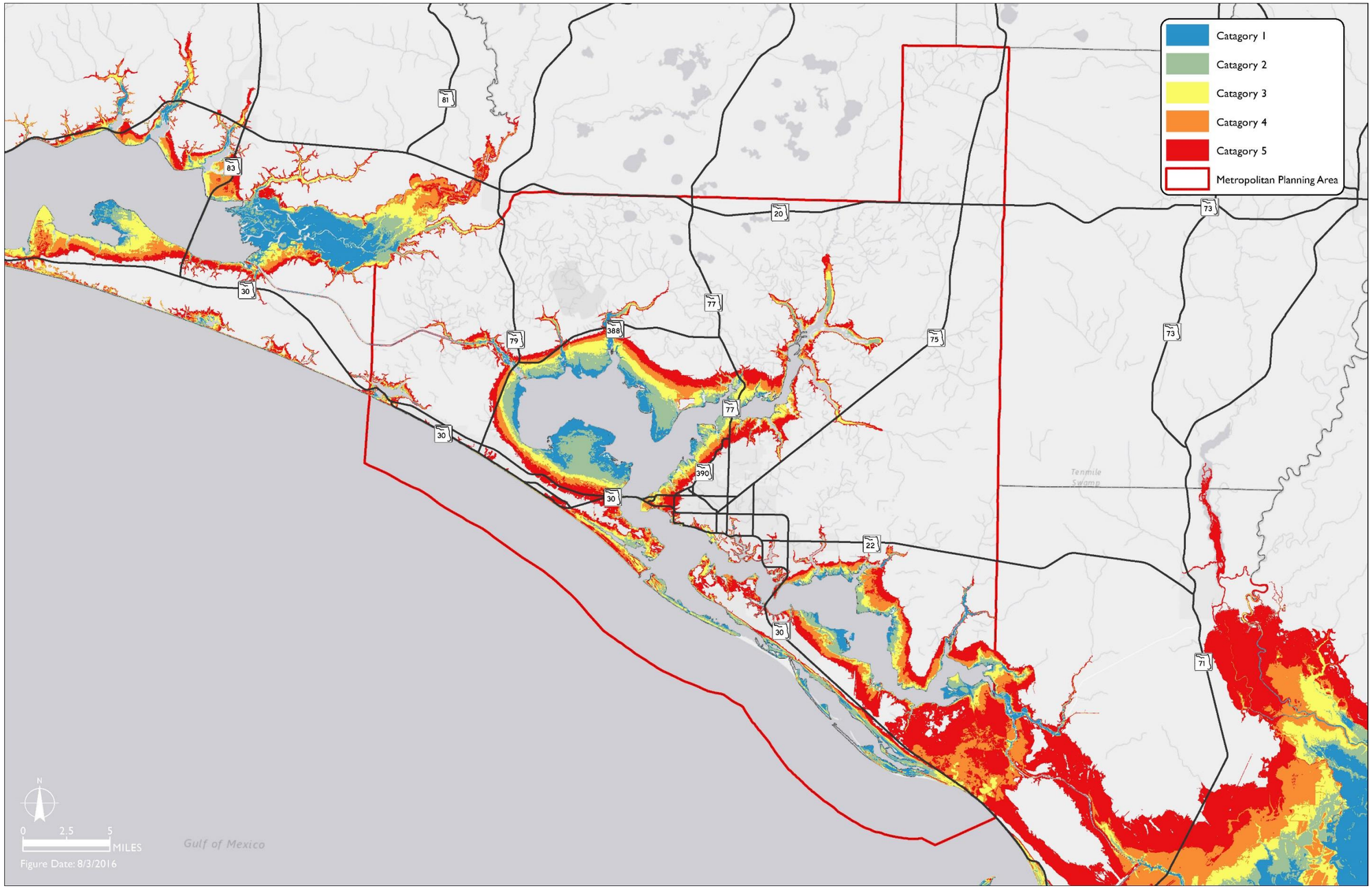

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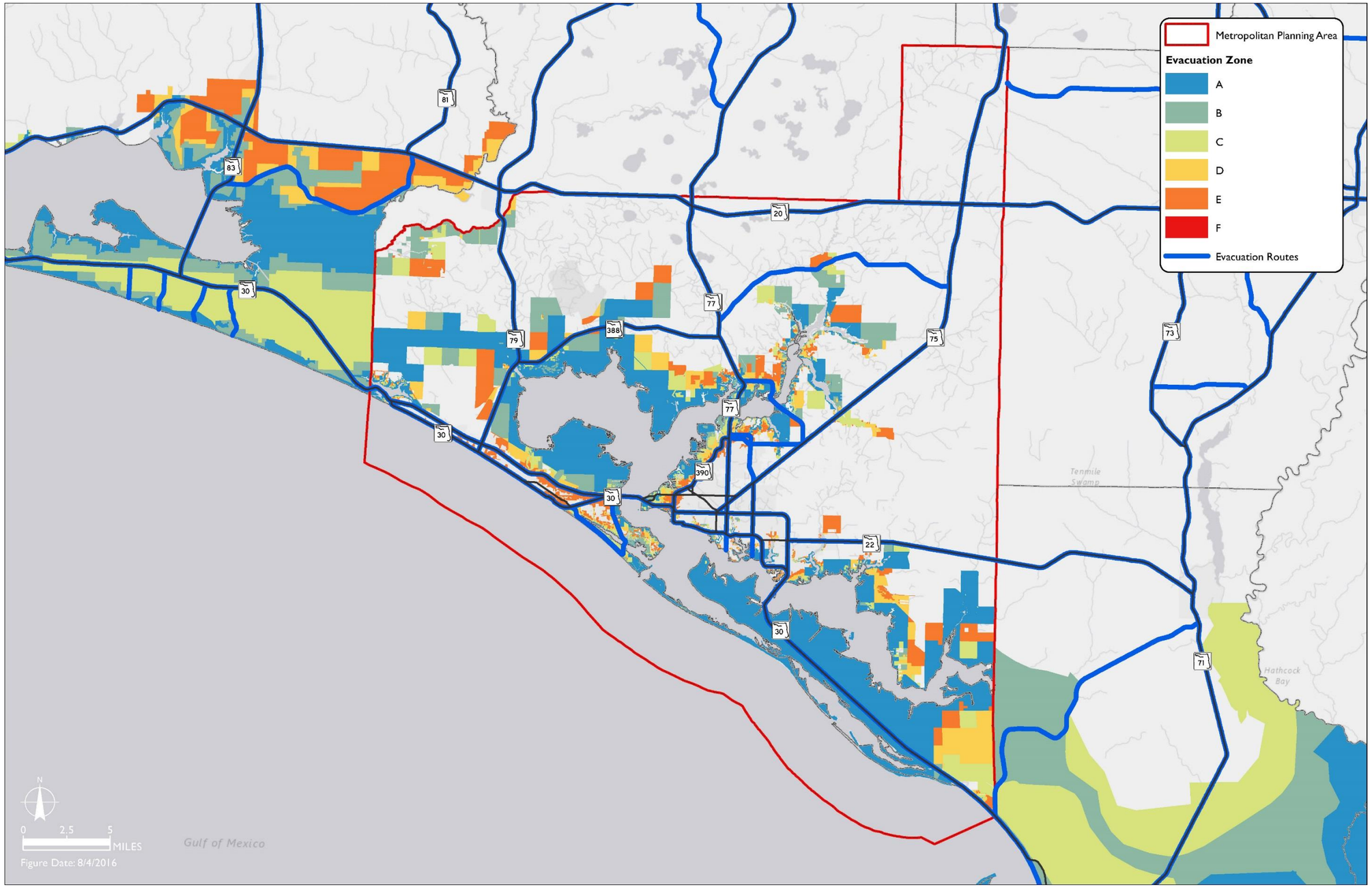
Figure 3.2: Evacuation Zones



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By the year 2040, the traffic volumes will increase significantly within the region as a result of the growth in population and economic activity.

Although driving (alone or with other passengers) is still anticipated to account for about 85 percent of all trips within the region, because of the aging population and changes in preferences from the millennial generation who wish to drive less, the percent of trips made by persons walking, biking and using transit is anticipated to increase within the region.

According to the American Planning Association's 2014 National Poll, 81 percent of millennials and 77 percent of active boomers say "affordable and convenient alternatives to the car are at least somewhat important in deciding where to live and work." These changes in travel preferences will require a multimodal approach to addressing our transportation needs in 2040.

Without investments in transportation, travel conditions are anticipated to worsen. By the year 2040, travel times are anticipated to increase by nearly 20 percent.

As part of the 2040 LRTP update, the Bay County TPO completed a Congestion Management Process Plan (CMPP) update. The plan developed performance measures and analyzed mobility trends and conditions.

The CMPP identified congested corridors and recommended strategies and tactics to address these corridors.

One of the major ways to reduce congestion is to reduce travel demand, either by implementing strategies to reduce overall demand for the system (ex. encouraging telecommuting, supporting and encouraging land use decisions that reduce vehicle miles traveled); by implementing strategies that reduce demand for the system at peak times (ex. Encouraging flextime); or by implementing strategies that more efficiently use the transportation system (ex. Carpooling or vanpooling, use of transit services, biking or walking).

As part of developing the CMPP, corridors that are severely congested currently (operating at level of service E or F) and constrained were identified. An annual mobility report is prepared each year as part of the congestion management process established in the CMPP.

The CMPP and the 2016 Annual Mobility Report may be found on the TPO's web site http://www.wfrpc.org/wp-content/uploads/2014/08/Bay-2015-CMP-Report-10-21-15-Revised.pdf

3.2.1 Ride On Program

One way that the TPO has been working to reduce travel is through the ride-On program. The ride-On program is funded by the Florida Department of Transportation and staffed by the West Florida Regional Planning Council. The ride-On program offers employer-based programs to assist in reducing single occupant vehicle travel to work sites. The Commuter Assistance Program coordinates users on a computer database with mapping capabilities to assist in forming carpools and vanpools.

The West Florida Regional Planning Council (WFRPC) continues operating and managing the rideOn program for District Three of the Florida Department of Transportation (FDOT). rideOn currently serves as FDOT's District Three Commuter Assistance Program (CAP) for the ten (10) western counties of the District. These counties are Bay, Calhoun, Escambia, Gulf, Holmes, Jackson, Okaloosa, Santa Rosa, Walton, and Washington (the Panhandle of Florida). Calhoun and Jackson Counties are shared with Commuter Services of North Florida because some residents in these Counties commute to jobs in the Panama City Urbanized Area and some commute to the Tallahassee Urbanized Area.

The mission of the rideOn program is to identify barriers to commuter mobility and then develop, promote, and track affordable, reliable, and sustainable alternatives to mitigate these barriers.

There are currently 16 vans operating in the Florida Panhandle. rideOn solicits employers who have 50 or more employees. The rideOn program is currently working with Seaside promoting the rideOn program in hopes of providing transportation to the North end of the county: Niceville, Freeport, DeFuniak Springs, Ponce Deleon, Pace, and Westville. These individuals are commuting to Seaside for work; some of the major communities rideOn is targeting are DeFuniak Springs, Destin, Miramar Beach, Panama City Beach, and Santa Rosa Beach. Combining some of the other rural counties there are a total of 449 employees who need some type of alternative mode of transportation to get to work.

3.2.2 Transportation System Management and Operational (TSM&O) Strategies

Another effective strategy is the implementation of Transportation System Management and Operational (TSM&O) strategies. TSM&O strategies not only reduce congestion and improve mobility, but they also function to increase safety. The Federal Highway Administration defines TSM&O as "an integrated program to optimize the performance of existing multimodal infrastructure through implementation of systems, services, and projects to preserve capacity and improve the security, safety, and reliability of our transportation system."

TSM&O actions and strategies laid out by FDOT in the Florida Transportation Systems Management and Operations Strategic Plan (December 2013) include:

- Ramp signals
- Advanced Traffic Management System

- Severe Incident Response Vehicles
- Managed Lanes
- Incident Management
- Rapid Incident Scene Clearance
- Traveler Information
- Arterial Management
- Work Zone Traffic Management
- Weather Information
- Variable Speed Limits

3.2.3 Intelligent Transportation System (ITS)

In the TPO Service Area, the Bay County Advanced Transportation Management Center (TMC) is currently housed in the Bay County Administration Building on Eleventh Street in Panama City.

This TMC supports the existing and new traffic signal control upgrades/expansion and ITS deployment initiatives within the Bay County Panama City region and FDOT district. The fiber optic network allows direct communication from the TMC to all parts of the traffic system, such as: the controllers at the traffic signals, Dynamic Message Signs for traveler information, weather station information, emergency pre-emption, and live stream video from traffic cameras that have been placed at intersections as part of this project. TMC operators monitor live traffic conditions and have the ability to adjust the signal timing at each intersection to improve traffic flow or respond to a roadway incident.

Bay County TMC

The Bay County TPO has developed a regional ITS master plan in coordination with the surrounding areas and TPOs to the west. It can be found on the WFRPS's web site: http://www.wfrpc.org/bctpo/Final%20Regional%20ITS%20Plan%20Adopted%209-2010.pdf

3.2.4 Park-and-Ride

Park-and-Ride facilities serve as collection areas for people transferring to higher occupancy vehicles. They are often located and designed to serve bus or rail transit, but many are used by carpoolers and vanpoolers as well. The West Florida Regional Planning Council staff supports the location and use of Park and Ride Lots. There are Park and Ride lots throughout rideOn's ten-county region, and these lots are used as central meeting points for commuters engaged in carpool and vanpool activities. Most Park and Ride lots are constructed by the Florida Department of Transportation (FDOT) for use by the public. Occasionally, property owners will allow for a few spots to be designated for Park and Ride, and the program is grateful to these property owners for their generosity.

Current Park and Ride locations:

- Highway 77/Highway 20 – Northwest corner of intersection. This lot will be relocated as part of the SR77 widening project which is currently underway.
- Highway 231/Highway 20 – Northeast corner of intersection
- The Curve at Thomas Drive on Panama City Beach (near Bay Town Trolley stop)
- Highway 98 / Wildwood Ave – K-Mart parking lot in Panama City Beach
- Pier Park – Panama City Beach – facing Front Beach Road across from pier (near Bay Town Trolley stop)
- Winn-Dixie parking lot at west end of Panama City Beach (near Bay Town Trolley stop)

4.0 Public Involvement

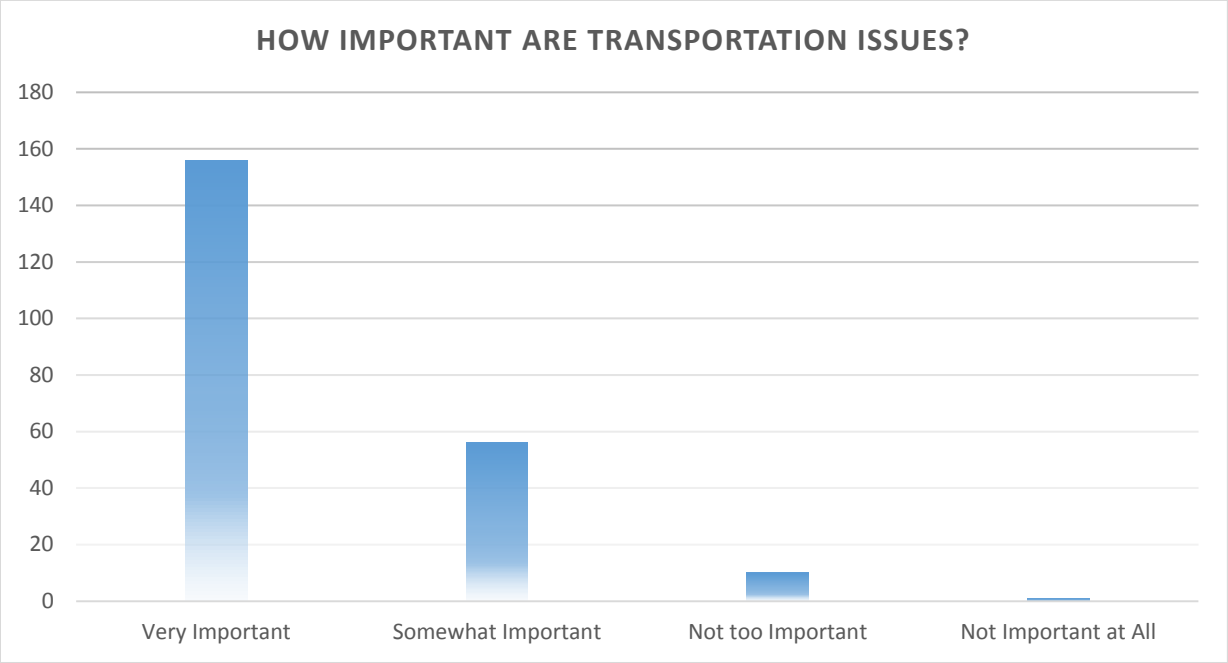
The public involvement activities carried out as part of this plan were conducted to inform and solicit ideas from the public about transportation needs, alternatives and priorities. The program elements are described further in the following sections.

The 2040 Public Involvement Plan contained a structured process to inform the public and interested parties and solicited input in identifying transportation needs and prioritizing projects. Multiple methods were used to engage and solicit input from the public as part of the planning process.

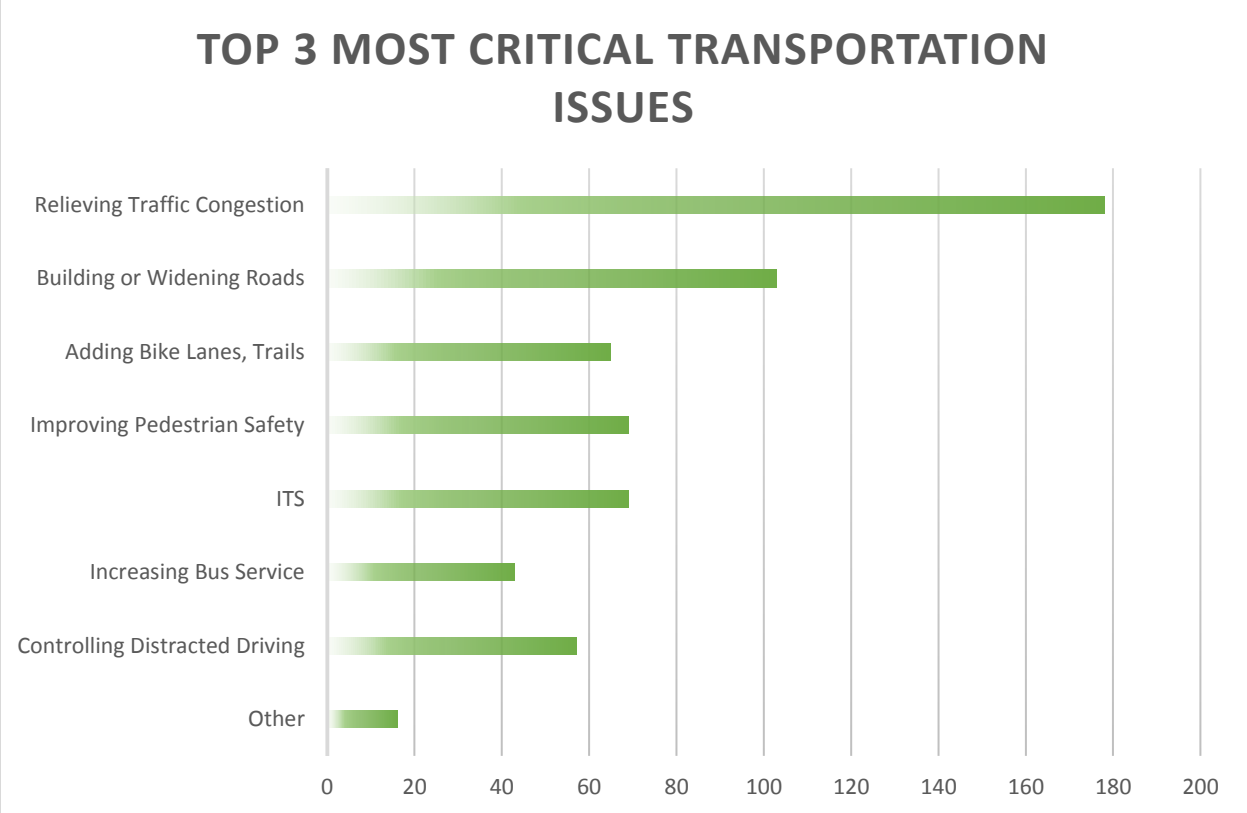
4.1 Transportation Questionnaire

Throughout the plan update process, the TPO staff administered a transportation questionnaire to workshop participants, community groups, transit riders, and college students. Over 250 questionnaires were completed. The charts and graphs on the following pages present the key findings. Appendix G contains the 2040 LRTP Transportation Questionnaire.

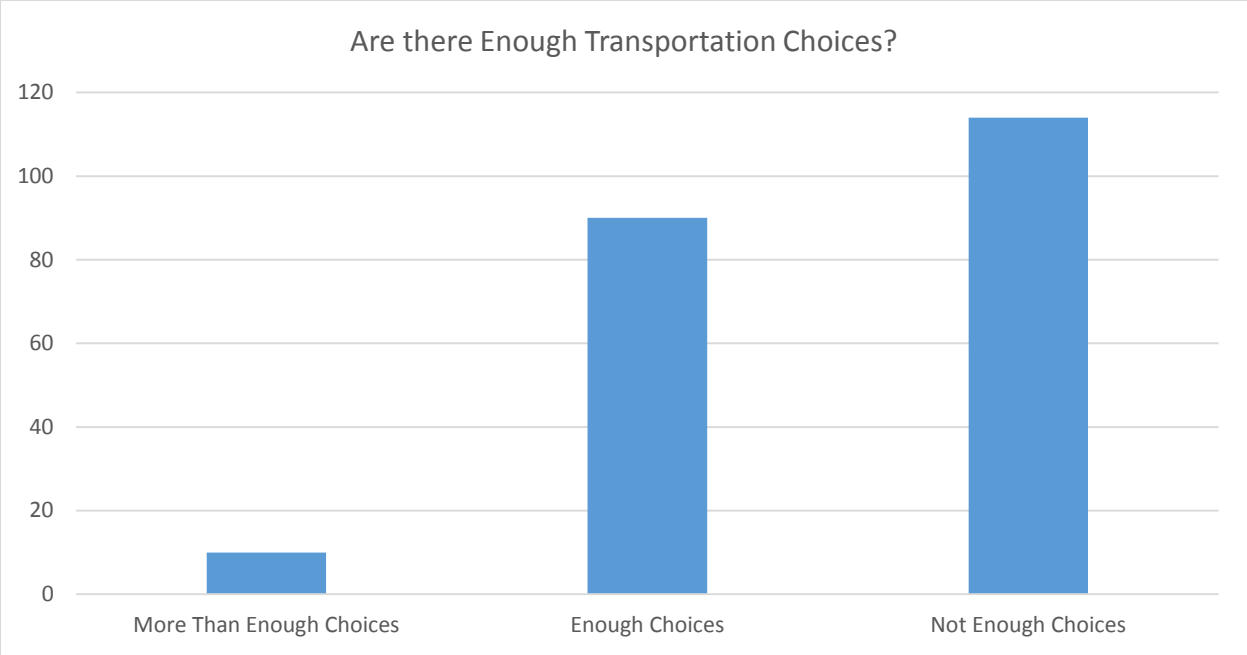
When asked how important transportation and transportation related issues are, over 150 respondents indicated it was very important.



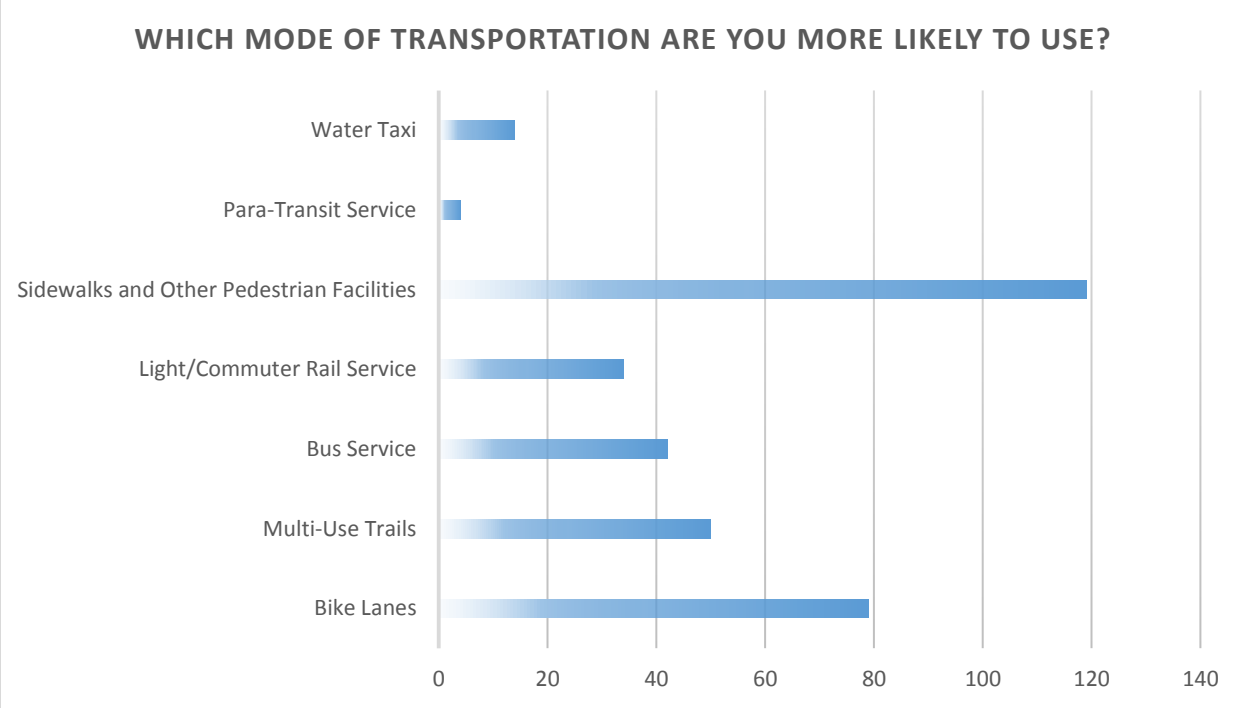
Respondents were asked to identify the three most critical transportation issues their community faces. Traffic congestion was the top issue.



The question was posed “Do residents have enough choices when it comes to transportation?” The majority of responses were that there were not enough choices when it comes to transportation and mobility.



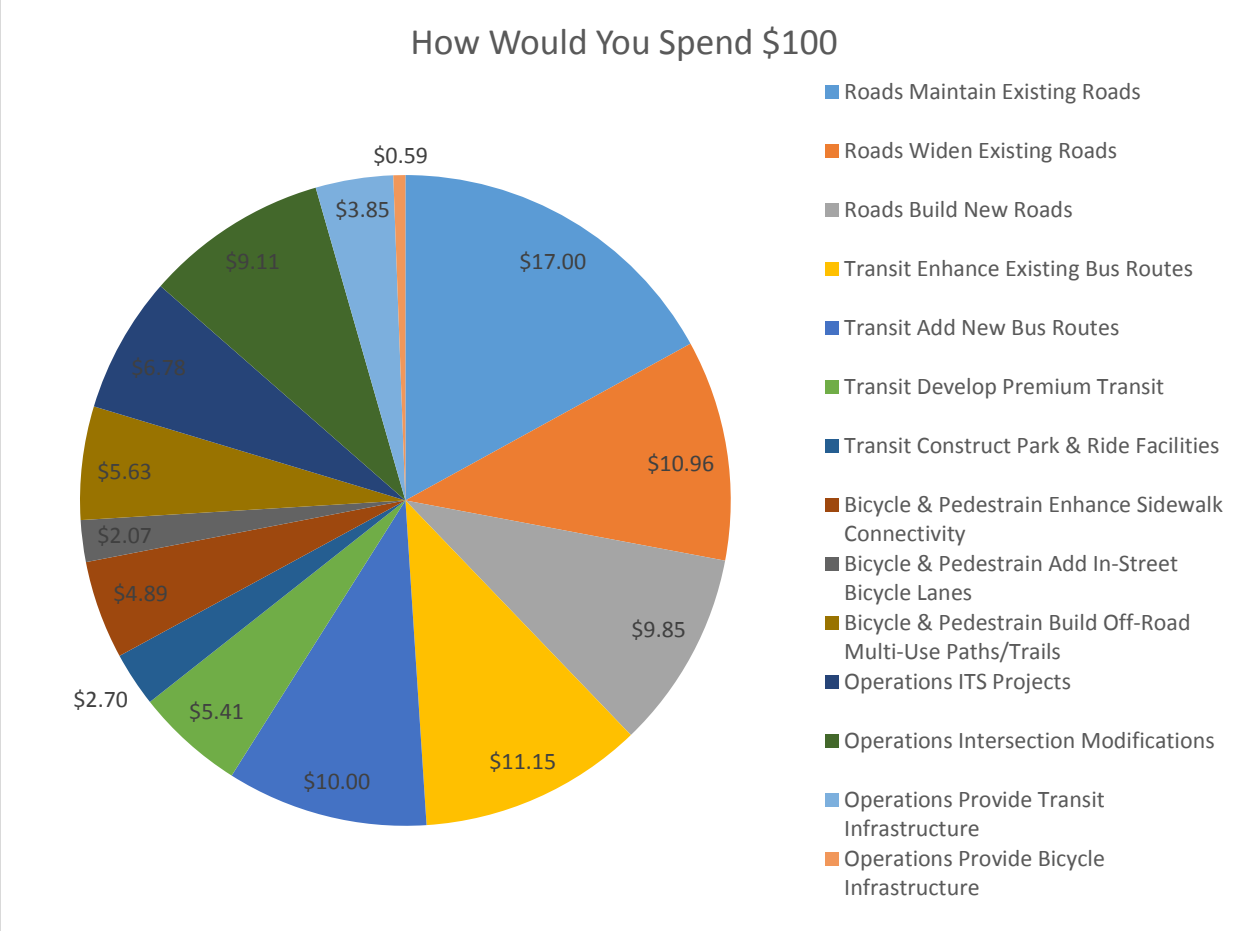
Respondents were asked if modes of travel other than the automobile were available, which would you be more likely to use? Sidewalks and other pedestrian facilities were selected as the preferred mode.



As part of the Project Priorities, the Bay County Transportation Planning Organization will evaluate projects that seek to address many needs. Respondents were asked "How would you rank the following needs, with 1 being the most important?"

1. Improving Travel Times/Shorten Commutes
2. Improving Motorist Safety
3. Keeping the Economy Growing/Healthy
4. Improving Pedestrian Safety
5. Improving Bicycle Safety
6. Protecting the Environment
7. Limiting Growth

Respondents were asked how they would fund various types of transportation projects and programs. In order to simulate the difficult choices officials have to make, the respondents were given $100 to spend on the transportation projects and programs. Below is a chart depicting how they would allocate funding. Maintaining the existing roadways received the highest funding.



4.2 Website

The TPO maintained a project webpage, http://www.wfrpc.org/programs/b-tpo/lrtp. It was developed to provide an overview of the LRTP update process, to serve as a repository for project documents and to provide information on the LRTP. The 2040 LRTP site was incorporated in the www.wfrpc.org site through a direct link on the home page. The website content was updated throughout the study.

The TPO's website featured news and information about the plan update, related documents and announcements related to workshops and public meetings. Through the project website, the public could e-mail comments or request to be added to the TPO mailing lists. A link on the website led viewers to the updated schedule, project goals and objectives, interim documents, maps, project listings, and a calendar of public events.

4.3 Newsletters

In order to familiarize the general public with the function of the TPO and introduce the update, a series of newsletters was developed throughout the LRTP process. The newsletters were sent out through the Transportation Information Network (TIN), a database of interested individuals and stakeholders, and were sent to anyone that attended any of the workshops or meetings. In addition, they were posted to the project webpage. Each newsletter was dedicated to various aspects of the update, including the goals and objectives, needs assessment, development of the cost feasible plan and plan adoption. These newsletters brought readers up-to-date and provided a variety of ways to get involved, from public meetings to the project web page. Appendix C contains the three newsletters developed for the 2040 LRTP update.

4.4 Transportation Information Network

The Transportation Information Network (TIN) is an evolving list of interested parties that have asked to be sent information on the TPO planning process and projects. This list is comprised of general citizens, community based groups, as well as state and regional organizations. As of the time of this plan update the TIN was comprised of over 170 individuals. The majority of the information is sent to the TIN via e-mail for the LRTP update.

4.5 LRTP Steering Committee

Throughout the LRTP update process a steering committee made up of local citizens and public agency representatives guided the update. This committee met twelve times during the plan update. They provided input and guidance at key points in the process. They developed the goals and objectives, helped shape the Needs and Cost Feasible Plans and helped refine each element based on public comments and direction given by the TPO board.

4.6 Community Groups

The TPO proactively sought community events likely to generate crowds of people. Typically, handouts, and questionnaires were distributed at these events. These venues offered the opportunity for citizens who may not have previously been familiar with the TPO or the LRTP

update to get involved and allowed citizens the chance to speak directly with transportation planners.

Additionally, throughout the life of the study, the TPO sought out opportunities to meet with diverse groups for the purpose of presenting plans and receiving feedback. Team members attended community meetings and made presentations to civic, professional and special interest groups. This included presentations to Rotary Clubs, Kiwanis Clubs, Chambers of Commerce and like groups.

Below is a list of organizations and groups that were provided briefings on the development of the 2040 Long Range Transportation Plan.

- Callaway City Council on February 24, 2015 at Callaway Arts and Conference Center.
- Glenwood Working Partnership on March 22, 2015 at Glenwood Community Center in Panama City.
- East Bay Rotary Club on April 20, 2015 at Rodeo's Restaurant in Callaway.
- Alpha Psi Omega Fraternity Bay County Alumni on September 8, 2015 at Glenwood Community Center in Panama City.
- Bay County Economic Development Alliance on September 9, 2015 at Florida State University Bland Center in Panama City.
- Bay County Chamber of Commerce on October 2, 2015 at Florida State University Panama Holley Academic Center in Panama City.
- Lynn Haven City Council Meeting on October 6, 2015 at Lynn Haven City Council Chambers.
- Kiwanis Club on October 14, 2015 at St. Andrews Yacht Club.
- Lynn Haven Rotary Club on October 28, 2015 at Panama Country Club.
- Panama City Beach Rotary Club on October 29, 2015 at Fishale Tap House in Panama City Beach.
- Downtown Rotary Club on January 26, 2016 at St. Andrews Yacht Club.
- Lynn Haven Rotary Club on March 2, 2016 at Panama Country Club.
- Bay County Council on Aging on March 3, 2016 in Panama City.
- Panama City Beach Rotary Club on March 3, 2016 at Harpoon Harry's in Panama City Beach.
- NAACP on March 3, 2016 at Glenwood Community Center in Panama City.
- Kiwanis Club on March 23, 2016 at St. Andrews Yacht Club.
- Port Users Group on March 23, 2016 at Port of Panama City.
- Project Management Institute on March 24, 2016 at Egg and I Restaurant in Panama City Beach.

- Chief, Base Engineering Flight and Community Base Planner on April 6, 2016 at Tyndall Air Force Base.
- Bay Town Trolley Transfers on April 7, 2016 at Panama City Mall.
- Student Union on April 7, 2016 at Gulf Coast State College.

At the NAACP community meeting an immediate need was voiced to the LRTP team. A condition existed on Martin Luther King Jr Boulevard where no overhead lighting was present and there was a large number of pedestrians crossing the street. In the days prior to the meeting a woman was struck by a car attempting to cross the roadway. The attendees requested that we communicate their desire to have overhead street lights installed as soon as possible with the appropriate agency. The TPO staff contacted the FDOT District 3 staff and passed along the community's concerns. The FDOT assessed the situation and quickly installed overhead lights in this location. While not directly relatable to the LRTP Update, due to the timing of our outreach, a vital community need was voiced and addressed.

4.7 Public Workshops

At key points during the development of the 2040 update, the TPO collaborated and coordinated with other local agencies to engage the public. Joined by planning partners from the local governments and FDOT, workshops were held at locations throughout the study area. Participants viewed maps and proposed projects and had an opportunity to speak with planners. During the development of the 2040 LRTP, six (6) open house/workshops were held; one was held for the project initiation or kickoff, two workshops were held on the development of the goals and objectives, two open house workshops were held for the development of the Needs Plan and two workshops were held during the development of the Cost Feasible Plan.

For the six public workshops conducted throughout the LRTP process, a detailed presentation was provided that provided the following elements:

- Overview of the planning process
- Goals and objectives
- Summary of trends and conditions related to population growth
- Increases in congestion
- Maps were used to provide visualizations of the hot spots for congestion and safety

- Opportunities for public input through the web page and questionnaires during the workshops and contact information for the Bay County TPO

Table 4.1: Public Workshops

Workshop Date	Location	Meeting Purpose
November 17, 2014	Gulf Coast State College	Development of Goals and Objectives
November 18, 2014	Bay County Library	Development of Goals and Objectives
September 15, 2015	Lynn Haven Baptist Church	Development of the Needs Plan
September 17, 2015	AD Harris Learning Center	Development of the Needs Plan
March 1, 2016	Lynn Haven City Hall	Development of the Cost Feasible Plan
March 1, 2016	AD Harris Learning Center	Development of the Cost Feasible Plan

4.8 Summary Brochure

Subsequent to LRTP adoption, a fold-out brochure was created to summarize the study process and present the 2040 Plan. The brochure includes a project list and map for easy reference. The summary brochure was distributed in print (600 copies) and electronic versions as well as posted on the TPO website. It was distributed to all local governments and copies are available at the TPO offices.

4.9 Advisory Committees

The Bay County TPO receives public and agency input from two committees that advise on projects, plans, and policies. Citizens are actively recruited to join the joint Citizens Advisory Committee (CAC). Local governments are represented on the Technical Coordinating Committee (TCC). For the LRTP update, a special Steering Committee made up of members from both met regularly throughout the process to review materials and projects that made up the plan.

4.10 Public Hearing

The plan was adopted by the Bay County TPO Board as part of the **June 22, 2016** regularly scheduled board meeting. A unanimous vote was recorded to approve the plan.

4.11 Environmental Justice – Community Impact Assessment

The Environmental Transportation Decision Making (ETDM) process requires a social-cultural effects evaluation and community profiles in the State of Florida. Demographic maps were used as one of the tools to evaluate the 2040 Needs Assessment projects.

For the 2040 Long Range Transportation Plan, the Bay County Transportation Planning Organization (TPO) staff had its consultant (Atkins) contact low-income and minority groups in Bay County to arrange presentations regarding the Draft 2040 Cost Feasible Plan Projects. It was decided to focus on the low-income and minority populations because of an analysis of attendance at public workshops associated with plan development. The low-income and minority groups were under-represented in the process even though the meeting times and locations allowed for the traditionally underserved to participate in the process. Thus, additional presentations to low-income and minority groups were arranged. Organizations in Bay County

were identified and contacted regarding informational presentations related to the TPO process and specifically the 2040 LRTP Update.

4.12 Title VI and Public Participation in the LRTP Development

The Bay County Transportation Planning Organization is committed to ensuring public participation in the development of all transportation plans and programs. It is the overall goal of the TPO that the transportation planning process be open, accessible, transparent, inclusive and responsive. As a continuing effort by the TPO to provide public access and the means by which to engage in the planning process, the TPO has established the following public participation goals for all documents and programs through the Public Participation Process (PPP):

(1) An Open Process – To have an open process that encourages early and continued public participation. All TPO and committee meetings are open to the public.

(2) Easy Information Access – To provide complete and timely information regarding plans, programs, procedures, policies and technical data produced or used during the planning process to the general public and the media. All TPO meeting announcements, documents, maps and plans can be viewed at http://www.wfrpc.org/programs/b-tpo.

(3) Notice of Activities – To provide timely and adequate public notice of hearings, meetings, reviews and availability of documents.

(4) Public Input and Organizational Response – To demonstrate consideration and recognition of public input and comments and to provide appropriate responses to public input.

(5) An Inclusive Process – To encourage participation in the planning process by traditionally under represented segments of the community; low-income groups, minorities, persons with disabilities, and the elderly; and to consider the needs of these groups when developing programs, projects or plans.

Additionally, the Bay County TPO was and will be compliant with and follow all Title VI laws, processes, and programs to include the following:

- Civil Rights Act of 1964, 42 USC 2000d, et seq. - 42 USC 2000d which prohibits exclusion from participation in any federal program on the basis of race, color, or national origin.
- 23 USC 324 which prohibits discrimination on the basis of sexual orientation, adding to the landmark significance of 2000d. This requirement is found in 23 CFR 450.334(1).
- Rehabilitation Act of 1973, 29 USC 794 which prohibits discrimination on the basis of a disability, and in terms of access to the transportation planning process.
- Americans with Disabilities Act (ADA) of 1990 which prohibits discrimination based solely on disability.
- ADA encourages the participation of people with disabilities in the development of transportation and paratransit plans and services. In accordance with ADA guidelines, all

meetings conducted by the TPO will take place in locations which are accessible by persons with mobility limitations or other impairments.

- Executive Order 12898 or referred to as Environmental Justice, which requires that federal programs, policies and activities affecting human health or the environment will identify and avoid disproportionately high and adverse effects on minority or low-income populations. The intent was to ensure that no racial, ethnic, or socioeconomic group bears a disproportionate share of negative environmental consequences resulting from government programs and policies.
- Language Assistance Plan which is required by Title VI of the Civil Rights Act of 1964, Executive Order 13166, and FTA Circular C 4702.1B, October 2012.
- The Bay County TPO has completed a Four Factor Analysis of the Metropolitan Planning Area to determine requirements for compliance with the Limited English Proficiency (LEP) provisions.
- Based on analysis, the TPO has identified a population within the MPA that may require TPO assistance in participating in the planning process. A Language Assistance Plan has been developed and is documented in the 2012 Public Participation Plan which can be accessed at the following location http://www.wfrpc.org/wp-content/uploads/2014/08/2012-BAY-PPP-Adopted-12-12.pdf

In order to further support the public participation goals of the TPO, the public is and was encouraged to participate in the development of the LRTP. The 2040 LRTP process has included three series of public involvement meetings designed to obtain input from the public concerning the long range transportation planning process in the Metropolitan Planning Area. This process culminated in a set of public involvement meetings that were held to present the draft 2040 LRTP and receive comments from the public. Also, all TPO meetings are open to the public. At these meetings, the TPO committees review and approve the draft and final LRTP documents. Interested individuals may also review and comment upon these documents in tandem with the TPO committees. Individuals may address their concerns to the TPO committees directly at any meetings they attend. The LRTP Project Manager at the Bay County TPO should be contacted to obtain final and summary documents.

5.0 Development of the 2040 Needs Plan

The Needs Plan is not a prioritized list of projects, nor is it constrained by financial resources. The Needs Plan leveraged prior studies developed by local governments. Maintaining the public consensus continuity of these efforts was essential to the credibility of the planning process.

Because of the level of planning that occurred within these studies, the known needs greatly exceeded the resources anticipated to be available.

Building on the community consensus that was achieved, the development of the Needs Plan began with a review and confirmation of these studies. The following sources were used to define the needs.

- FDOT's Strategic Intermodal Systems Needs Plan and Cost Feasible Plan (includes 1st Five Years and 2nd Five Years)
- FDOT's Adopted Work Program
- Bay County TPO Transportation Improvement Program
- Bay County TPO Project Priorities
- 2035 Long Range Transportation Plan
- Northwest Florida Regional ITS Plan

- Bay County TPO Congestion Management Process Plan
- Bay County TPO Regional Bicycle and Pedestrian Plan
- City of Panama City Beach Community Redevelopment Agency (CRA) Plan
- Florida Regional Greenways and Trails Plan
- Regional Freight Network Plan
- Local Government Comprehensive Plans
- West Bay Sector Plan
- Northwest Florida Corridor Authority Master Plan
- Committed Development Projects Provided by Local Governments
- Coordination with local governments and stakeholders on additional needs

The rationale for developing a Needs Plan is twofold. First, transportation revenue allocations could change in future years, affecting the amount of financial resources available to fund needed improvements Second, the Needs Plan allows the TPO's partners to develop a future transportation vision for the community that reflects social, environmental, and economic policy objectives and helps local governments see the effects of land use decisions.

The process followed in the development of the 2040 Needs Plan included extensive public involvement, coordination with the TPO advisory committees, and evaluation of various roadway and transit alternatives. This process included developing a list of constrained corridors, committed mobility projects, 2040 mobility deficiencies, and mobility alternatives.

The 2040 Needs Plan includes not only roadway projects it also identifies high-capacity transit projects, and mobility programs to address congestion and safety issues. Other projects are pulled from the Bicycle Pedestrian Master Plan and from the Regional Intelligent Transportation System (ITS) Plan (September 2010). In addition, projects were identified that will enhance the movement of freight in the region. These projects were identified in the Regional Freight Network Plan, Highways of Commerce (April 2010) developed by the TPO and used in the development of the 2040 LRTP Needs Plan.

5.1 Growth Forecasts

Land use and transportation are inextricably linked. How communities develop over time greatly influences transportation choices as well as the efficiency and the livability of the transportation systems. Where and how the region grows sets the foundation for the type and location of future transportation investments.

The first step in travel demand modeling is development of future land use scenarios, and the first step in the land use scenario process involves the development of a Trend Scenario. The Trend Scenario is intended to illustrate the build-out potential of the region by 2040 based on existing land use policies and current development patterns. The trend analysis estimates future population, household and employment data for all the study area Traffic Analysis Zones (TAZs)

through 2040. The trend scenario served as the base condition from which alternative land use and transportation scenarios were developed and compared.

The base year for the LRTP is 2010 and all base year data for the Bay County 2040 LRTP is based on conditions on the ground as of 2010. Forecast data for this plan update is at the TAZ level and will serve as the inputs to the Northwest Florida Regional Planning Model. The model utilized this data to forecast mobility deficiencies expected for 2040. These deficiencies are critical information used in development of the Needs Plan.

5.1.1 Growth Allocation

Population estimates were used to determine control totals per county for each projected year. In addition a number of different sources were used to assist in determining where in the county and when development will occur. Following the determination of control totals, forecasted growth was allocated to the individual Traffic Analysis Zone (TAZ) level. The TPO obtained future year population estimates from the University of Florida, Bureau of Economic and Business Research (BEBR), Volume 46, Bulletin 165 (Appendix 1) for use as control totals for Bay County.

The BEBR Medium population estimates were utilized as the control totals for Projected Year Zdata. The recommended control totals for Bay County are shown below.

Bay County Population Control Totals

2015	2020	2025	2030	2035	2040
174,100	184,500	193,900	202,000	209,100	214,800

Bay County Employment Control Totals

2015	2020	2025	2030	2035	2040
104,496	111,202	118,205	125,511	133,141	141,111

The Future Land Use Allocation Model (FLUAM) was used to allocate future development to the appropriate Traffic Analysis Zone (TAZ). Using this methodology, each vacant parcel is assigned a Future Land Use designation based on its spatial location. Since Future Land Use (FLU) is created by the individual municipalities, and counties in the case of unincorporated areas, the future land use was generalized into 19 categories. Comprehensive plans or similar documentation for each municipality and county in District 3 was obtained and used to assign a generalized FLU to each individual FLU category.

The Department of Revenue (DOR) Code is a classification code that is assigned to each parcel based on its existing use. The DOR code is used to determine each parcel's existing land use. In this application it was necessary to generalize the DOR codes to a zonal data (Zdata) category. In addition to other factors driving development, the existing use of a parcel and the future land use of a parcel was considered.

5.1.2 Land Use Subcommittee

An important aspect of the LRTP update was the Land Use Subcommittee. The TPO Land Use Subcommittee, made up of local planning staffs, TPO staff, and FDOT were used to oversee the development of the inputs used in the land use model and to provide policy direction on model inputs and assumptions. The Land Use Subcommittee also reviewed the results from the model and provided recommendations on adjustments to the model to more accurately reflect local land use policies. This outreach and coordinating effort with various planning agencies and the private sector helped to ensure the best available data was used in the development of these land use projections and for the long range transportation plan.

5.2 Existing plus Committed (E+C) Network

To determine which 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 2010 and 2019.

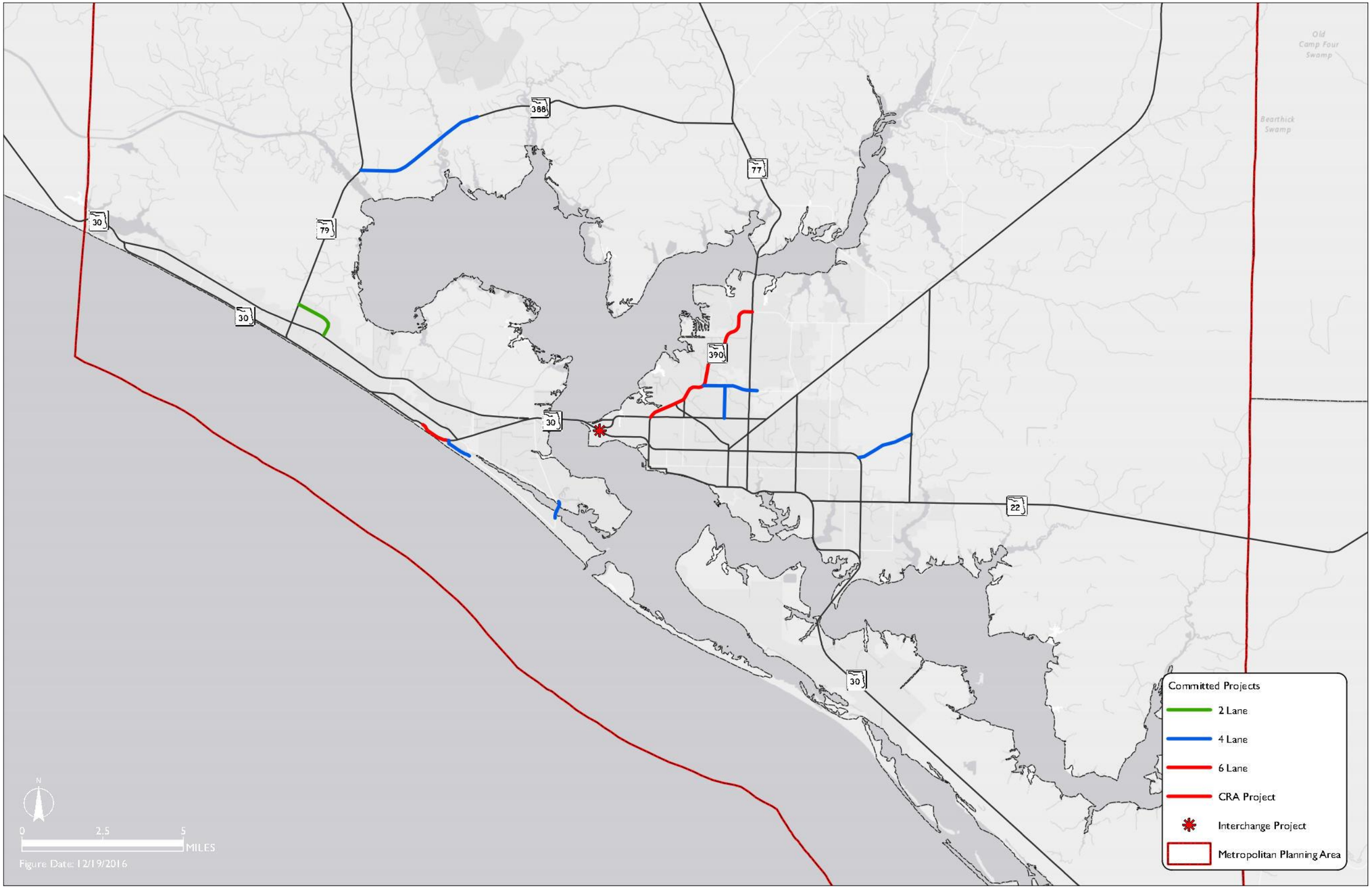
The TPO's Transportation Improvement Program and the FDOT's Five-Year Work Program were also reviewed for capacity projects meeting the prescribed criteria to be considered committed.

A comprehensive list of the projects that are considered committed are shown in Table 5.1. The committed projects for the 2040 LRTP Update are depicted in Figure 5.1.

Table 5.1: Committed Projects

Roadway	From	To	Improvement
SR390	23rd Street	SR77	Widen to 6 Lanes
23rd Street	@ US98 (SR30)		Construction of grade separated interchange
Baldwin Road	SR390	Kirkwell Drive	Widen to 4 Lanes
Jenks Avenue	Baldwin Road	23rd Street	Widen to 4 Lanes
South Thomas Drive	Front Beach Road	Thomas Drive	Widen to 4 Lanes
Thomas Drive	North Lagoon Drive	Trelawney Avenue	Widen to 4 Lanes
Gulf Coast Parkway	Star Avenue	US98	New 4 Lane Roadway
Front Beach Road	Richard Jackson Boulevard	South Thomas Drive	Add transit lanes
SR388	SR79	Entrance of the Northwest Florida Beaches Airport	Widen to 4 Lanes
Pier Park Loop Road	US98	SR79	New 2 Lane Roadway

Figure 5.1: Committed Projects



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5.3 2040 Deficiency Analysis

Future mobility deficiencies were identified through an evaluation of anticipated levels of congestion using the NWFRPM as the primary analysis tool. The congestion assessment was performed using the existing plus committed model scenario in the year 2040 which represents a No Build Scenario. This approach considers only the projects that are committed for construction within the Transportation Improvement Program and FDOT Adopted Work Program.

Deficiencies are based on volume to capacity ratios. To determine the transportation needs for the year 2040, the traffic model is run using the Existing plus Committed Network and projected future land use in 2040. The inputs to the model considered several local government master plans including the West Bay Sector Plan.

One of the outputs of this 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. For this analysis, the following table was utilized.

Table 5.2: Congestion Levels

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

The 2040 deficiency analysis yielded a substantial number of roadways expected to experience some degree of congestion if no additional improvements are made through the year 2040.

Figure 5.2 depicts the results of the roadway deficiency analysis.

The deficiencies identified in Figure 5.2 were then used as input in the development of the 2040 Needs Plan.

5.4 2040 Needs Plan Development

The results of the 2040 deficiency analysis were used to develop the 2040 needs alternatives. Similar to the previous LRTP update, the 2040 LRTP strived to create a multi-modal plan in that there would not be an emphasis on one mode or another, but a marrying of all modes. The vision was to create a Needs Plan where the roadway projects supported the high capacity transit projects and the high capacity transit projects supported the roadway projects. In addition, projects from the Bicycle Pedestrian Master Plan, Regional ITS Plan and Regional Freight Network Plan Highways of Commerce were incorporated into the 2040 Needs Plan.

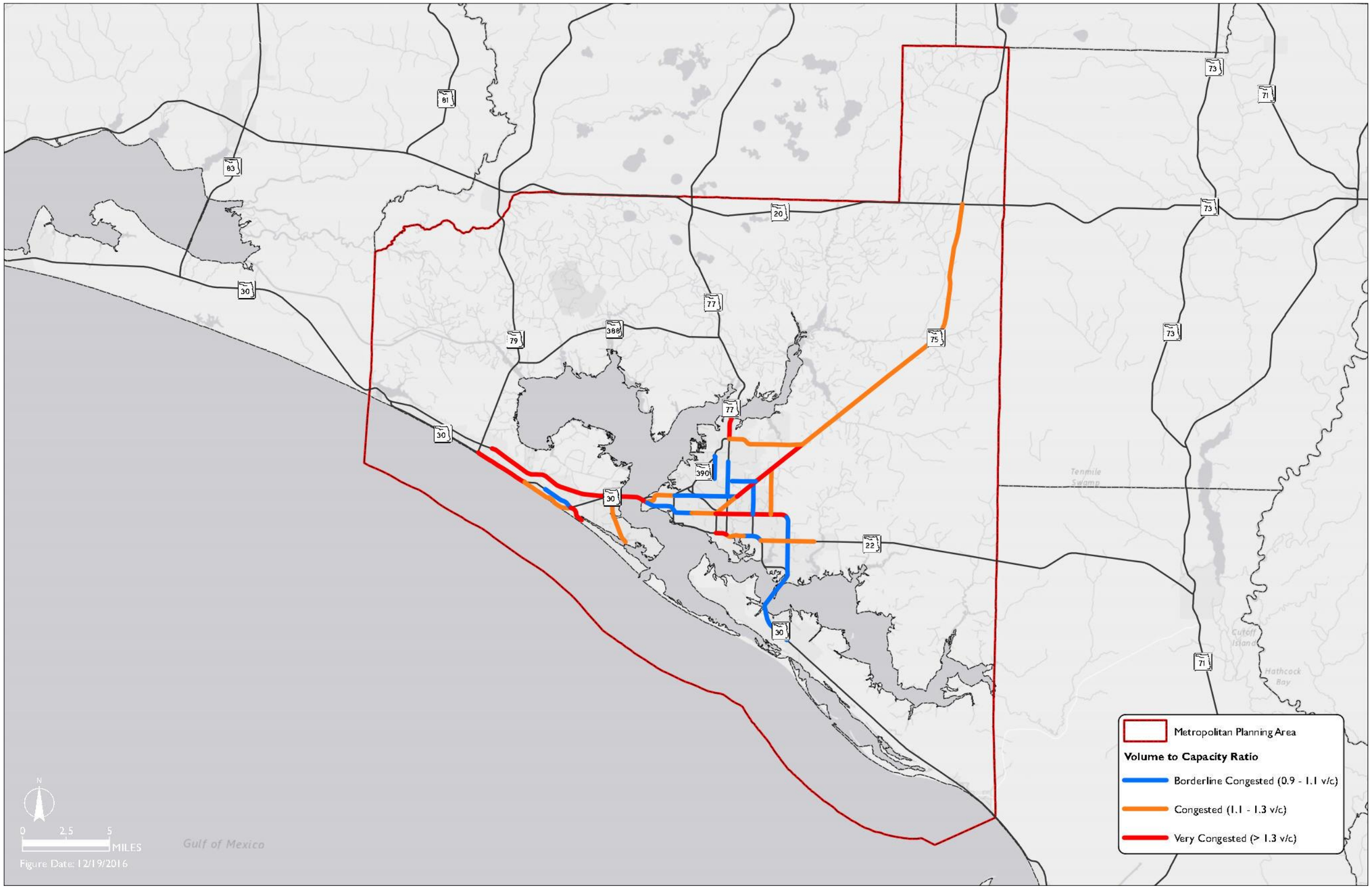
The LRTP Steering Committee and the Technical Coordinating Committee considered these deficiencies and opportunities at several meetings throughout the Fall of 2015. Based on their feedback, adjustments were made to the project list prior to presenting the draft 2040 Needs Plan to the public during a series of workshops in September of 2015.

5.4.1 Roadway Projects

The majority of the projects included in the 2040 Needs Plan are roadway projects. These projects seek to address the mobility demands forecasted along these corridors. As noted earlier in this section the following sources of information were used in the development of the Needs Plan as they relate to roadway improvements:

- FDOT's Strategic Intermodal Systems Needs Plan and Cost Feasible Plan (includes 1st Five Years and 2nd Five Years)
- FDOT's Adopted Work Program
- Bay County TPO Transportation Improvement Program
- Bay County TPO Project Priorities
- 2035 Long Range Transportation Plan
- Northwest Florida Regional ITS Plan
- Bay County TPO Congestion Management Process Plan
- Bay County TPO Regional Bicycle and Pedestrian Plan
- City of Panama City Beach Community Redevelopment Agency (CRA) Plan
- Florida Regional Greenways and Trails Plan
- Regional Freight Network Plan
- Local Government Comprehensive Plans
- West Bay Sector Plan
- Northwest Florida Corridor Authority Master Plan
- Committed Development Projects Provided by Local Governments
- Coordination with local governments and stakeholders on additional needs

Figure 5.2: 2040 Deficiencies



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There are thirty-three (33) roadway projects that were identified in the Needs Plan to add capacity to existing roadways or construct new roadways.

During the public workshops and the community meetings much support was voiced for the CR390 widening project in Lynn Haven. The FDOT recently kicked off a Project Development and Environmental (PD&E) study for this roadway and many were pleased to see it in the plan and making progress. Another project that received support from the public was the widening of US98 (Panama City Beach Parkway) from Mandy Lane to the Thomas Drive Flyover. The TPO received numerous comments that this project needs to be included in the plan and implemented as soon as possible.

5.4.2 Transit Projects

Throughout the plan update process and at most public meetings, the TPO heard support for the Bay Town Trolley. The 2040 Needs Plan includes express bus service to the airport and into south Walton County. While these projects were supported, there was an outcry to expand the existing service area. There are a number of large employers that are not served as well as the Veterans Administration clinic. This led to the addition of a mobility program to flex funding from the "Other Arterial" funding box to capital improvements for public transportation. The adopted needs plan includes a $350,000 per year set aside for transit. The $350,000 per year set-aside is an increase from the $150,000 per year set aside in the 2035 LRTP.

Bay Town Trolley has voiced support for the mobility program that flexes "Other Arterial" dollars to a capital program they could use to purchase replacement busses.

5.4.3 Intelligent Transportation Systems (ITS) Projects

Intelligent Transportation Systems (ITS) in Bay County has proven to be a very successful way at managing the existing system and ensuring it is operating efficiently. Projects from the Northwest Florida Regional ITS Plan have been implemented over the last five years and the TPO has seen value in continuing to invest in ITS. To that end the 2040 Needs Plan includes a mobility program that sets aside $500,000 per year for operations and maintenance of the County's ITS infrastructure. This is an increase from the $450,000 per year set aside in the 2035 LRTP.

5.4.4 Bicycle and Pedestrian Projects

The Bay County TPO has a Regional Bicycle and Pedestrian Plan in place. Projects are drawn from that plan for implementation under a number of different programs and grants. The 2040 Needs Plan includes a mobility program to assist in implementing more of those projects. In addition, projects from the Florida Regional Greenways and Trails Plan were discussed at length during the plan update. In an effort to help fund those regional projects, the TPO included a new mobility program that will set aside funding each year to implement projects from that plan as well. To that end the 2040 Needs Plan included the addition of a mobility program that sets-aside $450,000 per year for bicycle and pedestrian improvements. The $450,000 per year set-aside is a decrease from the $800,000 per year in the 2035 LRTP because of the need to fund other capacity projects and $100,000 per year set-aside for the regional trails program.

During the plan update a project surfaced that was of particular interest to Bay County and the City of Callaway. The construction of bicycle lanes along Old Bicycle Road from Star Avenue to CR2297 was viewed as a project that needed to be referenced in the LRTP. The reason for referencing this project in the LRTP is for each entity to seek additional funding opportunities for the completion of this project.

The Florida Department of Transportation (FDOT) has adopted a new complete street policy. With this new policy FDOT will provide safer, context-sensitive roads by putting the right street in the right place. FDOT has committed that roadways will now be designed to serve the transportation needs of system users of all ages and abilities, including but not limited to:

- Cyclists
- Motorists
- Transit riders
- Freight handlers
- Pedestrians

The FDOT specifically recognizes Complete Streets are context-sensitive and require transportation system design that considers local land development patterns and built form. The Department will coordinate with local governments, Transportation Planning Organizations, transportation agencies and the public, as needed to provide Complete Streets on the State Highway System, including the Strategic Intermodal System.

This Complete Streets Policy will be integrated into the FDOT's internal manuals, guidelines and related documents governing the planning, design, construction and operation of transportation facilities.

The TPO is working under the assumption that all new roadways and all roadway widening projects will adhere to the new FDOT policy.

5.4.5 Gayle's Trails

The City of Panama City Beach has developed an extensive off-road multiuse trail systems referred to as Gayle's Trails, named after the former Mayor of Panama City Beach, Ms. Gayle Oberst. This is a network of linear paved trails radiating from a central trailhead at Frank Brown Park in Panama City Beach, Gayle's Trails provide cyclists the opportunity to ride out and back on three routes, two of which are along forested corridors between trailheads. Gayle's Trails is part of a growing greenways and trails system that will eventually span the entirety of Panama City Beach. The future system of trails will consist of paved and unpaved trails, and will stretch from west of SR 79 in the west to east of the US 98 Hathaway Bridge. Additionally, the Florida Greenways trail system is planning to connect to the Gayle's Trails system and once completed will connect from the Florida/Alabama line west of Pensacola to St Marks, south of Tallahassee. Figure 5.3 depicts the existing and future Gayle's Trail system.

5.4.6 Intermodal Projects

Port Panama City staff participated in the development of the 2040 LRTP and referenced the Port master Plan for needed projects. The only project discussed during the update that fell outside the port's boundary was an improvement to East Avenue including the replacement of the East Avenue Bridge. This project is located at the southern end of East Avenue on the eastern side of Panama City. East Avenue provides direct access to a newly acquired piece of property the port intends to develop. As the Needs Plan was developed and the port staff realized the timeframe involved with projects in the plan, they opted to include the East Avenue project as a priority in their list of current projects. The development plans the port has for this new property could not wait for funding 6 to 10 years out.

The Northwest Florida Beaches International Airport also participated in the plan update process. The projects identified by the airport include widening SR 388 from SR79 to SR77. They also support the West Bay extension projects into Walton County and east to Mexico Beach.

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Figure 5.3: Gayle's Trail and Future Trails System

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5.4.7 Regional Freight Projects

Northwest Florida is served by highway, rail, air, and sea-based infrastructure. This combination of assets supports any type of economic development project, including those requiring barge and/or deep-water capabilities. Transportation assets include:

- Four Commercial Airports
- Three Deepwater/Barge Ports
- Interstate 10 - traverses the region and extends from Jacksonville to Los Angeles
- Major CSX East-West rail line - runs parallel to I-10, intersected by several short-line railroads, including the Bay Line, that connect to the region's deep-water ports and Norfolk-Southern rail lines

Northwest Florida's unique geographic location within the region makes it an ideal location for companies involved in transportation, distribution, and logistics (TDL). The Panhandle is a major TDL center, providing quick and easy access to the rapidly growing Southeastern United States. In fact, companies can reach virtually all primary southeastern markets within a one-day truck haul from anywhere in Northwest Florida.

After months of working with various freight partners and stakeholders including agencies, local governments and private industry to collect projects, FDOT refined a freight project needs list consisting of over 700 projects. The total cost of all freight needs collected is approximately $32 billion. These projects span all freight related modes and are as varied and diverse as Florida itself. Freight projects identified in the needs survey range in complexity and cost from seaport dredging projects and major airport taxiway improvements, to minor roadway improvements such as roadway connectors. This section provides a summary of Florida's current freight project needs.

Table 5.3: Florida Freight Project Needs by Mode

Mode	Cost (in thousands)	Number of Projects
Air Cargo	$1,093,074	168
Highway	$26,257,709	447
Rail	$1,370,529	67
Seaport	$2,464,480	66
Spaceport	$624,969	19
Total	**$31,810,762**	**767**

Source: Freight Project Needs Survey, Freight, Logistics and Passenger Operations Office, FDOT, 2014

Table 5.4: Florida Freight Project Needs by District

District	Cost (in thousands)	Number of Projects
3	$1,542,715	82

Source: Freight Project Needs Survey, Freight, Logistics and Passenger Operations Office, FDOT, 2014

Table 5.5: Florida Freight Projects – District 3 Bay County TPO Area

Project Name	Applicant	Cost (in thousands)	Modes	Status
US 98/SR-30 @ SR 368 23rd Street Intersection Phase I	FDOT District 3	$53,519	Highway	Construction Underway
US 98/SR-30 @ SR 368 23rd Street Intersection Phase II	FDOT District 3	$38,012	Highway	Construction Underway
SR 390)St Andrews Boulevard) from 23rd Street to CR 2313 (Baldwin Road)	FDOT District 3	$35,881	Highway	Construction Scheduled
SR 390 from East of CR 2312 (Baldwin Road) to Jenks Avenue	FDOT District 3	$44,932	Highway	Construction Scheduled
SR 390 from Jenks Avenue to SR 77 Ohio Avenue	FDOT District 3	$76,023	Highway	Construction Scheduled
Gulf to Bay Highway	FDOT District 3	$292,687	Highway	PD&E Underway
US 98/SR-30 from east end of Hathaway Bridge to SR 368 (23rd Street)	FDOT District 3	$1,998	Highway	Construction Underway
US 231 from US98 to SR20	FDOT District 3	$25,000	Highway	PD&E Underway

Source: FDOT Freight Mobility and Trade Plan

This information was presented to the LRTP Steering Committee by the FDOT Central Office Freight Coordinator staff on September 15, 2015.

5.5 Bay-Walton Sector Plan

In June of 2015 the St Joe Company received approval of the Bay-Walton Sector Plan. This sector plan is an update and expansion of the previously approved West Bay Sector Plan into a larger Bay-Walton Sector Plan. The expansion area is located immediately to the west of the West Bay Sector Plan in Bay County and Walton County, Florida. The Bay-Walton Sector Plan is a large scale and long-range plan that provides a 50-year vision for directing growth, development and environmental resource protection.

St. Joe submitted the Bay-Walton Sector Plan Application to both Bay County and Walton County planning officials on April 11, 2014. The application was reviewed by local county governments in a series of public hearings during July, August, September and October, 2014. The application was approved by both Bay County and Walton County for transmittal to the Department of Economic Opportunity (DEO) to begin the state review process. DEO reported on October 27, 2014 that the application was deemed complete and that the state review process would begin. The state review process involves significant review by state agencies. In December, 2014, DEO issued the Objections, Recommendations and Comments report (ORC). In May, 2015, both Bay County and Walton County formally adopted the Bay-Walton Sector Plan. In June, 2015, the Bay-Walton Sector Plan was found in compliance with State Statute and was fully enacted. Additional information on the sector plan may be found here: http://bay-waltonsectorplan.com/.

As a result of consultation with the Bay County staff, the needs plan projects associated with Bay County Sector Plan are:

- West Bay Parkway from US 98 (SR 30) to US 231 (SR 75)
- SR 388 from East of Northwest Florida Beaches International Airport to SR 77
- Powerline Road from West Bay Parkway to SR 79 at Loop Road Connection
- Gulf Coast Parkway Extension from SR 77 to US 231 (SR 75)
- Back Beach Bypass from Loop Road to Nautilus Street
- Express Bus Service from Panama City Beach to the Northwest Florida Beaches International Airport
- Recreational Trails Program

5.6 2040 Needs Plan Compared to the 2035 Needs Plan

There are a number of projects that were excluded or dropped from the Needs Plan based on a number of reasons. Some of the projects have been completed and some of the needs have changed because of changes in land use, development patterns, development intensity and revised population and employment forecasts. Table 5.6 presents the projects that are not included in the 2040 Needs Plan.

Table 5.6: 2040 Needs Plan Projects Not Included in the 2040 Needs Plan

Project Name	From	To	Improvement	Reason not Included
West Bay Connector	SR 388	Washington County	Construct new 4 lane facility	Lack of future demand
SR 20	Washington County Line	US 231	Widen to 4 lanes	Moved to the aspirational project list.
SR 77	US 98	4th Street	Widen to 6 Lanes	Lack of future demand – but has been identified as a multi-modal corridor
SR 390	23rd Street	SR 77	Widen to 6 Lanes	Project is now fully funded through construction in the TIP
11th Street	Beck Avenue	US 98	Widen to 4 Lanes	Lack of future demand – but has been identified as a multi-modal corridor
23rd Street Extension	US 231	East Avenue	New 4 Lane	Lack of future demand and constructability.
Baldwin Road Extension	US 231	Transmitter Road	New 4 Lane	Lack of future demand and constructability.

Table 5.6 2040 Needs Plan Projects Not Included in the 2040 Needs Plan

Project Name	From	To	Improvement	Reason not Included
East Avenue	11th Street	Sherman Avenue	Widen to 4 Lanes	Lack of future demand and constructability
Tram Road	US 98	Tyndall Parkway	New 2 Lane	Project is now fully funded through construction in the TIP
7th Street Realignment	US 98	Gulf Coast Parkway	New 2 Lane	Lack of future demand
Baldwin Road	SR 390	Kirkwell Avenue	Widen to 4 Lanes	Project has been completed/under construction.
US 98 (15th Street)	23rd Street	Beck Avenue	Widen to 6 Lanes	Lack of constructability – but has been identified as a multi-modal corridor
US 98	At 23rd Street		Construct grade separated interchange	Project is now fully funded through construction in the TIP
Jenks Avenue	23rd Street	Baldwin Road	Widen to 4 Lanes	Project is now fully funded through construction in the TIP
SR 388	SR 79	East of Northwest Florida Beaches International Airport	Widen to 4 Lanes	Project is now fully funded through construction in the TIP
Loop Road	SR 79	US 98	New 2 Lane	Project is now fully funded through construction in the TIP

Table 5.6 2040 Needs Plan Projects Not Included in the 2040 Needs Plan

Project Name	From	To	Improvement	Reason not Included
Front Beach Road	Richard Jackson Boulevard	South Thomas Drive	Installation of lighting, landscaping, medians, turn lanes, sidewalks, drainage, underground utilities and transit lanes.	Project is now fully funded through construction in the TIP

5.7 Environmental Mitigation

Transportation projects can significantly impact many aspects of the environment including wildlife and their habitats, wetlands, and groundwater resources. In situations where impacts cannot be completely avoided, mitigation or conservation efforts are required. Environmental mitigation is the process of addressing damage to the environment caused by transportation projects or programs. The process of mitigation is best accomplished through enhancement, restoration, creation and/or preservation projects that serve to offset unavoidable environmental impacts.

The Bay County TPO is committed to minimizing and mitigating the negative impacts of transportation projects on the natural and built environment in order to preserve and enhance the quality of life. In the State of Florida, environmental mitigation for transportation projects is completed through a partnership between the TPO, FDOT, and state and federal environmental resource and regulatory agencies, such as the Water Management Districts (WMDs) and the Florida Department of Environmental Protection (DEP). These activities are directed through Section 373 Florida Statutes (F.S.), which establishes the requirements for mitigation planning as well as the requirements for permitting, mitigation banking, and mitigation requirements for habitat impacts.

Figures 5.4 through 5.6 present some of the environmental features that were considered as the Needs Plan projects were developed.

Throughout the LRTP update process, the TPO shared information with environmental agencies and professionals and made them aware of all meetings and comment opportunities. This was

accomplished through the TPO's Transportation Information Network (TIN). The following agencies are included in the TIN:

- US Environmental Protection Agency (EPA)
- Florida Fish and Wildlife Commission
- US Army Corps of Engineers
- The Northwest Florida Water Management District
- Defenders of Wildlife
- National Marine Fisheries Service
- Florida Department of State
- Local government environmental departments

When addressing mitigation there is a general rule to avoid all impacts, minimize impacts, and mitigate impacts when impacts are unavoidable. Additionally, land use and natural features of the region require thoughtful planning to provide an interconnected transportation network. The following were considered and will continue to be considered as needed transportation projects are developed:

- Public lands – Bay County and the surrounding area are severed by large tracts of public lands. This includes state and national forests, conservation areas, wildlife refuges, and military installations. Public lands used for recreation are protected by Section 4(f) of the USDOT Act of 1966 [Title 49, USC, Section 1653 (f)]. Based on this act, transportation projects must avoid the use of any public lands unless there is no other feasible or prudent alternative to the use of such land, and the improvement includes all possible planning to minimize harm to such public land.

- Wildlife and Habitat – The Northwest Florida region is sometimes referred to as a "biological hotspot" because there are many rare species found only in small areas in the panhandle. The Florida Fish and Wildlife Conservation Commission defined Strategic Habitat Conservation Areas (SHCAs) in Florida based on the habitat needs of listed species for their survival. The highest priority SHCAs are mostly located within public lands. SHCAs are important to be aware of in planning projects. Figure 5.4 depicts these lands.

- Wetlands and Floodplains – Wetlands and floodplains are protected resources. Transportation projects should be designed to avoid wetlands and floodplains, where possible, and mitigation is required where impacts are unavoidable. Thus, wetlands and floodplains influence the location of new transportation corridors, the design of improvements, and the cost of construction due to environmental mitigation and design requirements. Figures 5.5 and 5.6 present the wetlands and floodplains within the study area.

Sections 373.47137 and 373.4139, F.S. require that impacts to habitat be mitigated for through a variety of mitigation options, which include mitigation banks and mitigation through the Water Management District(s) and the DEP. Potential environmental mitigation opportunities that could be considered when addressing environmental impacts from future projects proposed by the TPO may include, but are not limited to the strategies identified in Table 5.7.

Table 5.7: Mitigation Strategies

Resource/Impacts	Potential Mitigation Strategy
Wetlands and Water Resources	• Restore degraded wetlands • Create new wetland habitats • Enhance or preserve existing wetlands • Improve storm water management • Purchase credits from a mitigation bank
Forested and other natural areas	• Use selective cutting and clearing • Replace or restore forested areas • Preserve existing vegetation
Habitats	• Construct underpasses, such as culverts • Other design measures to minimize potential fragmenting of animal habitats
Streams	• Stream restoration • Vegetative buffer zones • Strict erosion and sedimentation control measures
Threatened or Endangered Species	• Preservation • Enhancement or restoration of degraded habitat • Creation of new habitats • Establish buff areas around existing habitat

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 TPO and its partners ensures that mitigation will occur to offset the adverse effects of proposed transportation projects.

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Figure 5.4: Strategic Habitat Conservation Areas (SHCA)

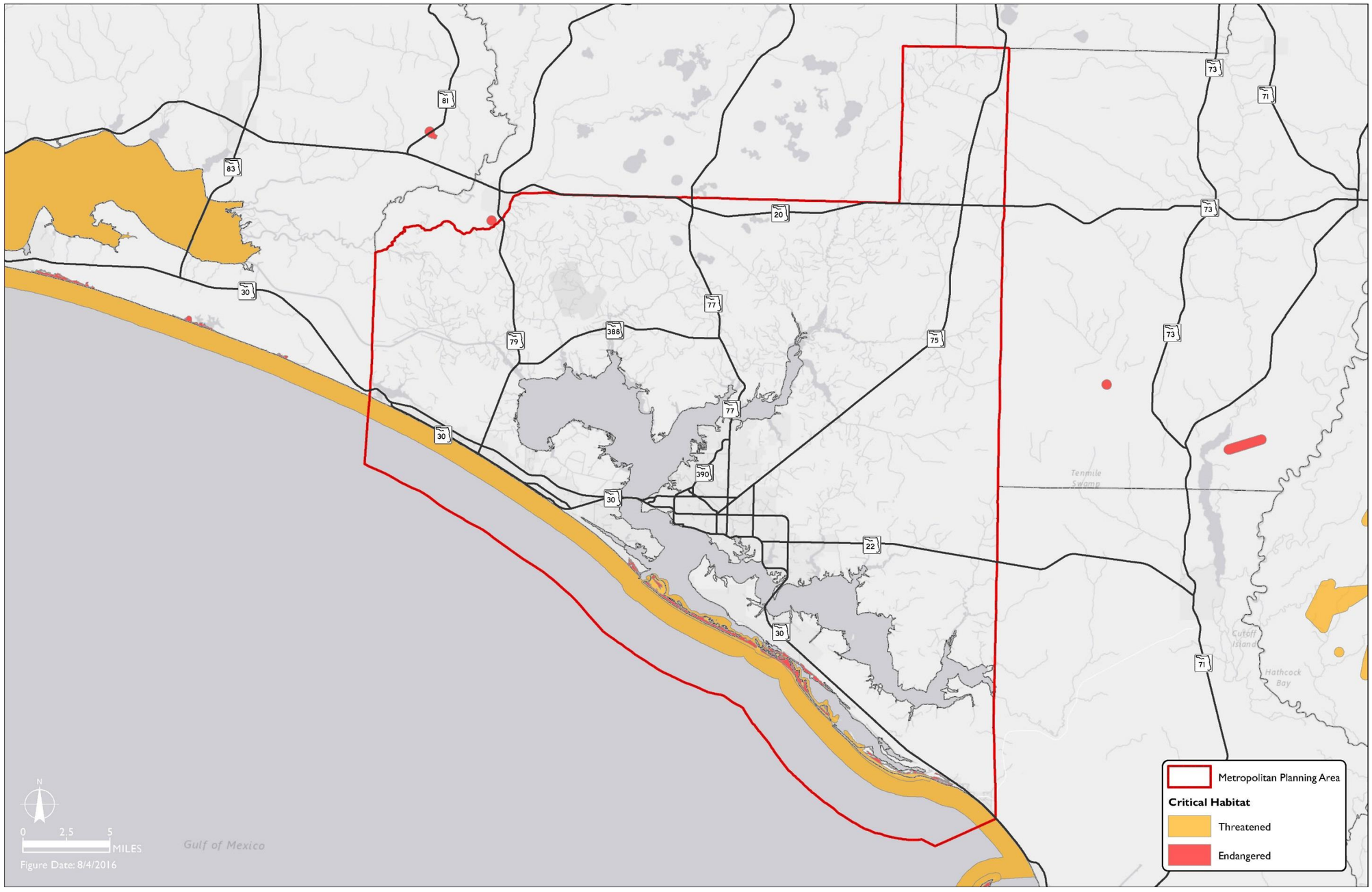

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Figure 5.5: Wetlands

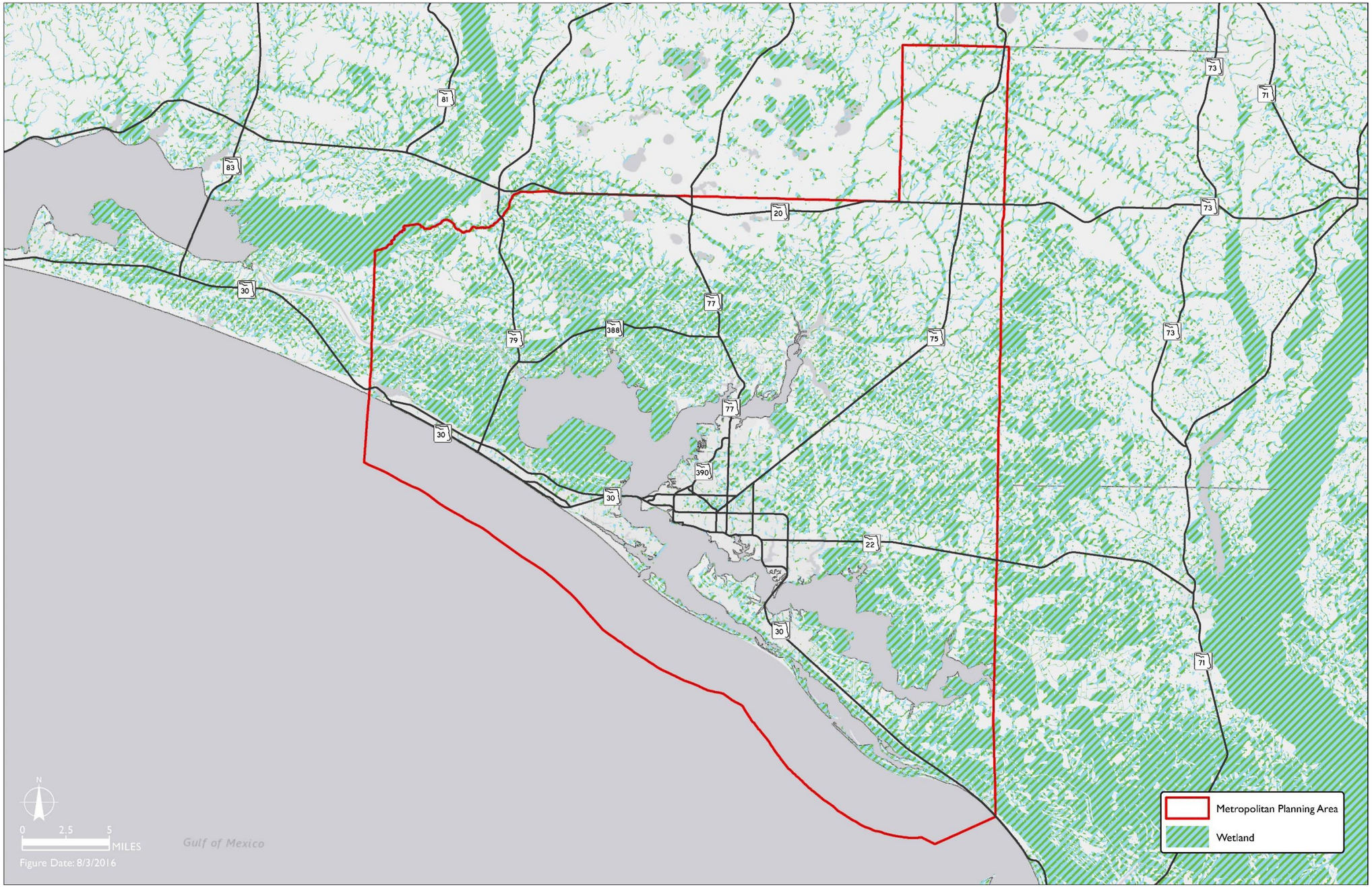

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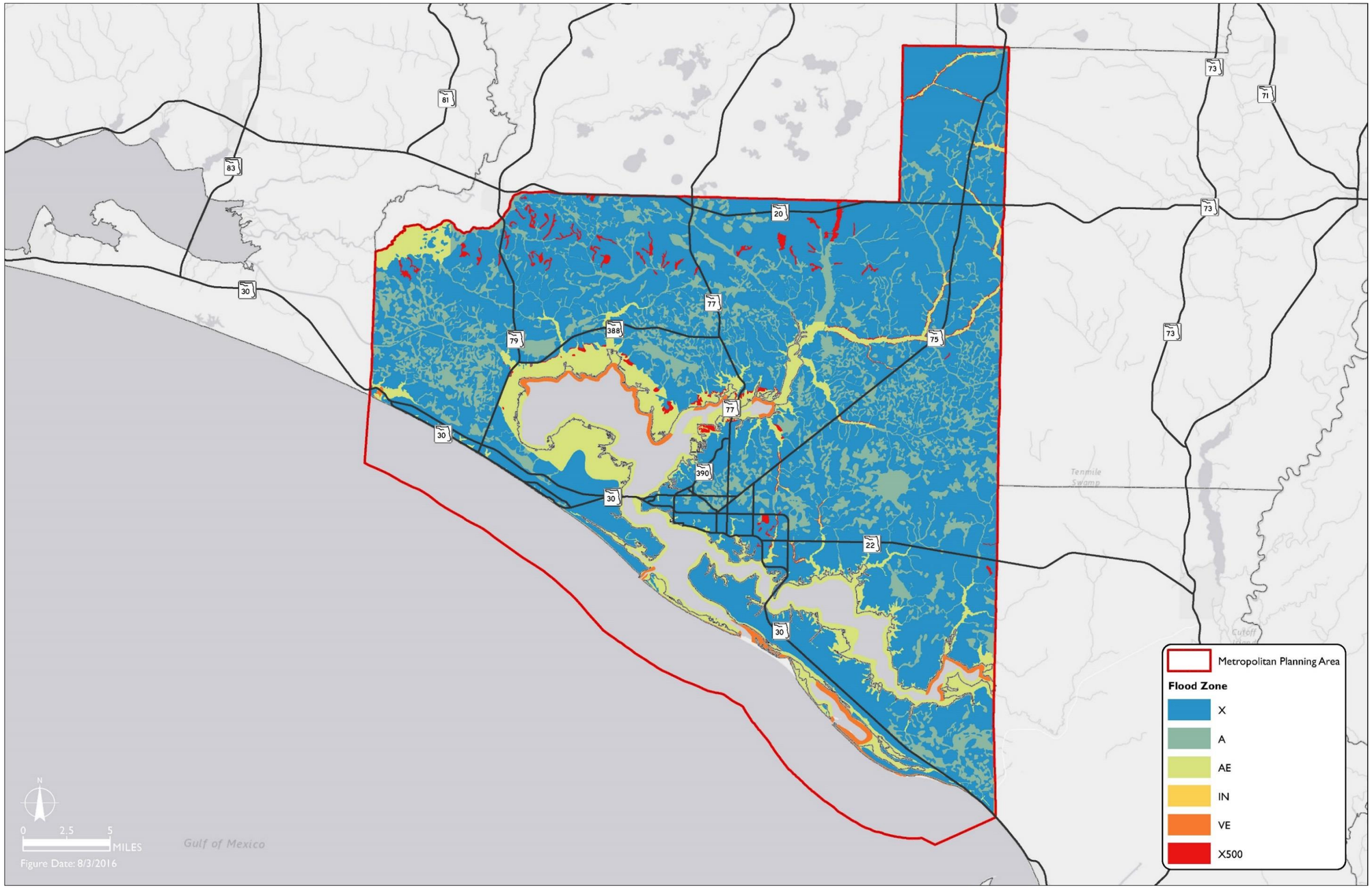
Figure 5.6: Flood Plains



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5.8 Efficient Transportation Decision Making (ETDM) Process

Florida's ETDM process was developed as a framework to fulfill federal and state consultation and environmental planning requirements. The ETDM process uses a multi-agency team approach to identify transportation solutions that are responsive to environmental and cultural preservation goals and community quality of life objectives. The overall intent of the process is to improve transportation decision-making by integrating a balanced consideration of potential project effects to natural, cultural and community resources within the realm of transportation planning and by providing for early coordination with tribal nations, environmental resource agencies and the public. The tool features a wealth of environmental and sociocultural data that allows a comprehensive review of projects and their potential impacts. The ETDM process essentially allows the Bay County TPO to:

- Facilitate early, continuous and meaningful consultation with stakeholders.
- Evaluate the relative environmental effects of transportation projects that are being considered for inclusion in the 2040 Plan Update and identify fatal flaws/impacts as early as possible in the planning phase.
- Easily obtain comments from stakeholders about potential effects of transportation projects proposed for federal and state funding.
- Identify an array of mitigation strategies for the different types of potential project impacts in coordination with environmental resource agencies.
- Facilitate early NEPA reviews/approvals of projects and effective/timely decisions.

5.9 Other Mitigation Strategies

There are a number of mitigation strategies available in the Bay TPO planning area to mitigate environmental impacts related to transportation projects. These include private mitigation banks, public Surface Water Improvement and Management (SWIM) Programs, as well as FDOT's mitigation statue 373.4137.

5.9.1 Surface Water Improvement and Management (SWIM)

In 1987, the Florida Legislature created the Surface Water Improvement and Management program (SWIM) as one mechanism to address these nonpoint pollution sources. The SWIM program is implemented by the Northwest Florida Water Management District, which works cooperatively with the Department of Environmental Protection and several other state agencies, local governments and private organizations to accomplish SWIM objectives.

SWIM was the first major state program to address a waterbody's needs as a system of connected resources rather than simply as isolated wetlands or water bodies. To accomplish this, SWIM cuts across governmental responsibilities, forging important partnerships in water resource management. While the state's five water management districts are directly responsible for the SWIM program, they work in concert with DEP, federal, state, and local governments and the

private sector. All the partners contribute--with funding or in-kind services. In fact, in many areas, state-appropriated money is not the biggest part of program funding.

SWIM develops carefully crafted plans for at-risk water bodies, and directs the work needed to restore damaged ecosystems, prevent pollution from stormwater runoff and other sources, and educate the public. SWIM plans are used by other state programs, like Save Our Rivers, to help make land-buying decisions, and by local governments to help make land-use management decisions.

Since its inception, SWIM has made great strides toward improving the quality of a number of troubled water bodies and increasing our understanding of healthy water bodies. The initial legislation identified specific water bodies that would fall under SWIM--Lake Apopka, Tampa Bay, the Indian River Lagoon System, Biscayne Bay, the St. Johns River, Lake Okeechobee and the Everglades. Today, twenty-nine water bodies are now on the SWIM waterbody priority list.

Originally, the Florida Legislature funded the SWIM program annually, matched by moneys raised by the water management districts. This original dedicated annual funding was ended after the 1997-98 fiscal year. However, many SWIM water bodies have benefited from significant individual legislative appropriations throughout the years, associated with the Community Budget Issue Request water project funding process under s. 403.885, F.S.

The Northwest Florida Water Management District (NWFWMD), in addition to FDEP, utilizes the watershed approach to provide water quality improvements through mitigation. The NWFWMD helps the FDEP implement the SWIM plans through their own funding resources and through the FDOT mitigation statute. Specific mitigation areas may be found on the NWFWMD's website under wetlands.

As transportation projects are developed within the Bay County TPO study area, state and federal funds are usually required to fund design, right-of-way acquisition, and ultimately construction. For projects utilizing the FDOT Work Program, environmental mitigation can occur through the mitigation statue noted above in Florida. This statute allows for environmental mitigation to be carried out by the NWFWMD with funds from the FDOT.

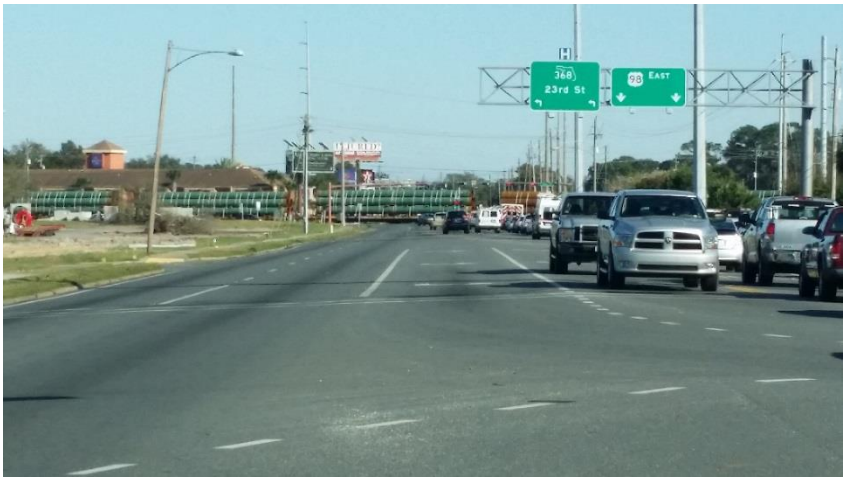
Early assessments of mitigation needs can be identified during the ETDM planning review of projects. The Environmental Screening Tool (EST) contains both public and private mitigation banks and SWIM programs available in the area. The ETDM process is discussed in detail later in this section. The Environmental Technical Assessment Team (ETAT) members identify specific requirements in their responses during the Planning and Programming Summary Report that will carry forward into the design and permitting phases.

Bay County has mitigation provisions contained within their Comprehensive Plans. Specifically, the Land Development Codes provide developers guidance as to how wetland impacts can be mitigated within the county. Bay County calls for the natural functions of wetlands and threatened and endangered species habitat shall be protected. If a person proposes to impact wetlands or threatened and endangered species habitat, then he or she shall deliver to the county an application which will provide written documentation to demonstrate that impacts to wetlands and threatened and endangered species habitat have been avoided to the maximum extent possible. If impacts are unavoidable, the applicant shall demonstrate that impacts to wetlands and threatened and endangered species habitat have been minimized to the maximum extent possible. If the applicant has demonstrated adequate minimization of unavoidable impacts, then, and only then, the applicant may submit a mitigation plan for review and consideration.

Mitigation procedures are required in any case where development degrades estuaries, wetlands, bayous, harbors, rivers, surface waters, submerged aquatic vegetation, and threatened and endangered species habitat. Mitigation usually consists of measures which compensate for, or enhance, the aspects of the project that do not otherwise meet permitting criteria or to compensate for unavoidable natural resource losses. It may include purchase, creation, restoration, and/or enhancement of wetlands, performing works or modification that causes a net improvement in water quality or aquatic habitat, or enhancement of the hydrology of wetland areas which have been altered, impounded or drained. Before considering mitigation, all reasonable measures must first be taken to avoid and minimize the adverse impacts to natural resources which otherwise rendered the project unpermittable.

Compensatory mitigation, by which wetlands and threatened and endangered species habitat are purchased, created, enhanced and/or restored to compensate for the loss of such lands, should be of the same type, or should replace the same functions and values, as that destroyed or degraded.

5.10 Adopted 2040 Needs Plan



As stated earlier, the 2040 Needs Plan was presented at a series of public workshops and posted to the website to gain public comment. Based on this feedback and input from the CAC, TCC, and TPO Board, a balanced Needs Plan was recommended. A summary of the Steering Committee's meetings as well as the public outreach including the survey results were presented to the TPO and Advisory Committees for their review prior to voting on the 2040 Needs Plan projects. Projects that were included in the 2040 Needs Plan based upon the public outreach were: two park and ride lots; express bus routes to the Northwest Florida Beaches International Airport; compressed natural gas fueling stations; and the regional trails program.

The final recommended 2040 Needs Plan, with a total estimated cost of $2.1 billion, was presented to the TPO and adopted on **December 2, 2015.** Figures 5.7 through 5.10 presents the roadway and transit projects included in the Adopted 2040 Needs Plan. Table 5.8 is a comprehensive listing of projects included in the 2040 Needs Plan.

Listed below are the summary costs of the projects included in the 2040 Needs Plan for Highways, Transit, and Non-Motorized. The total cost of the 2040 Needs Plan is $2,191,915,252. Please note that this cost does not include the aspirational projects shown in the adopted 2040 Needs Plan list. Detailed project cost estimates may be found in Appendix D. The aspirational projects are listed as projects that are needed beyond 2040. However, these projects are also identified because of their potential transportation impacts to the region.

2040 Needs Plan Costs Shown by Project Category

Roadway Projects	$2,151,365,252
Public Transportation Projects	$11,300,000
Mobility Programs	$29,250,000
Total	**$2,191,915,252**
Aspirational Projects	$1,418,058,371

Figure 5.7: Adopted 2040 Needs Plan

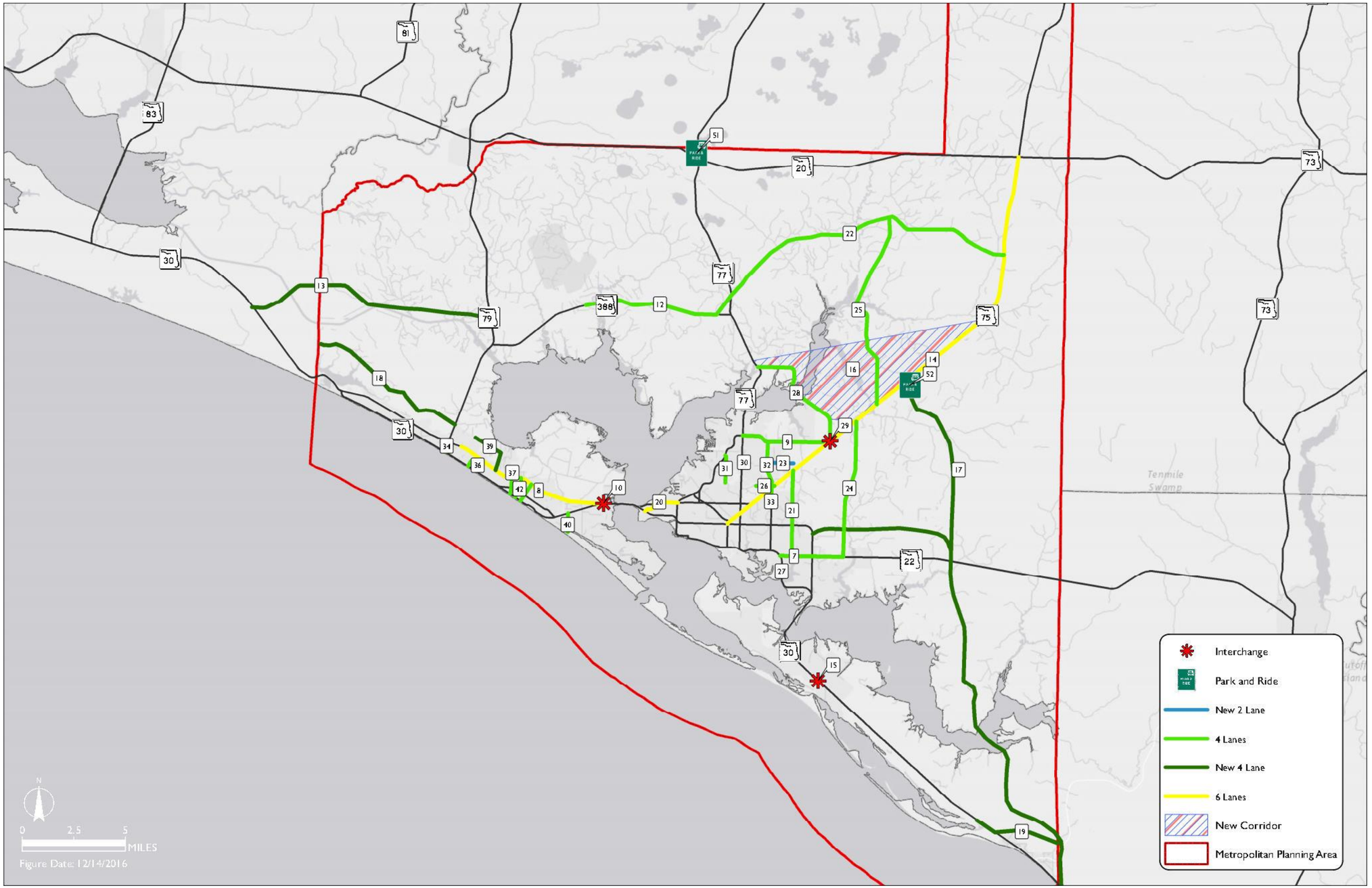


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Figure 5.8: Adopted 2040 Needs Plan – Inset

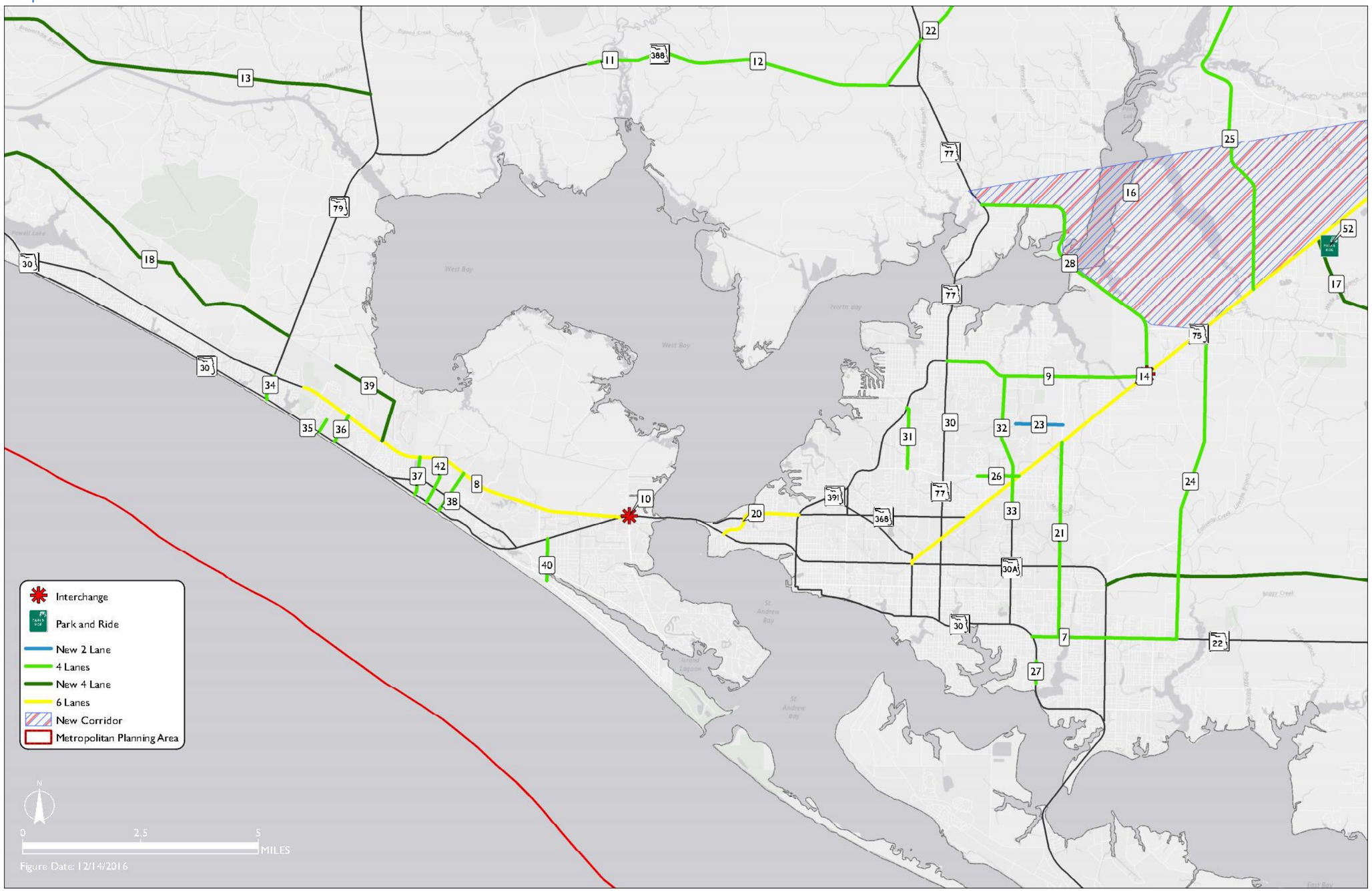

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Figure 5.9: Adopted 2040 Needs Plan – Transit Projects

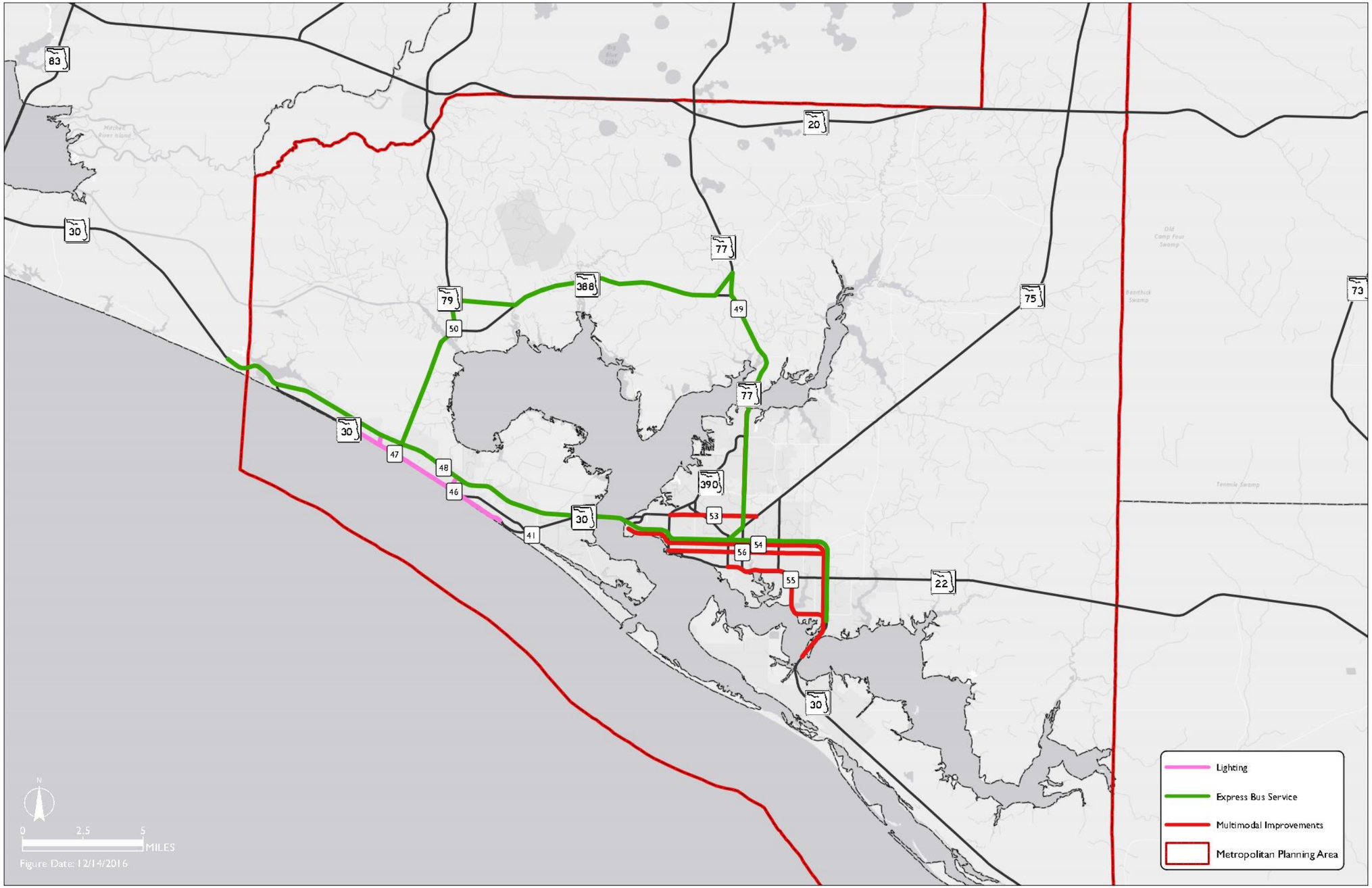

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Figure 5.10: Adopted 2040 Needs Plan Transit Projects – Inset

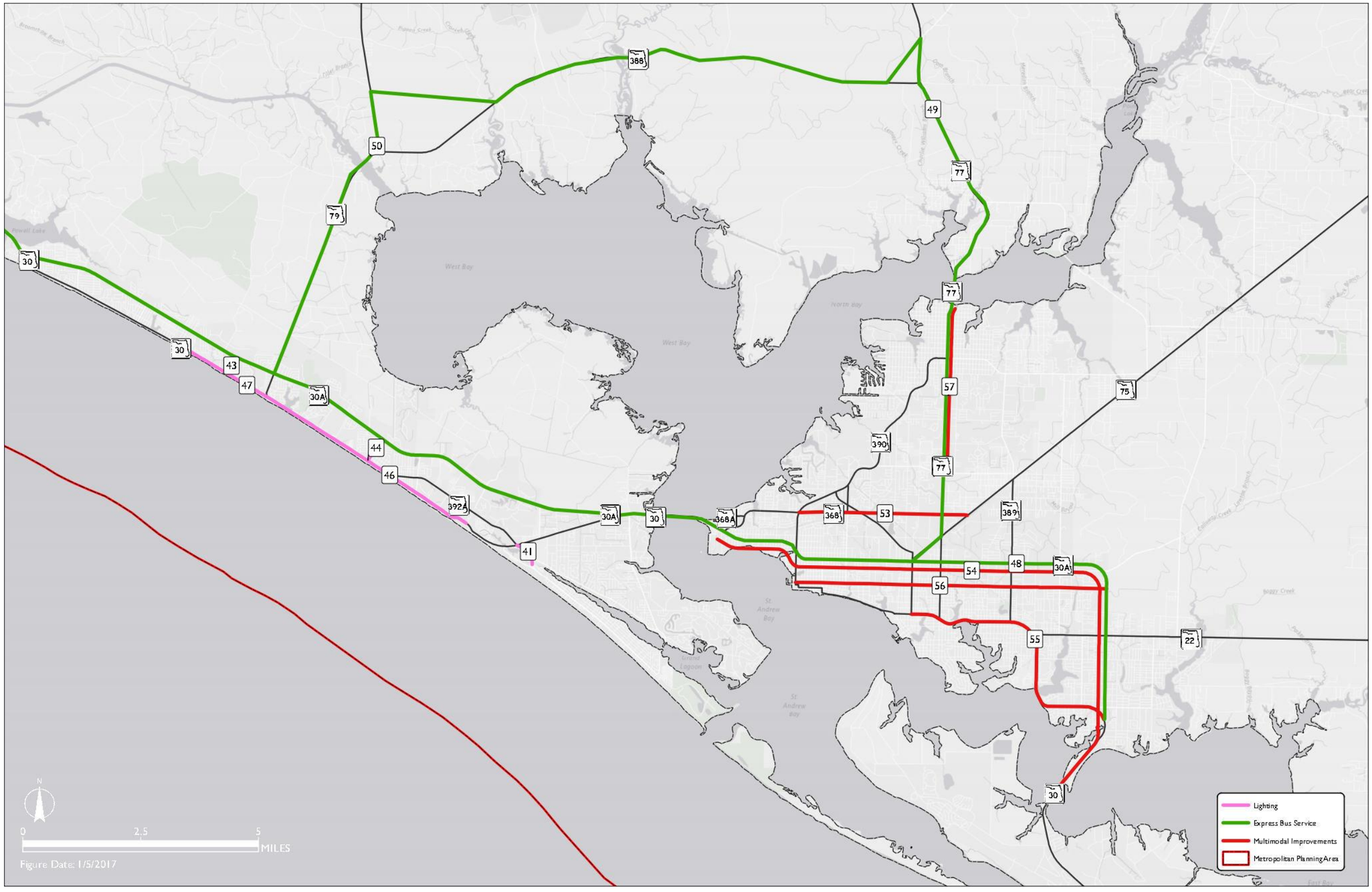

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Table 5.8: 2040 Adopted Needs Plan

Projects Not Shown in Priority Order

Project ID	Project Name	From	To	Improvement	2035 Needs Plan
Mobility Programs					
1*	Regional ITS Program	Operations and Maintenance of the current ITS System $450,000 Annually			Yes
2*	Public Transportation Capital Improvements Program	Purchase replacement buses and/or bus stop amenities $150,000 Annually			Yes
3*	Regional Trails Program	Plan and implement regional multi-purpose trails $100,000 Annually			No
4*	Bicycle/Pedestrian Program	Plan and implement bicycle and pedestrian projects $450,000 Annually			Yes
5*	Transportation Systems Management (TSM) Program	Conduct studies and implement congestion management and Transportation systems management (TSM) projects $350,000 Annually			Yes
6*	CNG Filling Stations	Development and implementation of Compressed natural Gas filling station. Cost to be determined			No

**Programs Not Mapped*

Mobility Projects					
7	SR 22 (Wewa Highway)	Business 98	Star Avenue	Widen to 4 Lanes	Yes
8	US98 (Panama City Beach Parkway)	Mandy Lane	Thomas Drive (CR 3031)	Widen to 6 Lanes	Yes
9	CR 390	SR 77	US 231 (SR 75)	Widen to 4 Lanes	Yes

Table 5.8: 2040 Adopted Needs Plan

Projects Not Shown in Priority Order

Project ID	Project Name	From	To	Improvement	2035 Needs Plan
10	US98 (Thomas Drive) Interchange Phase II & III	US 98	Thomas Drive (CR 3031)	Major Interchange Improvements	Yes
11	SR 388	East of Northwest Florida Beaches International Airport	East of Burnt Mill Creek	Widen to 4 Lanes	Yes
12	SR 388	East of Burnt Mill Creek	SR 77	Widen to 4 Lanes	Yes
13	West Bay Parkway	US 98 (SR 30) in Walton County	SR 79	Construct new 2 lane/ widen to 4 Lanes	Yes
14	US 231 (SR 75)	South of US 98 (SR 30A)	SR 20	Widen to 6 Lanes – Includes major intersection improvement at US 231/US98/Harrison Avenue	Yes
15	US 98 (Tyndall Air Force Base Main Gate)	US 98 (SR 30)	Tyndall Air Force Base	Construct Grade Separated Interchange at the Main Gate	Yes

Table 5.8: 2040 Adopted Needs Plan

Projects Not Shown in Priority Order

Project ID	Project Name	From	To	Improvement	2035 Needs Plan
16	Gulf Coast Parkway Extension	SR 77	US 231 (SR 75)	Construct new 4 Lane Facility	Yes
17	Gulf Coast Parkway	US 98 (SR 30)	US 231 (SR 75)	Construct new or enhanced 2 or 4 lane facility	Yes
18	Power Line Road	West Bay Parkway	SR79 at the Loop Road connection	Construct new 4 lane Facility	Yes
19	Gulf to Bay Highway	US 98 (SR 30) west of Mexico Beach	The Bay/Gulf County Line	Construct new 4 Lane Facility	Yes
20	23rd Street (SR 368)	US98/23rd Street Interchange	SR 390 (St Andrews Boulevard)	Widen to 6 Lanes	Yes
21	Transmitter Road (CR 2327)	SR 22 (Wewa Highway)	US 231 (SR 75)	Widen to 4 Lanes	Yes
22	CR 388	SR 77 (Lynn Haven Parkway)	US 231 (SR 75)	Realignment at SR 77 and widen to 4 Lanes	Yes

Table 5.8: 2040 Adopted Needs Plan

Projects Not Shown in Priority Order

Project ID	Project Name	From	To	Improvement	2035 Needs Plan
23	E 39th Street Extension	Camryns Crossing	Transmitter Road (CR 2327)	Construct new 2 Lane Facility	Yes
24	Star Avenue	SR 22 (Wewa Highway)	US 231 (SR 75)	Widen to 4 Lanes	Yes
25	CR 2301	US 231 (SR 75)	CR 388	Widen to 4 lanes	Yes
26	Baldwin Road	Kirkwell Avenue	US 231 (SR 75)	Widen to 4 lanes	Yes
27	Business 98	Cherry Street	Paper Mill Entrance	Widen to 4 Lanes	Yes
28	CR 2321	US 231 (SR 75)	SR 77	Widen to 4 Lanes	Yes
29	CR 2321/CR 390	CR 2321	CR 390 (14th Street)	Intersection improvement/ Service road connection	Yes
30	26th Street Extension	SR 77	Minnesota Street	New 2 Lane Facility	Yes
31	Jenks Avenue	Baldwin Road	SR 390	Widen to 4 Lanes	Yes
32	East Avenue (CR389)	CR390	Baldwin Road	Widen to 4 Lanes	Yes
33	East Avenue (SR/CR389)	Baldwin Road	Sherman Avenue	Widen to 4 Lanes	Yes

Table 5.8: 2040 Adopted Needs Plan

Projects Not Shown in Priority Order

Panama City Beach CRA Projects					
Project ID	**Project Name**	**From**	**To**	**Improvement**	**2035 Needs Plan**
34	SR 79 (Arnold Road) and Front Beach Road Segment 3	US 98 (Panama City Beach Parkway)	Lullwater Outfall	Widen to 4 Lanes and installation of street lighting, landscaping, underground utilities, a transit lane and turn lanes.	Yes
35	Powell Adams Road Segment 2	US 98 A (Front Beach Road)	Powell Adams Segment 1	Widen to 4 Lanes	Yes
36	Hills Road (CR 30P)	US 98 A (Front Beach Road)	US 98 (Panama City Beach Parkway)	Widen to 4 Lanes	Yes
37	Clara Avenue (CR 30 C)	US 98 A (Front Beach Road)	US 98 (Panama City Beach Parkway)	Widen to 4 Lanes	Yes
38	Alf Coleman Road (CR 30H)	US 98 A (Front Beach Road)	US 98 (Panama City Beach Parkway)	Widen to 4 Lanes	Yes
39	Back Beach Bypass	Loop Road	Nautilus Street	Construct new 4 Lane Facility	No

Table 5.8: 2040 Adopted Needs Plan

Projects Not Shown in Priority Order

Panama City Beach CRA Projects					
Project ID	**Project Name**	**From**	**To**	**Improvement**	**2035 Needs Plan**
40	Joan Avenue	Thomas Drive	US 98A (Front Beach Road)	Widen to 4 lanes	Yes
41	North Thomas Drive	US 98A (Front Beach Road)	South Thomas Drive	Installation of lighting, landscaping, medians, turn lanes, sidewalks, drainage, underground utilities and transit lanes.	Yes
42	Lyndell Lane	US 98A (Front Beach Road)	US 98 (Panama City Beach Parkway)	Widen to 4 Lanes	Yes
43	Cobb Road	US 98A (Front Beach Road)	US 98 (Panama City Beach Parkway)	Installation of lighting, landscaping, sidewalks and drainage.	Yes
44	Nautilus Road	US 98A (Front Beach Road)	US 98 (Panama City Beach Parkway)	Installation of lighting and landscaping	Yes
45	Front Beach Road Segment 3	SR 79	Lullwater Outfall	Installation of lighting, landscaping, medians, turn lanes, sidewalks, drainage, underground utilities and transit lanes.	Yes

Table 5.8: 2040 Adopted Needs Plan

Projects Not Shown in Priority Order

Panama City Beach CRA Projects					
Project ID	**Project Name**	**From**	**To**	**Improvement**	**2035 Needs Plan**
46	Front Beach Road Segment 4	Lullwater Outfall	Jackson Boulevard	Installation of lighting, landscaping, medians, turn lanes, sidewalks, drainage, underground utilities and transit lanes.	Yes
47	Front Beach Road Segment 5	SR 79	Deluna Place	Installation of lighting, landscaping, medians, turn lanes, sidewalks, drainage, underground utilities and transit lanes.	Yes

Table 5.8: 2040 Adopted Needs Plan

Projects Not Shown in Priority Order

Public Transportation Projects					
Project ID	**Project Name**	**From**	**To**	**Improvement**	**2035 Needs Plan**
48	Express Bus Service to Walton County	Panama City	South Walton County	Operate express bus service from Panama City to South Walton County	Yes
49	Express Bus Service to Airport	Panama City	International Airport	Operate express bus service from Panama City to the International Airport	Yes
50	Express Bus Service to Airport	Panama City Beach	International Airport	Operate express bus service from Panama City to the International Airport	Yes
51	Park and Ride Lot	On SR 77 at Bay/Washington County Line		Expand existing Park and Ride lot	No
52	Park and Ride Lot	Construct park and ride lot on US231 in the area of the industrial park		Construct park and ride lot	No
Multimodal Corridors					
53	23rd Street	SR 390	US 231 (SR 75)	Multimodal improvements	No
54	US 98 (15th Street)	23rd Street	The East Bay Bridge	Multimodal improvements	No
55	Business 98 (5th Street)	US 231 (Harrison Avenue)	US 98 (SR 30)	Multimodal improvements	No
56	11th Street	Beck Avenue	US98	Multimodal Improvements	No
57	SR77	Baldwin Road	3rd Street	Multimodal Improvements	No

Table 5.8: 2040 Adopted Needs Plan

Projects Not Shown in Priority Order

Aspirational Projects (Beyond 2040)					
Project ID	**Project Name**	**From**	**To**	**Improvement**	**2035 Needs Plan**
-	SR 20	US 231	SR 79	Widen to 4 lanes	No
-	Interstate Connector	Panama City	Alabama State Line	Construct new limited access facility	Yes
-	Northern Airport Connection	SR 20	Airport	New 2 Lane facility	No

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6.0 Financial Resources

The analysis of financial resources is an important element of the Bay County Transportation Planning Organization's (TPO) Year 2040 Transportation Plan Update. The purpose of this financial resources report is to provide the basis for determining how many of the Transportation Needs Assessment projects might be affordable and included in the Bay County TPO 2040 Cost Feasible Plan. It contains a detailed analysis of existing and potential transportation revenue sources and projected revenue sources to the Year 2040. The Bay County TPO approved the financial resources report on **April 22, 2015**.

This section will provide financial information for the preparation of Year 2040 Cost Feasible Plan, by presenting a summary of traditional and alternative revenue sources, and providing a forecast of revenues anticipated for the Bay County TPO Area through the year 2040. The Cost Feasible Plan serves as an implementation tool to policy and decision makers.

The revenue discussion in this report is based on the historical trend of current transportation revenue sources. Financial projections are based on estimates of growth and inflation in the Bay County TPO Area through Year 2040.

The Florida Department of Transportation (FDOT) has provided revenue estimates for use in the development of the 2040 Long Range Transportation Plans (LRTP). These forecasts have produced a 22-year total for state and federal revenue sources is $259.33 million for highways

and some transit projects (SIS, Flex, Highway, Transportation Alternatives Program (TAP)), in inflation-adjusted revenues, plus an additional $88.4 million for only transit, for a total of $347.73 million, as shown below in Table 6.1. These sources are those that have historically been considered by the TPO during preparation of the LRTP.

Table 6.1: Capacity Program Estimates

State and Federal Funds from 2040 Revenue Forecast (Millions of Dollars)
Florida Department of Transportation

Capacity Programs	2040 Revenue Forecast				
	2019-2020	2021-2025	2026-2030	2031-2040	22 Year Total
SIS Highways Construction & ROW	$4.33	$36.05	$0.00	$0.00	$40.38
Other Arterials Construction & ROW	$22.04	$49.01	$46.40	$101.50	$218.95
Transit	$7.40	$19.00	$20.00	$42.00	$88.40
Total Capacity Programs	**$33.77**	**$104.06**	**$66.4**	**$143.5**	**$347.73**

Revenue shown in year of expenditure dollars
Source: Florida Department of Transportation

The FDOT does not provide forecasted revenues for non-capacity programs at the TPO level. These programs support and maintain the state transportation system like safety, resurfacing, bridge maintenance and replacement, engineering and design, operations and maintenance and administrative activities. Table 6.2 contains districtwide estimates for State Highway System Operations and Maintenance expenditures for information purposes. These estimates are provided pursuant to an agreement between FDOT and the Federal Highway Administration Division Office regarding the reporting of estimates of Operations and Maintenance costs for the State Highway System at the district level in MPO long range plans. Guidance on documenting these funds is included in the 2040 Revenue Forecast Handbook.

Table 6.2: State Highway System Operations and Maintenance Estimates[1]

State and Federal Funds from 2040 Revenue Forecast (Millions of Dollars)
Florida Department of Transportation

State Highway System Operations & Maintenance	2040 Revenue Forecast					
	2014-2015	2016-2020	2021-2025	2026-2030	2031-2040	27 Year Total
Districtwide SHS O&M Funds	$582	$1,607	$1,640	$1,798	$3,949	$9,576

[1] *For informational purposes. See guidance for documenting these funds in the 2040 Revenue Forecast Handbook.*
Source: Florida Department of Transportation

Additional information on the financial resources is available in the Financial Resources Technical Report. This report may be found on the Bay County TPO's website.

6.1 Transportation Regional Incentive Program (TRIP)

The purpose of the program is to encourage regional planning by providing state matching funds for improvements to regionally significant transportation facilities identified and prioritized by regional partners. TRIP funds are to be used to match local or regional funds on a 50/50 basis or to match up to 50% of the total project costs for public transportation projects. Table 6.3 illustrates the FDOT forecast TRIP funds available to District 3.

Table 6.3: TRIP Estimates[1]

State and Federal Funds from 2040 Revenue Forecast (Millions of Dollars)
Florida Department of Transportation

Transportation Regional Incentive Program	2040 Revenue Forecast				
	2019-2020	2021-2025	2026-2030	2031-2040	22 Year Total
Districtwide TRIP Funds	$0.5	$3.7	$3.7	$7.4	$15.3

[1] *For informational purposes. Estimates are for TRIP Funds not included in an FDOT Work Program as of July 31, 2013. See guidance in the 2040 Revenue Forecast Handbook for planning for use of these funds.*
Source: Florida Department of Transportation

6.2 Transportation Alternative Program (TAP)

FDOT forecasted revenues for Transportation Alternative funds, shown in Table 6.4. Table 6.4 provides estimates of Transportation Alternatives funds, as defined by MAP-21, to assist the TPO in developing their plan. The estimates are based on Schedule A of the Work Program Instructions for Fiscal Years 2014-2018 and long range estimates of federal funds. These funds are not included in the estimates for Other Arterials Construction & Right of Way shown in Table 6.1. Guidance regarding planning for these funds in the long range plan is included in the *2040 Revenue Forecast Handbook*. Use of these funds in the long range transportation plan must be consistent with federal and state policy.

Table 6.4: Transportation Alternatives Estimates[1]

State and Federal Funds from 2040 Revenue Forecast (Millions of Dollars)
Florida Department of Transportation

Transportation Alternatives	2040 Revenue Forecast				
	2019-2020	2021-2025	2026-2030	2031-2040	22 Year Total
TALU (Urban)	N/A	N/A	N/A	N/A	N/A
Districtwide TALL (<200,000 Population)	$0.42	$1.09	$1.09	$2.18	$4.78
Districtwide TALT (Any Area)	$0.66	$1.66	$1.66	$3.32	$7.30

[1] Use of these funds must be consistent with federal and state policy. See guidance in the *2040 Revenue Forecast Handbook*.

Source: Florida Department of Transportation

6.3 Panama City Beach Community Redevelopment Agency (CRA)

The City Council of Panama City Beach, Florida created the Panama City Beach Community Redevelopment Agency on November 30, 2000. Subsequently, on June 21, 2001, the Council adopted a resolution and created the Front Beach Road Community Redevelopment Area (CRA). The CRA is a local agency created to assist in eliminating and preventing areas detrimental to the health, safety and economic development of that area, in this case, Panama City Beach.

Since the inception of the program, intense planning and public involvement have resulted in a comprehensive plan for a series of innovative infrastructure projects that are transforming the community's roadways into a safe and efficient multi-modal system. The system includes roadway lanes dedicated specifically for transit vehicles connecting regional multi-modal centers as well as local public parking lots resulting in efficient mobility during even the most congested season. The multi-modal centers and transit system serve regional parking needs for commerce

and beach access and, in conjunction with a revised transit-oriented land development code, create vitally needed opportunities for urban redevelopment throughout the community. All roadway infrastructure projects provide for sidewalks, bicycle lanes, landscape; streetscape and fiber optic communications to complement the transit system operations and relocate all aerial utilities underground for storm protection and beautification.

The Panama City Beach CRA has indicated they will be funding a number of projects over the period of time the LRTP covers. The CRA estimates that $155 million will be spent on various roadway projects with the CRA between 2001 and 2040. It is important to note that these funds have been earmarked to specific projects. These projects are identified in the section of this report detailing the development of the Cost Feasible Plan.

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7.0 Development of the 2040 Cost Feasible Plan

The final step in the development of the 2040 LRTP prior to adoption is the development of the Cost Feasible Plan. The cost to implement all the mobility projects needed by 2040 far exceeds the anticipated revenues for the TPO. As a result, these Needs Plan must be prioritized with the goal of including the best performing projects in the Cost Feasible Plan.

The development of the Cost Feasible Plan for the Bay County 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 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 reflect the "Year of Expenditure" for each project.

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 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 financial resources presents the clearest picture of its priorities for long-range mobility improvements as a means to achieve community objectives, such as quality of life, economic development, and protecting the environment.

The Bay County TPO, its advisory committees, and the LRTP Steering Committee, along with members of the general public, participated in the development of the Cost Feasible Plan through a series of public workshops, Steering Committee meetings, advisory committee meetings, workshops, and a formal public hearing. This section documents the development of the Cost Feasible Plan and identifies transportation system improvements associated with the adopted 2040 LRTP Cost Feasible Plan for the Bay County TPO study area.

7.1 Project Costs

The first step in the development of the Cost Feasible Plan is to develop project cost estimates for all capacity projects included in the adopted Needs Plan. This task was completed with assistance from the TPO staff, FDOT staff, and local government staff. Project costs were developed through the use of various forms of information including the following:

- FDOT District Three general transportation costs
- 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 use of the FDOT District Three general costs per mile. This is a publication developed by the District to develop planning-level project costs and is regularly updated based on actual costs the District is incurring. 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.

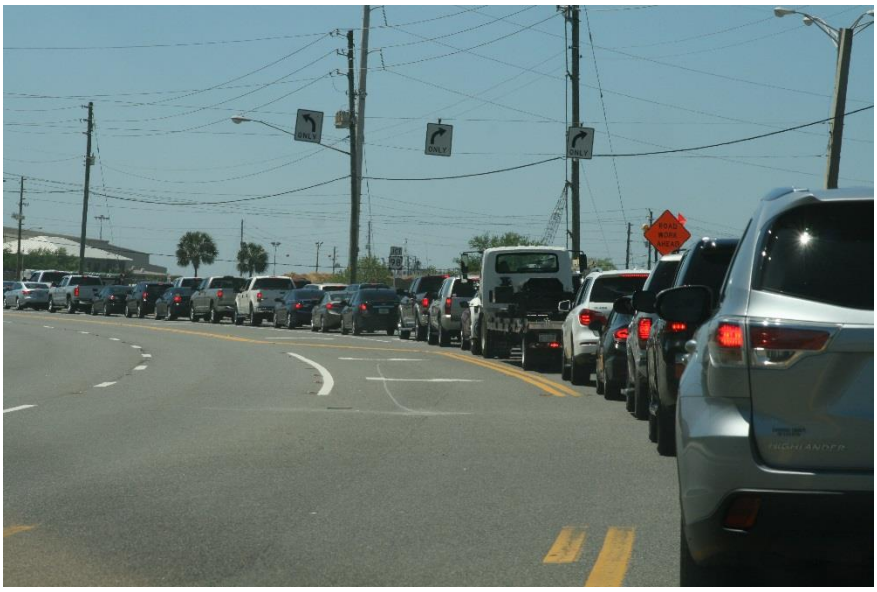
Project cost estimates were developed for each phase of the project. These typical phases include the following:

- The first phase is the Project Development and Environmental (PD&E) study which must be completed for transportation projects to evaluate corridor alternatives, solicit public input, and receive concept approvals.

- 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 (PE).
- The third phase is Right-of-Way (ROW) 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 mobility project.
- A parallel phase is Construction Engineering and Inspection (CEI) which involves inspection of the construction project to insure 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:

- PD&E – 2% to 10% of Construction Cost (This funding is a combination of State and Federal dollars)
- Final Design – 10% to 20% of Construction Cost
- Right-of-Way – 10% to 125% of Construction Cost
- CEI – 10% to 15% of Construction Costs



Each project was reviewed to determine the complexities and issues facing it in order to estimate the appropriate percentage for each phase. These assumptions were reviewed by the LRTP Steering Committee, the TCC, the TPO staff, and the FDOT Staff.

Construction costs, where possible, were obtained from authoritative 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 presented in this technical report 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). Cost shown are in 2015 dollars. See Table 7.1.

Table 7.1: FDOT District 3 Generic Cost Per Mile

Area Type	Number of Lanes	Description	Construction Cost Per Mile
Rural	2	New Construction Undivided Arterial	$1,870,831
	4	New Construction Divided Arterial	$4,403,821
	6	New Construction Divided Arterial	$5,050,686
	4	Widen Existing 2 Lane to 4 Lane Divided Arterial	$3,235,454
	6	Widen Existing 4 Lane to 6 Lane Divided Arterial	$3,363,406
Urban	2	New Construction Undivided Arterial	$3,140,734
	4	New Construction Divided Arterial	$5,809,816
	6	New Construction Divided Arterial	$6,802,735
	4	Widen Existing 2 Lane to 4 Lane Divided Arterial	$4,537,318
	6	Widen Existing 4 Lane to 6 Lane Divided Arterial	$4,147,480
	8	Widen Existing 6 Lane to 8 Lane Divided Arterial	$4,995,778
	6	Widen 4 Lane Interstate to 6 Lane Interstate	$4,312,523
	8	Widen 6 Lane Interstate to 8 Lane Interstate	$4,951,405

These unit costs were reviewed by the LRTP Steering Committee and the Technical Coordinating Committee and accepted for use in the development of planning level costs for the 2040 LRTP update.

Appendix D contains the detailed cost estimates prepared for the 2040 LRTP Needs Plan.

7.2 Non-Capacity Program (Operating & 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 8 in Appendix A includes a description of each non-capacity program and the linkage to the program categories used in the Program and Resource Plan.

Metropolitan estimates have not been developed for these programs. Instead, the FDOT has included sufficient funding in the 2040 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 2040 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 9 in Appendix A identifies the statewide estimates for non-capacity programs. About $106 billion (49% of total revenues) is forecast for the non-capacity programs.

7.3 Development of Alternative Scenarios

As stated earlier, there are not sufficient revenues to meet all of the mobility needs of the area. The TPO and the LRTP Steering Committee, therefore, had to undertake an exercise to determine which programs and projects should be funded in the Cost Feasible Plan.

The adopted 2040 Needs Assessment served as the starting point of the 2040 Cost Feasible Plan. The four 2040 Cost Feasible Plan alternatives that were developed were as follows: (1) Existing Project Priorities; (2) Evaluation Criteria based; and (3) Multi-Modal; and (4) a Hybrid Scenario.

Each of the scenarios included the projects identified in the City of Panama City Beach's Community Redevelopment Agency (CRA) plan for the Front Beach Road corridor.

7.3.1 Scenario 1: Existing Priorities

The Existing Project Priorities scenario was based on the current TPO's projects priorities for capacity projects. This included fully funding projects like SR22 widening, US98 widening, construction of the remaining phases of the Thomas Drive interchange, and widening of SR388. This scenario also included several mobility programs funding ITS, Bike/Ped, Transit and TSM programs.

7.3.2 Scenario 2: Evaluation Criteria Based

The Evaluation Criteria Alternative was based on the approved ranked criteria for road capacity projects. This scenario funded projects not included in the other scenarios. This included widening of Transmitter Road and 23rd Street. It also includes funding for the mobility programs.

7.3.3 Scenario 3: Multi-Modal Emphasis

The Multi-Modal Alternative included capacity projects as well as express bus service, sidewalks and paved shoulders, and the Regional Trail Program. This scenario focused on projects that expanded transit opportunities, construction of park-n-ride lots, and express transit service to the airport and to south Walton County. It also allocated more funding to the bike/ped and public transit programs than the other scenarios.

7.3.4 Scenario 4: Hybrid

The Hybrid Scenario took elements from each of the previous three scenarios. This scenario was heavily scrutinized by the Steering Committee and the TPO. It went through over five (5) iterations until it was ultimately adopted by the TPO. In these iterations various phases were considered for funding and several projects were ultimately dropped in order to stay with the budget. It also included the following projects that were added based on public comment:

1. Two additional park and ride lots
2. A regional trail program
3. Increased box funds for the public transportation program

Appendix E presents the four 2040 Cost Feasible Plan scenarios.

7.4 Transportation Regional Incentive Program (TRIP)

The Transportation Regional Incentive Program (TRIP) was created to improve regionally significant transportation facilities in "regional transportation areas". State funds are available throughout Florida to provide incentives for local governments and the private sector to help pay for critically needed projects that benefit regional travel and commerce. The Florida Department of Transportation (FDOT) will pay up to 50 percent of the nonfederal share of project costs for public transportation facility projects.

The Bay County TPO partners with neighboring communities to participate in the TRIP process. The TPO has established and annual process by which projects are developed and submitted to the FDOT for funding consideration. The TRIP process requires the applicant to match funds in the form of actual dollars or in-kind. Additionally, the Florida legislature does not consistently fund the TRIP program making it difficult to forecast TRIP funding. As such the TPO has not included future TRIP funded projects as part of the 2040 Cost Feasible Plan.

7.5 Transportation Alternatives Program (TAP)

As part of MAP-21, the Transportation Enhancement Program, which began with the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA), was reconstituted as the Transportation Alternatives Program, or TAP. The TAP, like Transportation Enhancements, continues to focus on expanding alternative modes of transportation.

Multimodal improvements in Bay County, which include regional trails and bicycle and pedestrian projects, can be funded through Transportation Alternatives Program (TAP) funds. Authorized under MAP-21, TAP provides funding for transportation alternatives, including on and off-road pedestrian and bicycle facilities, infrastructure projects for improving non-driver access to public transportation and enhanced mobility, community improvement activities, and environmental mitigation; recreational trail program projects; and safe routes to school projects.

The Bay County TPO has established an application process under which municipalities can submit projects for funding consideration. The TPO reviews this process annually as well as the TAP project priorities.

Additional information and guidance on the TAP may be found at http://www.fdot.gov/environment/alternatives/TAP%20Guidance%20Program%20Forms.pdf

7.6 Adopted 2040 Cost Feasible Plan

The 2040 Cost Feasible Plan commits resources to a variety of mobility programs and projects to provide a multi-modal transportation system that supports both the motorized and non-motorized travelers in the region. The Cost Feasible Plan includes roadway widening projects, congestion mitigation and educational programs, as well as operational improvements through implementation of ITS strategies and corridor improvements.

The TPO will attempt to leverage available funding. In the selection of candidate projects, the TPO will give extra consideration to projects that provide an opportunity to partner with the FDOT and local governments. The TPO's "Early and Continuing Coordination Process" will be used to identify opportunities to supplement resurfacing projects to include multi-modal or safety features. Furthermore, the TPO will solicit candidate projects from local governments and other modal partners.

Total funding allocations include the following:

- $16 Million (in YOE dollars) to implement the Regional Intelligent Transportation System (ITS) programs and projects
- $11.2 Million (in YOE dollars) for public transportation capital improvements
- $14.4 Million (in YOE dollars) to implement bicycle and pedestrian programs and projects
- $11.2 Million (in YOE dollars) to implement the Transportation Systems Management (TSM) program and projects
- $3.2 Million (in YOE dollars) to implement the Regional Trails program

The Plan includes a total of **$638,619,805** (YOE dollars) in mobility improvements through the year 2040. An advertised public hearing occurred at the **June 22, 2016** TPO meeting prior to the adoption of the 2040 Cost Feasible Plan. There was no public comment.

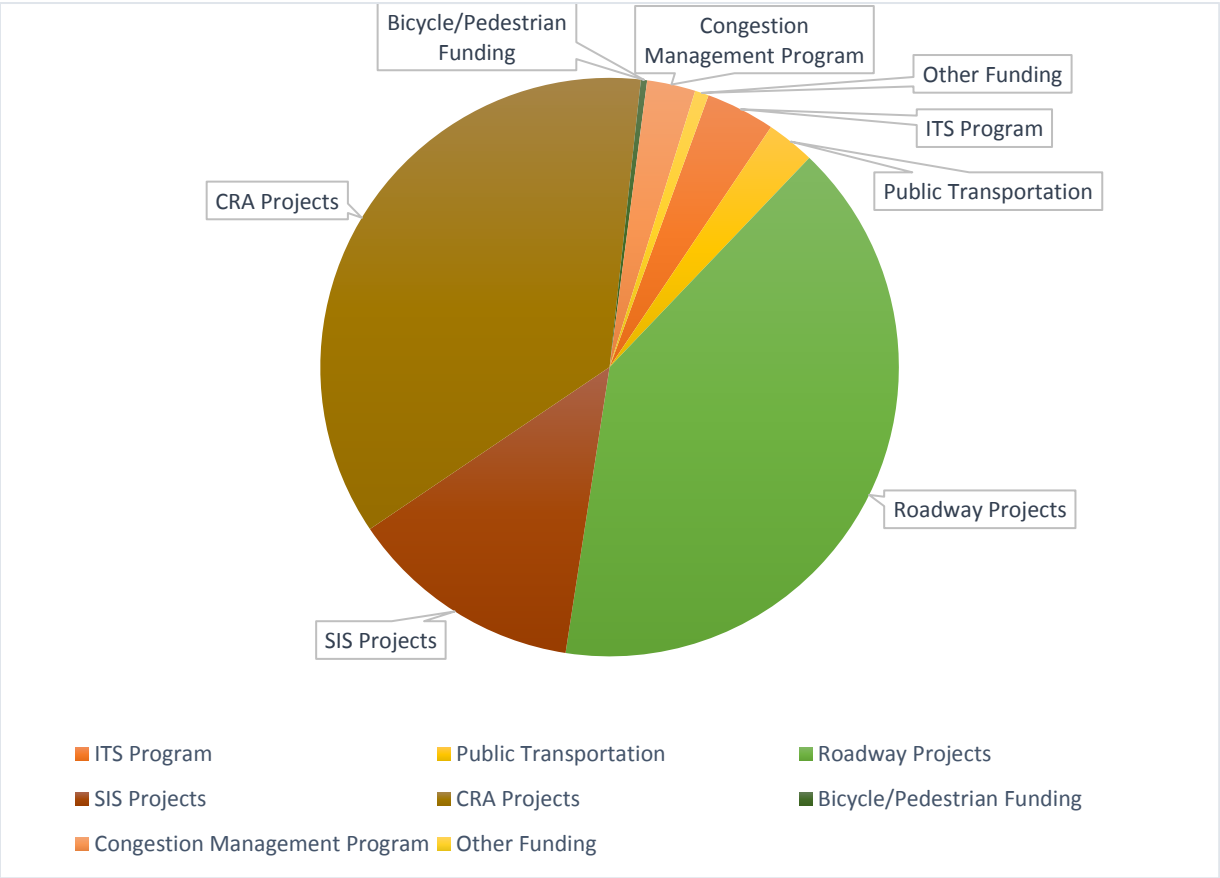
After the public hearing was closed by the TPO Chairman, the TPO approved the 2040 Cost Feasible Plan with the following three actions:

1. Approval of a motion to authorize the TPO chairman to sign Resolution BAY 16-12 adopting the 2040 BAY COUNTY TPO Long Range Transportation Plan Cost Feasible Plan. This motion is recommended to maintain the July 2016 adoption date of the 2040 Bay County TPO Long Range Transportation Plan;
2. Approval of a motion authorizing staff to convert the projects into Project Phases for the following fiscal year groupings 2021-2025; 2026-2030; and 2031 -2040 using "year of expenditure dollars"; and
3. Approval of a motion that recognizes the following items have been approved by the TPO and will be summarized in the 2040 Long Range Transportation Plan Final Report: Goals Objectives Resolution 14-35 adopted on December 3, 2014; Financial Resources Resolution 15-08 adopted on April 22, 2015; Evaluation Criteria Resolution 15-17 adopted on June 24, 2015; 2040 Needs Plan Resolution 15-26 adopted on December 2, 2015; and 2040 Cost Feasible Plan Resolution 16-12 adopted on June 22, 2016.

In addition the TPO stated that the plan is flexible and can be changed in the future as necessary.

This Cost Feasible Plan has 21 roadway projects, 2 park and ride lots, 6 projects from the Panama City Beach CRA, and various projects from the Regional ITS Plan the Bicycle Pedestrian Master Plan and the Congestion Management Plan. Figure 7.1 depicts the breakdown of the types of projects that make up the 2040 Cost Feasible Plan. The 2040 Adopted Cost Feasible Plan is presented in Table 7.2 in non-year of expenditure dollars and depicted in Figures 7.2 through 7.4.

Figure 7.1: 2040 Cost Feasible Plan Project Mix



The 2040 Cost Feasible Plan program and projects in Year of Expenditure dollars are shown in Appendix F by the following time frames (2015-2020, 2021-2025, 2026-2030 and 2031-2040). Below is a summary of how the LRTP revenues were allocated among various project types.

2040 Cost Feasible Plan Costs by Project Category (YOE Dollars)

Roadway Projects	$603,748,333
Public Transportation Projects	$620,000
Mobility Programs	$56,766,000
Total	**$661,134,333**

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Table 7.2: Adopted 2040 Cost Feasible Plan

Non SIS Projects
Projects Not Shown in Current Priority Order
Project Costs Shown in 2016 Dollars

Project ID	Project Name	From	To	Improvement	PD&E	Design	ROW	CST/CEI
1	Operations and Maintenance of the current ITS System $500,000 Annually				NA	NA	NA	$10,000,000
2	Bicycle/Pedestrian Projects $450,0000 Construction of Sidewalks Annually				NA	NA	NA	$9,000,000
3	Public Transportation Capital Improvements $350,000 Annually				NA	NA	NA	$7,000,000
4	Transportation System Management (TSM) Improvements $350,000 Annually				NA	NA	NA	$7,000,000
5	Regional Trail Program $100,000 Annually				NA	NA	NA	$2,000,000
6	Transit Program (Existing Service Funding)				NA	NA	NA	81,000,000
Mobility Programs are not shown on Maps								
Map ID	**Project Name**	**From**	**To**	**Improvement**	**PD&E**	**Design**	**ROW**	**CST/CEI**
1	SR 22 (Wewa Highway)	Business 98	Star Avenue	Widen to 4 Lanes	Underway	Underway	$3,423,406	$7,873,835
2	US 98 / SR 30A / Panama City Beach Parkway	Mandy Lane	Nautilus Drive	Widen to 6 Lanes	Underway	Funded	$2,084,109	$9,56,900
3	US 98 / SR 30A / Panama City Beach Parkway	Nautilus Drive	Thomas Drive	Widen to 6 Lanes	Underway	$3,172,822	$5,288,037	$24,324,970
4	CR 390	SR 77	US231 (SR75)	Widen to 4 Lanes	Underway	$2,912,958	$11,651,833	$21,900,000

Table 7.2: Adopted 2040 Cost Feasible Plan, Continued

Non SIS Projects
Projects Not Shown in Current Priority Order
Project Costs Shown in 2016 Dollars

Map ID	Project Name	From	To	Improvement	PD&E	Design	ROW	CST/CEI
5	East Avenue (CR/SR 389)	Baldwin Road	Sherman Avenue	Widen to 4 Lanes	$294,926	$589,851	$2,949,257	$3,391,646
6	East Avenue (CR 389)	CR 390	Baldwin Road	Widen to 4 Lanes	$993,673	$1,987,345	$9,936,726	$11,427,235
7	SR 388/West Bay Parkway	East of Northwest Florida Beaches International Airport	East of Burnt Mill Creek	Widen to 4 Lanes	Complete	Funded	$1,617,727	$7,441,544
8	SR 388/West Bay Parkway	East of Burnt Mill Creek	SR 77	Widen to 4 Lanes	Complete	Funded	$6,908,067	$31,777,107
9	Transmitter Road	US231 (SR75)	SR22 (Wewa Highway)	Widen to 4 Lanes	$1,193,315	$2,386,629	$11,933,146	$13,723,118
10	SR77	Baldwin Road	3rd Street	Multimodal Study	$150,000	-	-	-
11	US98 (15th Street)	23rd Street	East Bay Bridge	Multimodal Study	$150,000	-	-	-
12	23rd Street	SR390	US231 (SR75)	Multimodal Study	$150,000	-	-	-
13	Star Avenue	SR22 (Wewa Highway)	US231 (SR75)	Widen to 4 Lanes	$2,151,577	$4,303,154	$21,515,769	$24,743,134
14	Loop Road Phase 2	Loop Road Phase 1	Nautilus Street	Construct new 4 Lane Facility	$1,016,718	$1,610,963	$7,625,384	$11,692,255

Table 7.2: Adopted 2040 Cost Feasible Plan, Continued

Non SIS Projects
Projects Not Shown in Current Priority Order
Project Costs Shown in 2016 Dollars

Map ID	Project Name	From	To	Improvement	PD&E	Design	ROW	CST/CEI
15	Gulf to Bay Parkway	US 98 (SR 30) west of Mexico Beach	The Bay/Gulf County Line	Construct New Roadway	Underway	Funded	$2,500,000	$17,250,000
16	West Bay Parkway	US 98 (SR 30) in Walton County	SR 79	Construct New Roadway	Underway	$36,000,000	$55,000,000	$138,000,000
17	SR77 Park-and-Ride Lot	Construct Park-and-Ride lot north of Lynn Haven			NA	$50,000	NA	$250,000
18	US231 Park-and-Ride Lot	Construct Park-and-Ride lot in the vicinity of the industrial park			NA	$50,000	NA	$250,000
19	US 98/Thomas Drive Interchange Phase II & III	US98	Thomas Drive	New Interchange	Complete	Complete	$2,700,000	$67,675,000
20	US98 (SR30)	At Tyndall Air Force Base		Construction of grade separated interchange	Complete	$2,000,000	NA	$12,900,000
21	Gulf Coast Parkway	US98	SR 75 (US 231)	Construct New Roadway	Underway	$6,820,000	$109,000,000	$51,150,000
22	West Bay Parkway Extension	SR77	SR 75 (US231)	Construct New Roadway	Underway	$5,284,585	$19,817,195	$30,386,365

Table 7.2: Adopted 2040 Cost Feasible Plan, Continued

Projects Not Shown in Current Priority Order
Project Costs Shown in 2015 Dollars

Strategic Intermodal System (SIS) Projects								
Map ID	**Project Name**	**From**	**To**	**Improvement**	**PD&E**	**Design**	**ROW**	**CST/CEI**
1	SR 75 (US 231)	At US98/Harrison		Major Intersection Improvement	Underway	$5,000,000	$10,000,000	$13,200,000
2	SR 75 (US 231)	US98/Harrison	South of Pipeline Road	Widen to 6 Lanes*	Underway	$4,454,394	$11,971,181	$25,612,763
3	SR 75 (US 231)	South of Pipeline Road	North of Penny Road	Widen to 6 Lanes	Underway	$4,520,753	$13,562,260	$25,994,331
4	SR 75 (US 231)	North of Penny Road	South of Scotts Ferry Road	Widen to 6 Lanes	Underway	$6,154,860	$18,464,581	$35,390,447
5	SR 75 (US 231)	South of Scotts Ferry Road	SR20	Widen to 6 Lanes	Underway	$4,827,667	$14,483,000	$27,759,084
6	23rd Street	US98 (SR30)	SR390	Widen to 6 Lanes	$750,694	$1,501,388	$7,506,939	$8,632,980

Design and ROW funds are tentatively scheduled in the FDOT Work Program and are subject to change

Table 7.2: Adopted 2040 Cost Feasible Plan, Continued

Projects Not Shown in Current Priority Order
Project Costs Shown in 2015 Dollars

Panama City Beach CRA Projects								
Map ID	**Project Name**	**From**	**To**	**Improvement**	**PD&E**	**Design**	**ROW**	**CST/CEI**
1	US 98A/ SR 30 / Front Beach Road	SR 79	Lullwater Drive	Installation of lighting, landscaping, medians, turn lanes, sidewalks, drainage, underground utilities and transit lanes.	Complete	Complete	$135,000	$5,544,000
2	US 98A/ SR 30 / Front Beach Road	Lullwater Drive	CR 3033/ Richard Jackson Blvd.	Installation of lighting, landscaping, medians, turn lanes, sidewalks, drainage, underground utilities and transit lanes.	$2,750,000	$5,500,000	$9,000,000	$79,296,000
3	SR 79 / Arnold Road	SR 30 / US 98A / Front Beach Road	SR 30A / US 98 / PC Beach Parkway	Widen to 4 Lanes	Complete	Complete	$2,129,064	$9,256,800

Table 7.2: Adopted 2040 Cost Feasible Plan, Continued

Projects Not Shown in Current Priority Order
Project Costs Shown in 2015 Dollars

Panama City Beach CRA Projects								
Map ID	**Project Name**	**From**	**To**	**Improvement**	**PD&E**	**Design**	**ROW**	**CST/CEI**
4	Alf Coleman Road	SR 30 / US 98A / Front Beach Road	SR 30A / US 98 / PC Beach Parkway	Widen to 4 Lanes	$1,250,000	$2,500,000	$2,416,129	$15,708,000
5	Hill Road	SR 30 / US 98A / Front Beach Road	SR 30A / US 98 / PC Beach Parkway	Widen to 4 Lanes	$500,000	$1,000,000	$500,000	$8,400,000
6	Powell Adams Road	SR 30 / US 98A / Front Beach Road	LC Hilton Road	Widen to 4 Lanes	$200,000	$400,000	$250,000	$8,400,000

Phase is proposed to be funded within the 2040 Cost Feasible Plan

Phase is not proposed to be funded in the 2040 Cost Feasible Plan

Table 7.2: Adopted 2040 Cost Feasible Plan, Continued

Projects Not Shown in Current Priority Order

Transportation Improvement Program (TIP) Projects								
Map ID	**Project Name**	**From**	**To**	**Improvement**	**PD&E**	**Design**	**ROW**	**CST/CEI**
1	US98 (SR30A) Panama City Beach Parkway	Mandy Lane	Thomas Drive Flyover	Widen to 6 lanes	Funded in FY18/19	Not currently funded in the TIP	Not currently funded in the TIP	Not currently funded in the TIP
2	SR390 (St Andrews Boulevard)	23rd Street (SR368)	East of Baldwin Road (CR2312)	Widen to 6 lanes	Complete	Complete	Funded in FY16/17 & 17/18	Funded in FY 16/17
3	SR390 (St Andrews Boulevard)	East of Baldwin Road (CR2312)	Jenks Avenue	Widen to 6 lanes	Complete	Complete	Funded in FY 16/17	Funded in FY 16/17
4	SR390 (St Andrews Boulevard)	Jenks Avenue	SR77 (Ohio Avenue)	Widen to 6 lanes	Complete	Complete	Funded in FY 16/17 & 17/18	Funded in FY 17/18
5	US231 (SR75)	US98 (15th Street)	South of Pipe Line Road	Widen to 6 lanes	Underway	Funded in FY 16/17	Funded in FY 19/20 & 20/21	Not currently funded in the TIP
6	SR 79 (South Arnold Road)	Front Beach Road (US98A)	Panama City Beach Parkway (US98)	Widen to 4 lanes	Complete	Underway	Funded in FY 17/18	Not currently funded in the TIP

Table 7.2: Adopted 2040 Cost Feasible Plan, Continued

Projects Not Shown in Current Priority Order

Map ID	Project Name	From	To	Improvement	PD&E	Design	ROW	CST/CEI
7*	Bay County ATMS	Countywide		ITS Communication Systems	NA	NA	NA	Funded in all four FYs of the TIP at $450,000 per year
8	Gulf Coast Parkway	US98 (SR30A)	Star Avenue (CR 2315)	Construct new roadway	Complete	Underway	Funded in FY 18/19 & 19/20	Funded in FY 20/21
9	West Bay Parkway (SR388)	SR79	East of Northwest Florida Beaches International Airport	Widen to 4 lanes	Complete	Complete	Funded in FY 16/17	Funded in FY 20/21
10	Front Beach Road Segment 3	West of SR79	West of Lullwater Drive	Installation of lighting, landscaping, medians, turn lanes, sidewalks, drainage, underground utilities and transit lanes.	Complete	Complete	Funded with local funds in FY 17/18	Not currently funded in the TIP

**Project not shown on map.*

Table 7.2: Adopted 2040 Cost Feasible Plan, Continued

Projects Not Shown in Current Priority Order

Map ID	Project Name	From	To	Improvement	PD&E	Design	ROW	CST/CEI
11	Front Beach Road Segment 4.1	West of Lullwater Drive	Hill Road	Installation of lighting, landscaping, medians, turn lanes, sidewalks, drainage, underground utilities and transit lanes	Funded in FY 17/18	Funded with local funds in FY 17/18 and 18/19	Funded with local funds in FY 20/21	Not currently funded in the TIP
12	Front Beach Road Segment 4.2	Hill Road	Hutchison Boulevard	Installation of lighting, landscaping, medians, turn lanes, sidewalks, drainage, underground utilities and transit lanes	Complete	Funded with local funds in FY 20/21	Not currently funded in the TIP	Not currently funded in the TIP
13	Front Beach Road Segment 4.3	Hutchinson Boulevard	Richard Jackson Boulevard	Installation of lighting, landscaping, medians, turn lanes, sidewalks, drainage, underground utilities and transit lanes	Complete	Funded with local funds in FY 20/21	Not currently funded in the TIP	Not currently funded in the TIP

Table 7.2: Adopted 2040 Cost Feasible Plan, Continued

Projects Not Shown in Current Priority Order

Map ID	Project Name	From	To	Improvement	PD&E	Design	ROW	CST/CEI
14	Front Beach Road Segment 2	Richard Jackson Boulevard	South Thomas Drive	Installation of lighting, landscaping, medians, turn lanes, sidewalks, drainage, underground utilities and transit lanes	Complete	Complete	Complete	Funded with local funds in FY 16/17
15	Jenks Avenue	23rd Street	Baldwin Road	Widen to 4 lanes	Complete	Complete	Complete	Funding with local funds in FY 16/17
16	Loop Road	SR79	US98 (Panama City Beach Parkway)	Construct new 2 lane roadway	Complete	Complete	Complete	Funded with local funds in FY 16/17

Figure 7.2: Adopted 2040 Cost Feasible Plan – Non SIS Projects

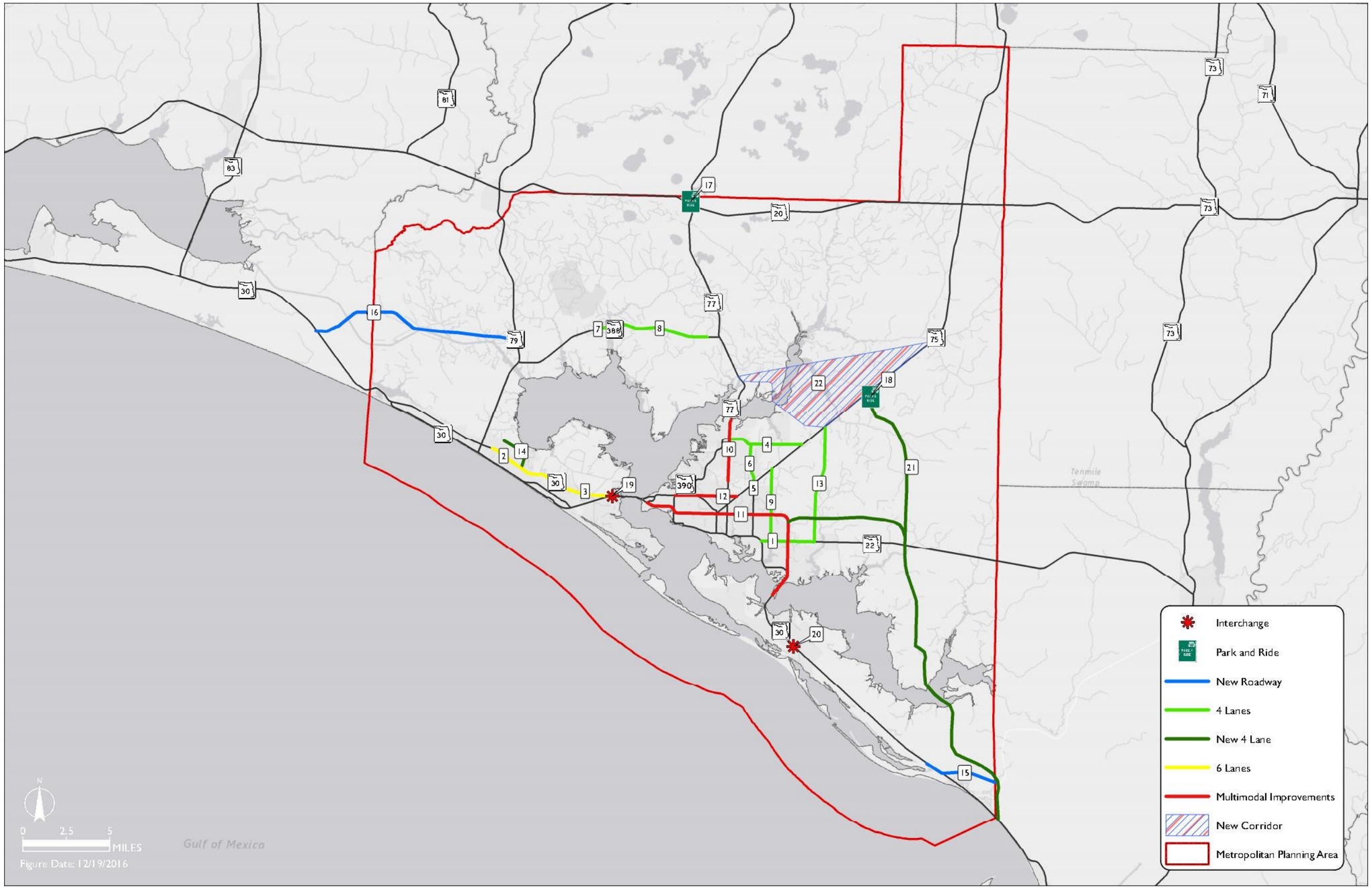

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Figure 7.3: Adopted 2040 Cost Feasible Plan - Non SIS Inset

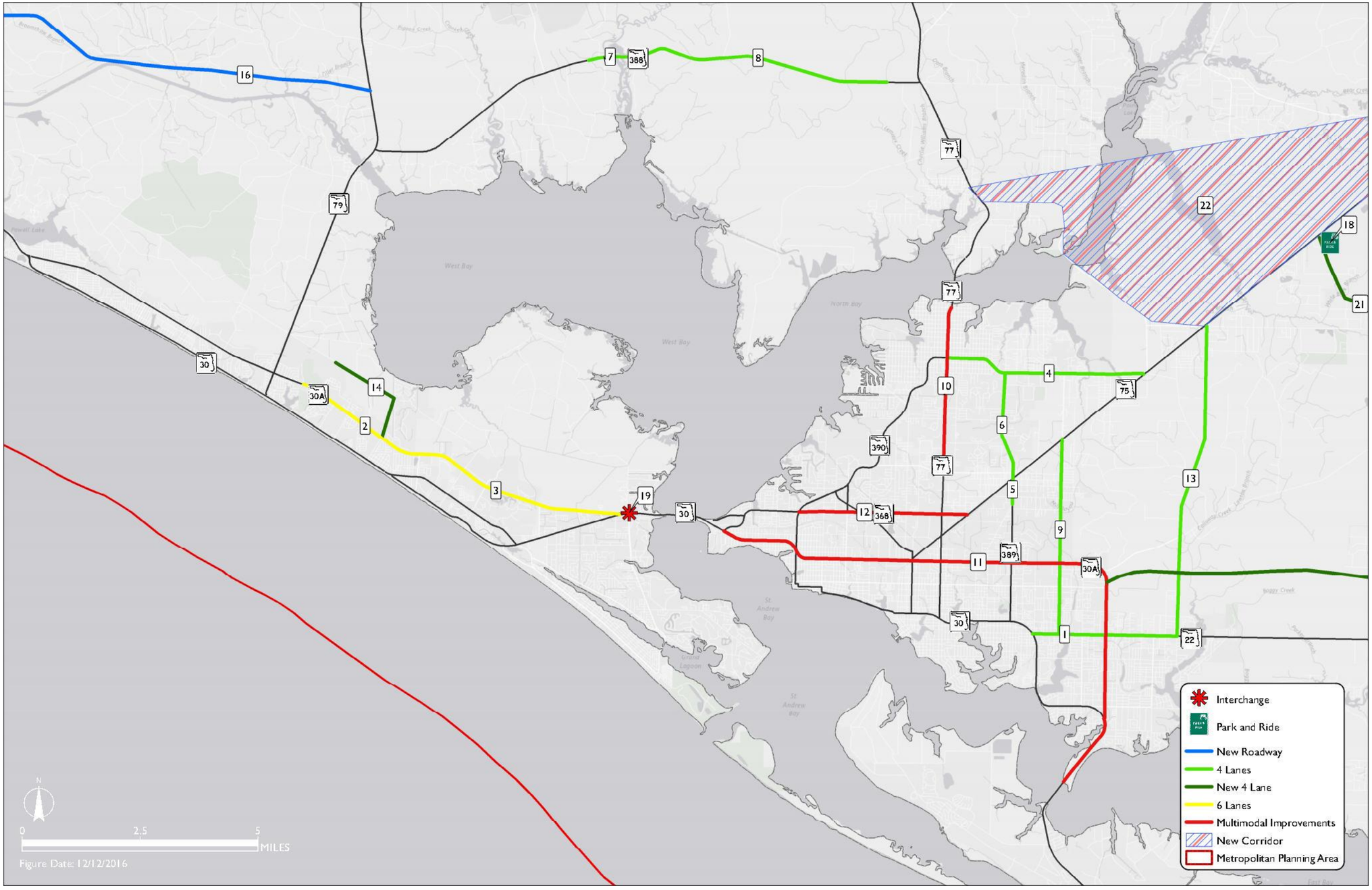

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Figure 7.4: Adopted 2040 Cost Feasible Plan - SIS Projects

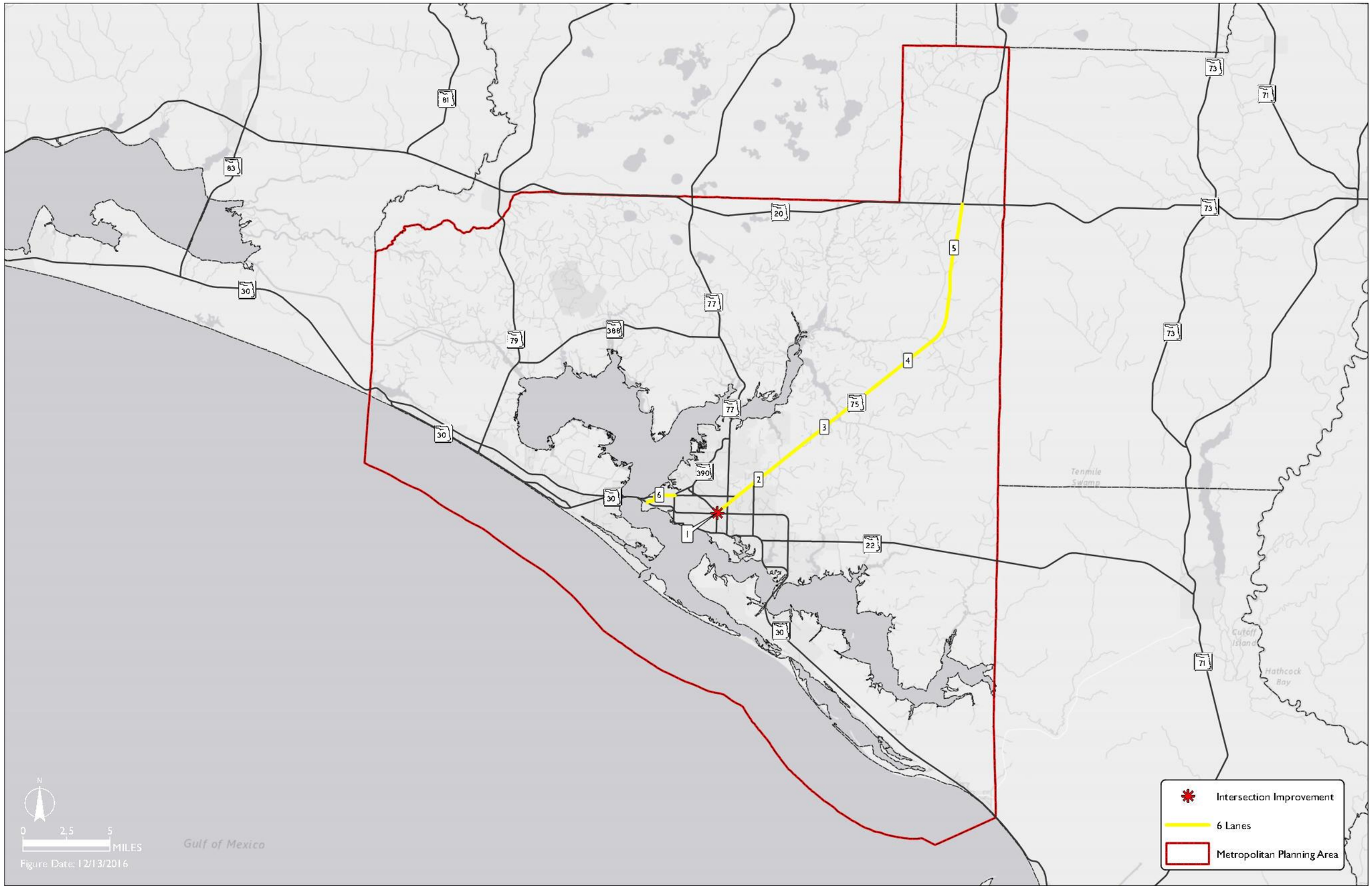

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Figure 7.5: Adopted 2040 Cost Feasible Plan – Panama City Beach CRA Projects

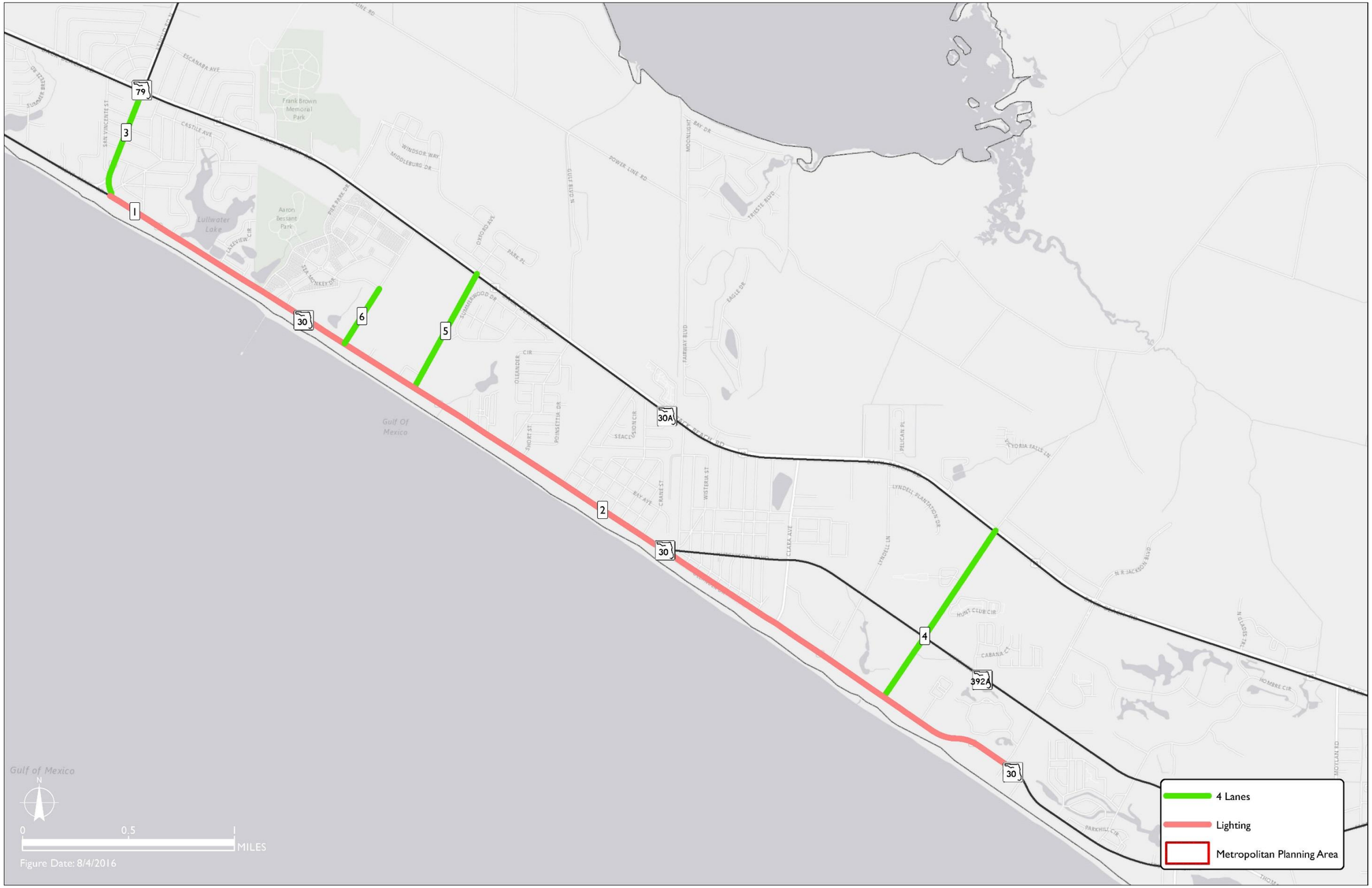

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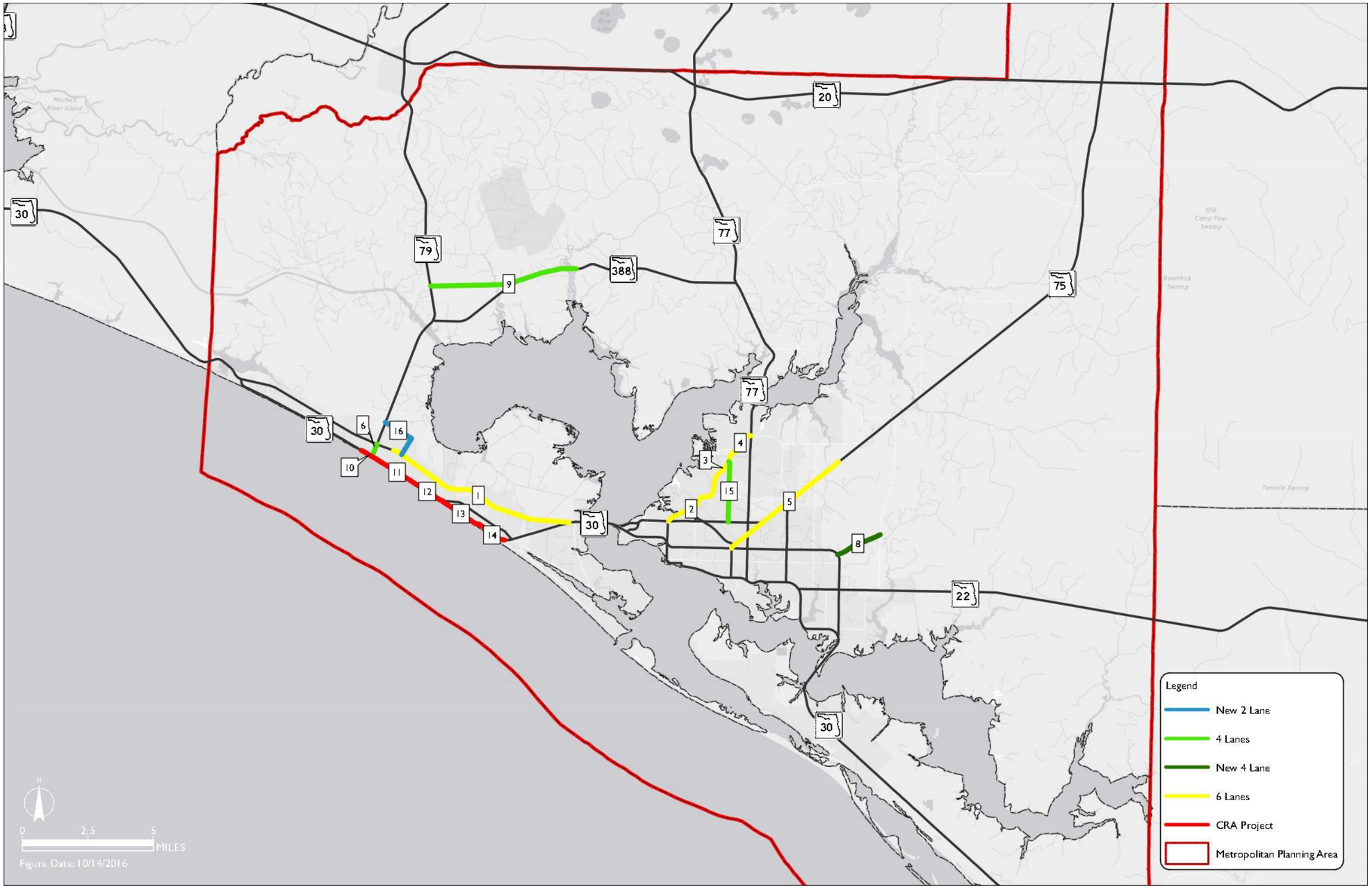
Figure 7.6: Adopted 2040 Cost Feasible Plan – Transportation Improvement Program (TIP) Projects



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7.7 2040 Cost Feasible Plan compared to the 2035 Cost Feasible Plan

This section will compare the 2040 cost feasible plan to the 2035 cost feasible plan. There was one project that was in the 2035 cost feasible plan and for documented reasons were excluded from the 2040 cost feasible plan. The table below presents this project and provides the justification for the projects exclusion from the 2040 cost feasible plan.

Table 7.3: 2035 Cost Feasible Plan Projects Not Currently Included in the 2040 Cost Feasible Plan

Corridor/Project	From	To	Project Description	Reason Excluded
SR388 (West Bay Parkway)	SR79	East of Northwest Florida Beaches International Airport	Widen to 4 lanes	Construction is funded in the current Transportation Improvement Program (TIP)

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8.0 Final Thoughts

The mix of mobility improvements in the 2040 Cost Feasible Plan is designed to support economic vitality and preserve quality of life while sustaining the environment. This section of the report considers the benefits of the Cost Feasible Plan in comparison to future conditions if these improvements are not made. The comparison demonstrates that without further investments in the transportation infrastructure beyond those currently committed in the funding work programs of the FDOT and the local governments, the transportation system will experience degradation in travel time, air quality, safety, user costs, energy consumption, and travel congestion.

The Bay County 2040 LRTP represents the culmination of efforts undertaken to identify a regional mobility network that will address the areas existing and future transportation needs. There are a number of ongoing actions beyond the normal project development activities that the TPO and its partners should consider for key elements of the 2040 LRTP to move forward. Key partners in the success of this plan include FDOT District Three, Bay County and it's municipalities, Bay Town Trolley, Port of Panama City, Northwest Florida Beaches International Airport, and the neighboring counties and TPOs.

There are several key implementation actions that will be instrumental to the success of the 2040 LRTP. These include:

- A continued emphasis on the development of a multi-modal transportation system.
- Autonomous vehicles and emerging technologies.
- Awareness of potential changes to air quality policies.
- Continued partnership with the military as the mission adjusts.
- Continued participation in regional planning activities to maintain a forum for the development of an effective mobility system that moves people and goods in a safe and efficient manner.
- Continued emphasis on performance based planning.
- Continued development of the Bay/Walton Sector Plan
- New requirements in the Fixing America's Surface Transportation (FAST) Act.
- The Florida Future Corridors Initiative has identified Northwest Florida as a region that the FDOT will develop a plan for the future of major transportation corridors critical to the state's economic competitiveness and quality of life over the next 50 years. As this effort comes on line the findings will need to be incorporated into future plans.
- In addition to the Future Corridors Initiative, Florida is part of a team looking at the Gulf Coast as a mega region for freight and goods movement. The findings from this effort will need to be factored into the next plan update.

Appendix A– 2040 Forecast of State and Federal Revenues for Statewide and Metropolitan Plans

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APPENDIX FOR THE METROPOLITAN LONG RANGE PLAN
2040 Forecast of State and Federal Revenues for Statewide and Metropolitan Plans

Overview

This appendix documents the Florida Department of Transportation (FDOT) revenue forecast through 2040. Estimates for major state programs for this metropolitan area and Florida are included. The forecast encompasses state and federal funds that "flow through" the FDOT work program. This information is used for updates of metropolitan long range transportation plans, the Florida Transportation Plan and the Strategic Intermodal System (SIS) Cost Feasible Plan.

Background

Evolving state and federal legislation, FDOT policies, and leadership by the Metropolitan Planning Organization Advisory Council have provided the impetus to enhance the cooperative relationship between FDOT and metropolitan planning organizations (MPOs) in planning for and providing transportation facilities and services. The Florida Transportation Plan (FTP), developed with the assistance of Florida's 26 MPOs and other transportation partners, established long range goals and program emphases for the expenditure of state and federal funds expected from current revenue sources.

The Department developed a long range revenue forecast through 2040. The forecast was based upon recent legislation (e.g., MAP-21[1]), changes in factors affecting state revenue sources (e.g., population growth rates) and current policies. This 2040 forecast incorporates (1) amounts contained in the Department's Work Program for 2014 through 2018, (2) the impact of the Department's objectives and investment policies, and (3) the current Statutory Formula (equal parts of population and motor fuel tax collections) for distribution of certain program funds. All estimates are expressed in year of expenditure dollars.

Purpose

This appendix provides the public and interested parties with clear documentation of the state and federal financial issues related to each MPO plan and facilitates reconciliation of statewide and metropolitan plans. This appendix does not address financial issues related to funds that do not "flow through" the state work program. Information on financial issues related to local and regional revenue sources – what those resources are and how the metropolitan areas plan to spend them – is contained in other documentation of the metropolitan plan.

This appendix describes how the statewide 2040 Revenue Forecast was developed. Also, metropolitan estimates are identified for certain major FDOT programs that expand the capacity of existing transportation systems, and are referred to as "capacity programs." "Metropolitan estimates" are the estimated share of certain state capacity programs for this metropolitan area. They can be used to fund planned improvements to major elements of the transportation system. This appendix also includes estimates of funds required for other FDOT programs designed to support, operate, and maintain the state transportation system. The FDOT has set aside sufficient funds in the 2040 Revenue Forecast for these programs, referred to as "non-capacity programs" in this document, to meet statewide objectives and program needs in all metropolitan and non-

[1] Moving Ahead for Progress in the 21st Century Act, Public Law 112-141, July 6, 2012.

metropolitan areas. Funding for these programs is not included in the metropolitan estimates.

2040 Revenue Forecast (State and Federal Funds)

The 2040 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 statewide capacity and non-capacity programs consistent with statewide priorities.
3. Estimates for certain capacity programs were developed for each of Florida's 26 metropolitan areas.

Forecast of State and Federal Revenues

The 2040 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 estimated revenues from federal, state, and Turnpike sources included in the Department's 5-Year Work Program. The forecast did 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 in August 2012 for state fiscal years 2014 through 2021. Estimates of federal revenue sources were based on the Department's Federal Aid Forecast for the same fiscal years. Assumptions about revenue growth were as follows:

Revenue Sources	Years	Assumptions
State Fuel Taxes	2014-2021	Florida Revenue Estimating Conference Estimates
	2022-2040	Annual 2.54% increase in 2022, gradually decreasing to 0.55% in 2040
State Tourism-Driven Sources (Rental Car Surcharge, Aviation Fuel Tax)	2014-2021	Florida Revenue Estimating Conference Estimates
	2022-2040	Annual 3.04% increase in 2022, gradually decreasing to 2.86% in 2040
State Vehicle-Related Taxes (Vehicle License, Initial Registration, and Incremental Title fees)	2014-2021	Florida Revenue Estimating Conference Estimates
	2022-2040	Annual 2.28% increase in 2022, gradually decreasing to 1.71% in 2040
Documentary Stamps Taxes	2014-2021	Florida Revenue Estimating Conference Estimates
	2022-2040	$348.5 million annually
Federal Distributions (Total Obligating Authority)	2014-2021	FDOT Federal Aid Forecast
	2022-2040	Annual 0.0% increase through 2040
Turnpike	2014-2022	Existing and programmed projects, cap on outstanding debt, and planned toll increases on expansion projects

A summary of the forecast of state, federal and Turnpike revenues is shown in Table 1. The *2040 Revenue Forecast Handbook* contains inflation factors that can be used to adjust project costs expressed in "present day cost" to "year of expenditure" dollars.

Table 1
Forecast of Revenues
2040 Revenue Forecast (Millions of Dollars)

Major Revenue Sources	Time Period 2014-15[1]	2016-20[1]	2021-25	2026-30	2031-40	27-Year Total[2] 2014-2040
Federal	5,113	9,542	9,687	9,719	19,328	53,389
	31%	27%	26%	24%	22%	25%
State	9,711	22,243	25,084	27,616	60,776	145,430
	59%	64%	67%	69%	70%	67%
Turnpike	1,680	3,044	2,745	2,931	6,610	17,011
	10%	9%	7%	7%	8%	8%
Total[2]	**16,505**	**34,829**	**37,516**	**40,266**	**86,715**	**215,830**

[1] Based on the FDOT Tentative Work Program for 2014 through 2018.
[2] Columns and rows sometimes do not equal the totals due to rounding.

Estimates for State Programs

Long range revenue forecasts assist in determining which needed transportation improvements are financially feasible and in identifying funding priorities. As directed by FDOT policy, the Department places primary emphasis on safety and preservation by first providing adequate funding in the Revenue Forecast to meet established goals and objectives in these important areas. Remaining funding has been planned for new or expanded statewide, metropolitan/regional, and local facilities and services (i.e., capacity programs). As Florida moves toward the middle of the 21st Century, safety and preservation continue to be emphasized.

The 2040 Revenue Forecast includes the program funding levels contained in the July 1, 2013 Adopted Work Program for 2014 through 2018. The forecast of funding levels for FDOT programs for 2019-2040 was developed based on the Program and Resource Plan (PRP) for fiscal years 2013-2022. The remainder of this Appendix provides forecast information for "Capacity," "Non-Capacity," and "Other" state programs. The information is consistent with "Financial Guidelines for MPO Long Range Plans" adopted by the Metropolitan Planning Organization Advisory Council in January 2013.

Capacity Programs

Capacity programs include each major FDOT program that expands the capacity of existing transportation systems (e.g., highways, transit). Table 2 includes a brief description of each major capacity program and the linkage to the program categories used in the PRP.

TABLE 2
Major Capacity Programs Included in the 2040 Revenue Forecast
and Corresponding Program Categories in the Program and Resource Plan (PRP)

2040 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 Construction SIS Traffic Operations SIS Right of Way 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 the Economic Development Program, the County Incentive Grant Program, the Small County Road Assistance Program, and the Small County Outreach Program.	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.	High Speed Rail Passenger Service Rail/Highway Crossings Rail Capacity Improvement/Rehabilitation
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
Documentary Stamps Funds – Improving intermodal facilities and acquisition of associated rights of way.	Documentary Stamps Funds not in Adopted Work Programs by July 1, 2013.

Statewide Forecast for Capacity Programs

Table 3 identifies the statewide estimates for capacity programs in the 2040 Revenue Forecast. About $216 billion is forecast for the entire state transportation program from 2014 through 2040; about $103 billion (48%) is forecast for capacity programs.

Table 3
Statewide Capacity Program Estimates
State and Federal Funds from the 2040 Revenue Forecast (Millions of Dollars)

Major Programs	5-Year Period (Fiscal Years)					27-Year Total[2]
	2014-15[1]	2016-20[1]	2021-25	2026-30	2031-40	2014-2040
SIS Highways Construction & ROW	4,879	7,747	7,738	8,509	17,726	46,599
Other Arterials Construction & ROW	2,264	4,371	4,264	4,076	8,766	23,740
Aviation	333	853	819	911	1,981	4,896
Transit	855	1,883	1,942	2,041	4,280	11,001
Rail	500	865	729	807	1,745	4,647
Intermodal Access	83	153	182	199	430	1,043
Seaports	383	395	496	553	1,205	3,031
Documentary Stamps Funds[3]	0	639	1,791	1,791	3,582	7,803
Total Capacity Programs	**9,297**	**16,905**	**17,961**	**18,888**	**39,715**	**102,761**
Statewide Total Forecast	**16,505**	**34,829**	**37,516**	**40,266**	**86,715**	**215,830**

[1] Based on the FDOT Tentative Work Program for 2014 through 2018.
[2] Columns and rows sometimes do not equal the totals due to rounding.
[3] Documentary Stamps funds not programmed in FDOT Work Programs as of July 1, 2013.

Metropolitan Forecast for Capacity Programs

As the first step in preparing metropolitan estimates, the Department prepared district and metropolitan estimates for the capacity programs from the statewide forecast consistent with provisions in state and federal law. Pursuant to federal law, transportation management area (TMA) funds and certain Transportation Alterntives (TALU) funds were distributed based on 2010 population. District estimates for certain Transportation Alternatives (TA) funds and the following programs were developed using the current statutory formula[2]: other arterials construction/right-of-way (net of TMA and TA funds); ; and the transit program.

Estimates for SIS Construction and ROW were based on the SIS Long Range Cost Feasible Plan, 2013 Edition. Because of the evolving nature of the SIS, estimates for the Rail, Aviation, Seaports and Intermodal Access programs will not be available until a SIS Cost Feasible Plan for all SIS modes is completed.

[2] The statutory formula is based on 50% population and 50% motor fuel tax collections.

FDOT districts developed metropolitan estimates consistent with district shares of the statewide forecast, adjusted as needed to account for issues such as metropolitan area boundaries (e.g., differences between metropolitan area boundaries and county boundaries). The estimates for this metropolitan area are included in Table 4.

Table 4
Metropolitan Area Capacity Program Estimates
State and Federal Funds from the 2040 Revenue Forecast (Millions of Dollars)

Estimates for BAY COUNTY TPO

Capacity Programs*	5-Year Period (Fiscal Years)				22-Year Total
	2019-2020	2021-25	2026-30	2031-40	2019-2040
SIS Highways Construction & ROW	4.33	36.05	0.00	0.00	40.38
Other Arterials Construction & ROW	22.04	49.01	46.40	101.50	218.95
Transit	7.40	19.00	20.00	42.00	88.40
Aviation	N/A	N/A	N/A	N/A	N/A
Rail	N/A	N/A	N/A	N/A	N/A
Seaports	N/A	N/A	N/A	N/A	N/A
Intermodal Access	N/A	N/A	N/A	N/A	N/A
Total Capacity Programs	**33.77**	**104.06**	**66.40**	**143.50**	**347.73**

* Notes:

- Estimates for 2014 through 2018 are contained in the FDOT Adopted Work Program.
- No metropolitan estimates for Aviation, Rail, Seaport Development and Intermodal Access programs for years beyond 2018 have been developed.
- Sources for SIS Highways Construction & ROW: SIS Approved 2nd 5-Year Plan, 2040 SIS Cost Feasible Plan.

Annually, up to $541.75 million may be appropriated from proceeds from the Documentary Stamp Tax[3] for several major state transportation programs. These funds are distributed – according to formulas defined in state law – to the SIS, the Transportation Regional Incentive Program (TRIP), the New Starts Transit Program, and the Small County Outreach Program. The 2040 Revenue Forecast contains estimates of Documentary Stamp Tax funds not included in the 2014-2018 Adopted Work Program. Because some MPOs may desire to include projects partially funded by the TRIP and/or New Starts programs in their long range plans as "illustrative projects," the Department provided separate estimates of these funds. Estimates of TRIP funds are in Table 5. Statewide estimates of New Starts Funds are in Table 6.

MAP-21 created funding for Transportation Alternatives projects and established allocations for certain 2010 Census population categories. Categories impacting MPOs include (1) funds for Transportation Management Areas (TALU funds); (2) funds for areas with populations greater than 5,000 up to 200,000 (TALL funds), and (3) funds for any area of the state (TALT funds). Estimates of Transportation Alternatives Funds are shown in Table 7.

[3] Documentary Stamp Tax proceeds for transportation declined substantially with the collapse of the housing market and have since gradually increased. The 2040 Revenue Forecast assumes that proceeds for transportation programs will gradually increase and level off at approximately $350 million each year.

Table 5
Districtwide Transportation Regional Incentive Program Estimates
State Funds from the 2040 Revenue Forecast (Millions of Dollars)

FDOT District	5-Year Period (Fiscal Years)				22-Year Total[2]
	2019-20[1]	2021-25	2026-30	2031-40	2019-2040
District 1	0.9	6.7	6.7	13.4	27.8
District 2	0.7	5.4	5.4	10.8	22.4
District 3	0.5	3.7	3.7	7.4	15.3
District 4	1.2	9.1	9.1	18.1	37.5
District 5	1.4	10.0	10.0	20.1	41.5
District 6	0.8	6.2	6.2	12.5	25.8
District 7	1.0	7.3	7.3	14.6	30.3
Statewide Total Forecast	**6.6**	**48.5**	**48.5**	**97.0**	**200.6**

[1] Estimates for 2014 through 2018 are contained in the FDOT Adopted Work Program.
[2] Columns and rows sometimes do not equal the totals due to rounding.

Table 6
Statewide New Starts Program Estimates
State Funds from the 2040 Revenue Forecast (Millions of Dollars)

Statewide Program	5-Year Period (Fiscal Years)				22-Year Total[2]
	2019-20[1]	2021-25	2026-30	2031-40	2019-2040
Statewide Total Forecast	**63.3**	**174.3**	**174.3**	**348.5**	**760.3**

[1] Estimates for 2014 through 2018 are contained in the FDOT Adopted Work Program.
[2] Rows sometimes do not equal the totals due to rounding.

Table 7
Transportation Alternatives Funds[1] Estimates
State and Federal Funds from the 2040 Revenue Forecast (Millions of Dollars)

BAY COUNTY TPO	5-Year Period (Fiscal Years)				22-Year Total[3]
	2019-20[1]	2021-25	2026-30	2031-40	2019-2040
TALU (Urban); Funds for TMA[2]	**N/A**	**N/A**	**N/A**	**N/A**	**N/A**
TALL (<200,000 Population)[2]; Districtwide Funds	**0.42**	**1.09**	**1.09**	**2.18**	**4.78**
TALT (Any Area); Districtwide Funds	**0.66**	**1.66**	**1.66**	**3.32**	**7.30**

[1] Estimates for 2014 through 2018 are contained in the FDOT Adopted Work Program.
[2] "TALU" funds are for projects in Transportation Management Areas; "TALL" funds are for projects that are not in Transportation Management Areas.
[3] Rows sometimes do not equal the totals due to rounding.

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 8 includes a description of each non-capacity program and the linkage to the program categories used in the Program and Resource Plan.

Metropolitan estimates have not been developed for these programs. Instead, the FDOT has included sufficient funding in the 2040 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 2040 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 9 identifies the statewide estimates for non-capacity programs. About $106 billion (49% of total revenues) is forecast for the non-capacity programs.

Table 10 contains districtwide estimates for State Highway System Operations and Maintenance expenditures for information purposes. These estimates are provided pursuant to an agreement between FDOT and the Federal Highway Administration Division Office regarding the reporting of estimates of Operations and Maintenance costs for the State Highway System at the district level in MPO long range plans.

Other
The Department is responsible for certain expenditures not included in major programs discussed above. Primarily, these expenditures are for debt service and, where appropriate, reimbursements to local governments. Approximately $7.5 billion (3.5% of total revenues) is forecast for these expenditures. These funds are not available for statewide or metropolitan system plans.

TABLE 8
Major Non-Capacity Programs Included in the 2040 Revenue Forecast and Corresponding Program Categories in the Program and Resource Plan (PRP)

2040 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 - 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).	Administration Fixed Capital Outlay Office Information Systems

Table 9
Statewide Non-Capacity Program Estimates
State and Federal Funds from the 2040 Revenue Forecast (Millions of Dollars)

Major Programs	5-Year Period (Fiscal Years)					27-Year Total[2]
	20014-15[1]	2016-20[1]	2021-25	2026-30	2031-40	2014-2040
Safety	245	631	625	626	1,252	3,378
Resurfacing	1,211	3,593	3,649	3,900	8,071	20,425
Bridge	529	1,593	1,373	1,452	3,044	7,991
Product Support	2,527	4,913	5,932	6,479	14,239	34,089
Operations and Maintenance	2,033	5,228	5,607	6,295	14,470	33,633
Administration	299	855	1,037	1,153	2,672	6,016
Total Non-Capacity Programs	**6,844**	**16,813**	**18,224**	**19,904**	**43,748**	**105,532**
Other[3]	364	1,111	1,330	1,474	3,252	7,531
Statewide Total Forecast	**16,505**	**34,829**	**37,516**	**40,266**	**86,715**	**215,830**

[1] Based on the FDOT Adopted Work Program for 2014 through 2018.
[2] Columns and rows sometimes do not equal the totals due to rounding.
[3] "Other" is primarily for debt service.

Table 10
State Highway System Operations and Maintenance Estimates
State and Federal Funds from the 2040 Revenue Forecast (Millions of Dollars)

Major Programs	5-Year Period (Fiscal Years)					27-Year Total[2]
	20014-15[1]	2016-20[1]	2021-25	2026-30	2031-40	2014-2040
District 1	543	1,499	1,530	1,676	3,683	8,931
District 2	718	1,982	2,023	2,216	4,869	11,807
District 3	582	1,607	1,640	1,798	3,949	9,576
District 4	556	1,534	1,566	1,716	3,769	9,141
District 5	720	1,987	2,029	2,223	4,883	11,841
District 6	263	725	740	811	1,781	4,318
District 7	391	1,080	1,102	1,208	2,653	6,434
Statewide Total Forecast	**3,773**	**10,414**	**10,630**	**11,647**	**25,586**	**62,049**

Note: Includes Resurfacing, Bridge, and Operations & Maintenance Programs.

[1] Based on the FDOT Adopted Work Program for 2014 through 2018.
[2] Columns and rows sometimes do not equal the totals due to rounding.

Appendix B– LRTP Check List

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	Required in the U.S. Code	Included		Comments
		Yes	No	
G-1	Is the plan performance-driven and outcome based? [23 U.S.C 134 (c)(1)] [49 U.S.C. 5303(c)(1)]	✓		
G-2	Does the plan support integrated management and operation of transportation systems and facilities (including accessible pedestrian and bicycle facilities) that will function as an intermodal transportation system [23 U.S.C 134 (c)(2)] [49 U.S.C. 5303(c)(2)]	✓		The plan includes all modes of transportation and the TPO has developed a Congestion Management Process Plan, ITS Master Plan and a Bicycle/Pedestrian Master Plan each of which identifies programs and projects that create an intermodal transportation system.
G-3	Does the plan consider all modes of transportation based on a continuing, cooperative, and comprehensive process? [23 U.S.C. 124 (c)(3)] [49 U.S.C. 5303(c)(3)]	✓		All modes of transportation are addressed in the plan.
A-1	Are the 8 planning factors addressed? [23 U.S.C. 134(h)(1)]	✓		The planning factors are addressed through the plan's goals and objectives. Please see the Goals and Objectives section for additional documentation.
A-2	Does the plan identify transportation facilities (including major roadways, transit, multimodal and intermodal facilities, and intermodal connectors) that function as an integrated system, giving emphasis to facilities that serve important national, state, and regional transportation functions? [23 U.S.C. 134 (i)(2)(A)]	✓		The plan identifies roadway, transit, bicycle, pedestrian, ITS, and operational/maintenance projects. The goals and objectives and the evaluation criteria take into account the functions of the various types of projects.

	Required in the U.S. Code	Included		Comments
		Yes	No	
A-3	Does the plan include discussion of potential environmental mitigation activities and potential areas to carry out these activities? [23 U.S.C. 134 (i)(2)(B)(i)]	✓		Please see the environmental mitigation section of this report for additional documentation on the mitigation strategies.
A-4	Was the plan developed in consultation with Federal, State, Tribal, wildlife, land management, and regulatory agencies? [23U.S.C. 134 (i)(2)(B)(ii)]	✓		Many agencies, including the ones noted were afforded opportunities throughout the plan update process to participate in the development of the plan. In addition, a letter was sent to the Federal Tribal Lands administrator seeking input on the plan.
A-5	Does the plan include a financial plan that demonstrates how the adopted transportation plan can be implemented and indicates public and private resources that can be made available to carry out the plan? [23 U.S.C. 134 (i)(2)(C)]	✓		The cost feasible element does describe how the plan will be implemented with public funds. At the time this plan was developed there were no private funds identified for any projects. The financial resources document includes information on alternative revenue sources for future consideration by local governments.
A-6	Does the plan include operational and management strategies to improve the performance of existing transportation facilities to relieve vehicular congestion and maximize the safety and mobility of people and goods? [23 U.S.C. 134 (i)(2)(D)]	✓		The FDOT provided O&M information at the district level. This information is included in Appendix A.
A-7	Does the plan include capital investment and other strategies to preserve the existing and future system and provide for multimodal capacity increases based on regional priorities and needs? [23 U.S.C. 134 (i)(2)(E)]	✓		System preservation is the top priority of the plan and of the TPO. FDOT leads the efforts to preserve the existing system and as such the revenue forecasts provided to the TPO do not include O&M. This revenue was taken of the top.

	Required in the U.S. Code	Included		Comments
		Yes	No	
A-8	Does the plan include proposed transportation and transit enhancement activities? [23 U.S.C. 134 (i)(2)(F)]	✓		The TPO has set up a separate system for enhancement/transportation alternatives activities and those activities occur on an annual basis.
A-9	Within Transportation Management Areas (TMAs), did the plan incorporate the use of a congestion management process? [23 USC 134 (k)(3)]	✓		The TPO's Congestion Management Process Plan (CMPP) was updated as part of the plan update. This information was used as part of the development of the LRTP.
A-10	Does the plan apply a performance-based approach to transportation decision-making to support the national goals established in MAP-21? [23 U.S.C. 134(h)(2)(A)] [49 U.S.C. 5303(h)(2)(A)]	✓		Through the development of the goals and objectives and the subsequent evaluation criteria, project performance was taken into account. Notice for proposed rulemaking on performance measures has not been finalized at this time. The TPO staff participates with FDOT at the state level to help develop and implement performance measures for the LRTP.
A-11	Does the plan establish surface transportation performance targets, developed in coordination with the State, that align with performance measures established in MAP-21? [23 U.S.C. 134(h)(2)(B)(i)] [49 U.S.C. 5303(h)(2)(B)(i)]		✓	Per the recent passage of MAP-21, USDOT will establish performance measures in consultation with State DOTs, MPOs and other stakeholders within 18 months of MAP-21's enactment. Once performance measures are identified, the States will have up to one year to set state level targets. Once state level targets have been set, MPOs will have up to six-month to set local level targets that support the state targets. The process and schedule for performance measure implementation and LRTP documentation is expected to evolve over the next two years.
A-12	Were performance targets established in coordination with public transportation providers? [23 U.S.C. 134(h)(2)(B)(ii] [49 U.S.C. 5303(h)(2)(B)(ii)]	✓		The local transit provider only recently began the update to the Transit Development Plan (TDP). It is anticipated the update will include establishing updated performance targets. While this update is being coordinated with the TPO, the local transit provider is leading this effort. The transit provider is a member of the TCC and was part of the review of the goals and objectives as well as the evaluation criteria.

	Required in the U.S. Code	Included		Comments
		Yes	No	
A-13	Were performance targets established within 180 days of State or public transportation providers setting targets?[23 U.S.C. 134(h)(2)(C)] [49 U.S.C. 5303(h)(2)(C)]		✓	Per the recent passage of MAP-21, USDOT will establish performance measures in consultation with State DOTs, MPOs and other stakeholders within 18 months of MAP-21's enactment. Once performance measures are identified, the States will have up to one year to set state level targets. Once state level targets have been set, MPOs will have up to six-months to set local level targets that support the state targets. The process and schedule for performance measure implementation and LRTP documentation is expected to evolve over the next two years.
A-14	Does the plan, directly or by reference, reflect the goals, objectives, performance measures, and targets described in other applicable State and public transportation plans required as part of a performance-based program [23 U.S.C. 134(h)(2)(D)] [49 U.S.C. 5303(h)(2)(D)]	✓		The plan considered local government goals and objectives as it was being developed. However, Florida is still working on the statewide and TPO/MPO performance measure guidance. The local transportation provider is a member of the TCC. See response to A-12 as well.
A-15	Was the plan updated at a minimum every four years in air quality nonattainment or maintenance area, or (minimum) five years otherwise? [23 U.S.C. 134(i)(1)(B)] [49 U.S.C. 5303(i)(1)(B)]	✓		The previous plan was adopted in July of 2011 and this plan was adopted in June of 2016. The Bay County TPO is currently in attainment for air quality ozone.
A-16	Does the plan cover a 20-year forecast period? [23 U.S.C. 134 (i)(2)(A)(ii)] [49 U.S.C. 5303(i)(2)(A)(ii)]	✓		The plan addresses a planning horizon of 20 years. The base year for the plan update is 2010 and the horizon year is 2040.

	Required in the U.S. Code	Included		Comments
		Yes	No	
A-17	Does the plan include a description of performance measures and performance targets used in assessing the performance of the transportation system? [23 U.S.C. 134 (i)(2)(B)] [49 U.S.C. 5303(i)(2)(B)]		✓	Per the recent passage of MAP-21, USDOT will establish performance measures in consultation with State DOTs, MPOs and other stakeholders within 18 months of MAP-21's enactment. Once performance measures are identified, the States will have up to one year to set state level targets. Once state level targets have been set, MPOs will have up to six-months to set local level targets that support the state targets. The process and schedule for performance measure implementation and LRTP documentation is expected to evolve over the next two years.
A-18	Does the plan include a system performance report evaluating the condition and performance of the transportation system with respect to established performance targets? [23 U.S.C. 134 (i)(2)(C)] [49 U.S.C. 5303(i)(2)(C)]	✓		As part of the plan update the regional Congestion Management Process Plan (CMPP) was updated. This document provides an historical, present day, and future picture of the condition of the transportation facilities. They are evaluated on their established level of service standards.
A-19	Was the financial plan developed in coordination with the State and applicable public transportation providers? [23 U.S.C. 134 (i)(2)(E)(iii)] [49 U.S.C. 5303(i)(2)(E)(iii)]	✓		The local and FDOT public transportation representatives were involved in the entire LRTP process including the development of the cost feasible plan. The local transit provider is a member of the TCC. Many of the LRTP documents were presented and reviewed by the TCC and approved by the TPO.
A-20	For ozone or carbon monoxide nonattainment areas, was the plan developed in coordination with State Implementation Plan, as it relates to transportation control measures? [23 U.S.C. 134 (i)(3)] [49 U.S.C. 5303(i)(3)]		✓	Not applicable

	Required in the U.S. Code	Included		Comments
		Yes	No	
A-21	Was the plan established in coordination with State and local agencies responsible for land use management, natural resources, environmental protection, conservation, and historic preservation? [23 U.S.C. 134 (i)(5)] [49 U.S.C. 5303(i)(5)]	✓		By being members of the Transportation Information Network local and state agencies were involved in all aspects of the development of the plan by receiving notices of public workshops and associated information. In addition the ETDM process afforded a planning level review of all the projects included in the cost feasible plan.
A-22	Was the plan established in accordance with a public participation plan that provides the public, citizens, and transportation stakeholders a reasonable opportunity to comment? [23 U.S.C. 134 (i)(6)] [49 U.S.C. 5303(i)(6)]	✓		A LRTP specific public participation plan was developed to complement the TPO's overall public participation plan. Please see the public involvement section of this report for additional documentation. The public participation plan is available on line as well.
A-23	Was the plan published for public review including (to the maximum extent practicable) in electronically accessible formats and means? [23 U.S.C. 134 (i)(7)] [49 U.S.C. 5303(i)(7)]	✓		Both the Needs and Cost Feasible Plans were published on line and specific public workshops were held for each prior to adoption. The draft report was sent to local libraries, steering committee members, Port Panama City, Northwest Florida Beaches International Airport and Bay Town Trolley for review and comment.
B-1	Does the plan cover a 20 year horizon from the date of adoption? [23 C.F.R. 450.322(a)]	✓		The plan addresses a planning horizon of 20 years. The base year for the plan update is 2010 and the horizon year is 2040.
B-2	Does the plan include both long-range and short-range strategies/actions? [23 C.F.R. 450.322(b)]	✓		The plan included projects and mobility programs that span the entire period.
B-3	Was the plan created using the latest available estimates and assumptions for population, land use, travel, employment, congestion, and economic activity? [23 C.F.R. 450.322(e)]	✓		The growth forecasts were developed by the local planning partners and the assumptions were based on the latest information available. In addition, the planning assumptions are listed in the introduction section of the final report.

	Required in the U.S. Code	Included		Comments
		Yes	No	
B-4	Does the plan identify the projected transportation demand of persons and goods in the metropolitan planning area over the period of the plan? [23 C.F.R. 450.322(f)(1)]	✓		The Northwest Florida Regional Planning Model was used to forecast demand over the study period.
B-5	Does the plan describe proposed improvements in sufficient detail to develop cost estimates? [23 C.F.R. 450.322(f)(6)]	✓		FDOT has developed per mile costs for planning level exercises. Based on the forecasted demand, the plan does have sufficient detail to provide planning level costs for all projects included.
B-6	Does the plan identify pedestrian walkway and bicycle transportation facilities in accordance with 23 U.S.C. 217(g)? [23 C.F.R. 450.322(f)(8)]	✓		The plan references the bicycle and pedestrian master plan that includes a significant number of bike and ped projects. In addition, each roadway project assumes FDOT will adhere to its newly adopted Complete Street policy which includes sidewalk and bicycle facilities.
B-7	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. 450.322(f)(10)(i)]	✓		FDOT provides the revenue estimates and the project costs were forecasted as part of the Needs Plan development.
B-8	Were the plan's revenues and project costs reflected in year of expenditure dollars? [23 C.F.R. 450.322(f)(10)(iv)]	✓		FDOT provided plan revenues in YOE. Appendix F presents the 2040 Cost Feasible Plan project costs in YOE.

	Required in the U.S. Code	Included		Comments
		Yes	No	
B-9	Was the plan developed in consultation with State and local agencies responsible for land use management, natural resources, environmental protection, conservation, and historic preservation? [23 C.F.R. 450.322(g)]	✓		By being members of the Transportation Information Network local and state agencies were involved in all aspects of the development of the plan by receiving notices of public workshops and associated information. In addition the ETDM process afforded a planning level review of all the projects included in the cost feasible plan.
B-10	Where appropriate, was the plan compared to State conservation plans and maps, or inventories of natural resources? [23 C.F.R. 450.322(g)(1) and (2)]	✓		The future growth allocation process took into account sensitive lands and did not allocate growth into areas that could not and would not sustain future growth. Conservation lands were also reviewed as part of the plan development.
B-11	Does the plan include a safety element consistent with the State's Strategic Highway Safety Plan, and (as appropriate) emergency relief and disaster preparedness plans and strategies and policies that support homeland security? [23 C.F.R. 450.322(h)]	✓		Please see the section on safety for additional documentation.
B-12	Was the public given a reasonable opportunity to comment on the plan, and did the MPO use their public participation plan developed under 23 C.F.R. 450.316(a)? [23 C.F.R. 450.322(i)]	✓		Please see the public involvement section of this report for additional documentation. The TPO's public participation plan is available on the TPO's website and was utilized throughout the development of this LRTP.
B-13	Did the plan include the use of visualization techniques? [23 C.F.R. 450.316(a)(1)(iii)]	✓		Maps depicting projects, congestion and other information was used at all workshops and meetings as well as posted on the project's web site. Project information was presented via PowerPoint at the community meetings and public workshops.
B-14	Was technical information related to the plan made available to the public in electronic formats such as the World Wide Web? [23 C.F.R. 450.316(a)(1)(iv)]	✓		Information was shared at public workshops and meetings as well as posted to the project's web site.

	Required in the U.S. Code	Included		Comments
		Yes	No	
B-15	Does the plan demonstrate explicit consideration of and response to public input? [23 C.F.R. 450.316(a)(1)(vi)]	✓		All comments and questions were addressed and responded to during the course of the plan update.
B-16	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? [23 C.F.R 450.316(a)(1)(vii)]	✓		During the plan update public meetings seeking out the underserved were held. These included the groups noted.
C-1	Does the plan give emphasis to facilities that serve important national, state, and regional transportation functions including SIS and TRIP facilities? [Section 339.175, F.S.]	✓		The goal and objectives and corresponding evaluation criteria did take into account such facilities purpose.
C-2	Was the plan developed using a congestion management system? [Subsection 339.175(6)(c)(1) F.S.]	✓		The TPO's Congestion Management Process Plan (CMPP) was updated as part of the update.
C-3	Is the plan consistent, to the maximum extent feasible, with future land use elements and the goals, objectives, and policies in the approved local government comprehensive plans? [Subsection 339.175(7), F.S.]	✓		Local government comprehensive plans were reviewed as part of the 2040 plan update. Local government planners participated in the plan update throughout the process.

	Required in the U.S. Code	Included		Comments
		Yes	No	
C-4	Will the plan provide projects and strategies to: support economic vitality, enhance the integration and connectivity of the system for people and freight, and increase accessibility and mobility? Does the plan ensure preservation of the existing system with requirements for resurfacing, restoration, rehabilitation, and maintenance? [Subsection 339.175(6), (7), F.S.]	✓		Specific goals and objectives were developed to address these issues. Projects and programs included in the plan seek to support economic vitality as well as preserve the system thereby keeping goods and services flowing into and out of the region.
C-5	If the plan includes a project located within the boundary of more than one MPO, did the MPO coordinate on this project with the other MPO? [Subsection 339.175(7)(a), F.S.]	✓		A new roadway extending from SR79 west to US98 (SR 30) located in Walton County was included in the 2040 Needs Plan. A new express bus route connecting to Walton County was included in the Needs Plan. The West Bay Sector Plan which includes portions of both Bay and Walton Counties was referenced in the development of the 2040 LRTP as well. Appropriate coordination was held with the Okaloosa-Walton TPO and the project is consistent with that TPO's LRTP.
C-6	Does the plan consider strategies that integrate transportation and land use planning to provide for sustainable development and reduce greenhouse gas emissions? [Subsection 339.175(1)]	✓		There are specific goals and objectives that are included in the plan. Please see the Goals and Objectives portion of the report for additional documentation.
C-7	Was the plan approved on a recorded roll call vote or hand-counted vote of the majority MPO board members present? [Subsection 339.175(13)	✓		The plan was adopted unanimously by a roll call vote at a regularly scheduled TPO meeting.
D-1	Does the plan include a cost estimate of needs in base year dollars? (including all costs and reported by mode)	✓		Please see the section of this report that includes the Needs Plan.

	Required in the U.S. Code	Included		Comments
		Yes	No	
D-2	Does the plan include only transportation projects that are necessary to meet identified future transportation demand or advances the goals, objectives and policies of the MPO, the region and the state?	✓		Only projects deemed necessary to meet future needs are included in the plan. There are several projects that were identified as "illustrative" that were noted as being needed beyond the plan's horizon. Each of the Needs Plan projects were ranked using the evaluation criteria which are based on the Goals and Objectives for the plan.
D-3	Does the plan exclude projects that are extremely unlikely to be implemented and therefore unnecessarily inflate the estimated transportation needs in the metropolitan area?	✓		Only projects deemed necessary to meet future needs are included in the plan. There are several projects that were identified as "illustrative" that were noted as being needed beyond the plan's horizon.
D-4	Does the plan include a cost estimate of unfunded projects in base year dollars?	✓		Please see Appendix D.
D-5	Does the Cost Feasible plan include reasonably available revenues reported in year of expenditure dollars?	✓		Please see Appendix A.
D-6	Does the Cost Feasible plan include an estimate of the cost of all projects and all phases, regardless of mode?	✓		Please see Appendix F.
D-7	Does the Cost Feasible plan include costs of operating and maintaining the existing and future transportation system?	✓		System preservation is the top priority of the plan and of the TPO. FDOT leads the efforts to preserve the existing system and as such the revenue forecasts provided to the TPO do not include O&M. This revenue was taken of the top.
D-8	Does the plan include full financial information for all years covered by the LRTP, including information from the TIP?	✓		Please see Appendix F.

	Required in the U.S. Code	Included		Comments
		Yes	No	
D-9	Does the Cost Feasible plan provide estimates the using a State Fiscal Year 2013/2014 base year and FY2039/2040 as the horizon year, with estimates in 5-year periods between the FY 2013/2014 base year and FY2029/2030 and a 10-year period from 2031 to 2040? (applies for financial reporting only)	✓		Please see Appendix F.
D-10	Does the plan provide project cost estimates in Present Day Cost (PDC) dollars and inflate them to year of expenditure using FDOT approved factors and mid-point estimates for the 5 and 10 year periods? If alternative inflation factors are used, is an explanation of assumptions provided?	✓		The Needs Plan costs are presented in present day (2015) costs and the cost feasible plan is presented in year of expenditure costs for each planning period. See Appendix D and Appendix F.
D-11	Does the plan incorporate 2040 SIS Cost Feasible Plan estimates provided by FDOT?	✓		The adopted 2040 SIS plan was used to identify SIS projects for the Needs and Cost Feasible Plans.
E-1	When developing the plan, were the requirements for inclusion of projects in the TIP considered?	✓		The TIP capacity projects have been included in the first phase of the Cost Feasible Plan. See Appendix F.

	Required in the U.S. Code	Included		Comments
		Yes	No	
E-2	Projects in the LRTP: Does the plan include: • Projected transportation demand, • Existing and proposed facilities that function as an integrated system, • Operational and management strategies, • Results of the Congestion Management Plan, • Strategies to preserve existing and projected future transportation infrastructure, • Pedestrian and bicycle facilities, and • Transportation and transit enhancement activities? If a project meets the definition of Regionally Significant, is it included in the Cost Feasible Plan?	✓		Projects within the plan do meet each of the bulleted points. A project was not advanced to the Cost Feasible Plan simply because it was determined to be of regional significance. This was but one of many factors considered.
E-3	Grouped Projects: If projects have been grouped in the LRTP, are the groups specific enough to determine consistency between the LRTP and TIP?	✓		The program groups included in the LRTP are specific enough that projects included in the TIP can be linked to the program groups in the LRTP.

	Required in the U.S. Code	Included		Comments
		Yes	No	
E-4	Operations and Maintenance: Does the plan provide system level O&M costs for each of the five-year periods or as a total? Is the general source of O&M funding identified?	✓		Please see Appendix A for additional documentation.
E-5	Total Project Costs: Are all phases of capacity expansion and regionally significant projects described in sufficient detail to estimate costs, including total project cost? Are costs of work and phases beyond the horizon year estimated using Year of Expenditure methodologies and estimated completion date described?	✓		Please see the Needs Plan technical report and Appendix F of this report for additional documentation.
E-6	Cost Feasible Plan: Does the plan demonstrate revenues to support the costs associated with project work/phase?	✓		Each phase's funding is identified. Please see Appendix F.
E-7	New Revenue Sources: If a new revenue source is assumed, does the plan clearly explain the source, why it is considered reasonably available, when it will be available, what actions are needed to make it available, and what happens if the revenue source is not available?		✓	There are no new revenue sources assumed as part of this plan update
E-8	Federal Revenue Sources: Does the plan flag/note projects in the first ten years that are planned to be implemented with federal funds?	✓		Unless noted that a project is being funded with local funds, all projects included in the Cost Feasible Plan are assumed to be funded with some level of federal funds. FDOT will determine the exact funding mix at the time the project is entered into the FDOT Five Year Work Program for implementation.

	Required in the U.S. Code	Included		Comments
		Yes	No	
E-9	Full Timespan of the LRTP: As a planning document, does the LRTP show all projects and project funding for the entire period covered by the LRTP?	✓		Please see the sections documenting the needs plan, the cost feasible plan and Appendix F.
E-10	Environmental Mitigation: Does the plan include a discussion (system wide level) of potential environmental mitigation activities and opportunities that individual projects might later take advantage of?	✓		Please see the section discussing environmental mitigation for additional documentation.
E-11	Linking Planning and NEPA: Prior to FHWA approval of an environmental document, the project must be consistent with the LRTP, TIP and STIP.			So noted.
E-12	LRTP Documentation/Final Board Approval: Is a substantial amount of the LRTP analysis and documentation completed at the time of MPO board adoption? All final documentation is to be available for distribution no later than 90 days after adoption.	✓		The TPO adopted the various elements of the LRTP over the course of the LRTP. Additionally, at each meeting the TPO was provided an update of activities related to the LRTP. All final technical reports were approved by the TPO Board and were made available by the 90 day requirement.
	Emerging Issues			
	Depending on when MAP-21 regulations are released, new requirements may need to be addressed within a short time. Areas affected: • Safety and Transit Asset Management • Performance Measurement	✓		See Goals and Objectives for additional documentation.

	Required in the U.S. Code	Included		Comments
		Yes	No	
	Freight: While freight is an existing planning factor, special emphasis should be given as it is anticipated to play a more prominent role.	✓		See Goals and Objectives for additional documentation.
	Sustainable Transportation and Context Sensitive Solutions: MPOs are encouraged to identify and suggest contextual solutions for appropriate transportation corridors	✓		See Goals and Objectives for additional documentation.
	Proactive Improvements			
	Linking Planning and NEPA: For regionally significant projects, MPOs are encourage to consider including a purpose and need statement for the project in the LRTP.	✓		The purpose and needs statements are identified in the Needs Plan technical report which is available on the project website.
	Climate Change: MPOs may wish to give consideration to climate change and strategies to minimize impacts. Exploring and discussing the effects of climate change on transportation, as well as environmental resources and fuel alternatives is encouraged.	✓		See Goals and Objectives for additional documentation.
	Scenario Planning: MPOs may elect to develop multiple scenarios in the development of the LRTP. Recommendations for consideration are potential investment strategies, distribution of population and employment, costs and revenues for each scenario.	✓		See Goals and Objectives for additional documentation.

Appendix C – 2040 LRTP Newsletters

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Bay County TPO Long Range Transportation Plan

Bay County 2040 Shaping Our Future

- ❶ What does travel in 2040 look like
- ❶ Year 2040 Transportation Network Degiciencies
- ❷ Where do we go From Here
- ❷ Shaping The Plan

ISSUE 2 | VOLUME 2 | SEPTEMBER 2015

What does travel in 2040 Look Like?

How will you get from home to work in 2040? Will you drive alone in your car, ride a bus, or ride a bike? Maybe you will use a smart phone app to summon a driverless car to pick you up! Increased congestion and delays are projected with the expected growth of the region's population. An estimated 250 thousand residents will travel to more than 90 thousand jobs by 2040. To meet this demand the TPO is developing a multi-modal transportation plan that gives residents options for navigating from point A to point B in 2040. Want to provide ideas? Take our on-line transportation survey at www.bay2040.mysidewalk.com

Year 2040 Transportation Network Deficiencies

Before identifying potential needs for the year 2040, a multimodal deficiency analysis is conducted to determine future congested corridors. Transportation projects funded for construction within the next five years and Bay County's population and employment projections are inputted into the 2040 travel demand model. This data creates the Existing + Committed transportation network.

Future mobility deficiencies were identified using the 2040 travel demand model and input from local agency staff to evaluate the probable levels of congestion. Congestion was assessed on an average daily basis through volume-to-capacity (v/c) ratios. A v/c of 1.0 or above generally indicates a congested condition in which projected volume exceeds available capacity. For this study, roadways with a .09 to 1.1 v/c were flagged as borderline congested, while roads having a v/c of greater than 1.3 indicate a severe level of congestion. The 2040 deficiency analysis yielded a number of corridors expected to experience congestion if no additional modifications are made through the year 2040. Minimizing congestion on these corridors, through multimodal modification projects, is the focus of the needs assessment now being conducted.

September Public Workshop Series

During September, the Bay County TPO will ask participants to budget the limited dollars between roadway, transit, bicycle and pedestrian, and operational projects during the two scheduled workshops. Plan to attend a workshop. Your continuous, meaningful participation in the planning process is essential to develop the Cost Feasible Plan. Your input and vision help shape the area's future transportation system. Join fellow citizens to discuss transportation needs and priorities at one of the following public workshops:

Tuesday, September 15, 2015
4:30 p.m. open discussion,
5:00 p.m. presentation
First Baptist Church of Lynn Haven
Fellowship Hall
1005 Ohio Avenue (Highway 77), Lynn Haven

Thursday, September 17, 2015
4:30 p.m. open discussion,
5:00 p.m. presentation
A.D. Harris Learning Village
Cafeteria
819 East 11th Street, Panama City

Where Do We Go From Here?

A typical long-range transportation planning process involves projecting future growth patterns and transportation needs based on historical trends and the available data. During 2015 and 2016 we will study our past, envision our future, project our transportation needs, and identify how to fund these needs.

The 2040 Long Range Transportation Plan will create a list of transportation projects. The list will include needed road, transit, bicycle, and pedestrian improvements and how they could be funded through 2040. This will become a direction for maintaining and enhancing the area's transportation system.

After the September public workshop series, the Bay County Transportation Planning Organization (TPO) will review and approve the 2040 Needs Plan. With your input, the next step is to determine the transportation components that can be built with the limited transportation dollars available to the TPO. This is called the Cost Feasible Plan.

The schedule for plan development and approval is as follows:

Needs Plan: Summer/Fall 2015

Cost Feasible Plan: Winter 2015/2016

Plan Adoption: Spring 2016

Presentations

Would your civic, business or community group like to learn more about the plan update and share your thoughts? We'll come to you. Call or e-mail us to let us know about your group.

For More Information

For additional information or to request a meeting with your group or organization; please contact:

Gary Kramer, Senior Transportation Planner
Bay County Transportation Planning Organization
4081 E. Olive Road, Suite A
Pensacola, FL 32514
Phone: (850) 332-7976 x 219,
(800) 226-8914 x 219
Email: gary.kramer@wfrpc.org

West Florida Regional Planning Council EST '64

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Shaping the Plan

Defining the Goals is the cornerstone of the Long Range Transportation Plan. The remaining components of the plan are measured against the Goals. Guiding the Goals is the vision statement. The vision statement 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 the preservation of the existing transportation system.

The plan contains eight Goals:

Goal 1: .....A multi-modal network of integrated transportation systems for the movement of people and goods.

Goal 2: .....A safe multi-modal transportation system.

Goal 3: .....A multi-modal transportation system that is efficiently operated and maintained.

Goal 4: .....A multi-modal transportation system that protects, preserves and enhances a high quality of life.

Goal 5: .....A multi-modal transportation system that includes consistent, continuing, cooperative and comprehensive planning processes.

Goal 6: .....A multi-modal transportation system that supports economic vitality.

Goal 7: .....A multi-modal transportation system that provides security for residents, visitors and commerce.

Goal 8:.....A multi-modal transportation system that maintains acceptable roadway service on all major facilities.

Bay County TPO Long Range Transportation Plan (LRTP)

- ❶ Plan Update
- ❶ The Challenge
- ❶ We Need You!
- ❷ Transportation Madness
- ❷ Where do we go from here?
- ❷ How would you spend the money?

Bay County 2040 Shaping Our Future

ISSUE 3 | VOLUME 3 | FEBRUARY 2016

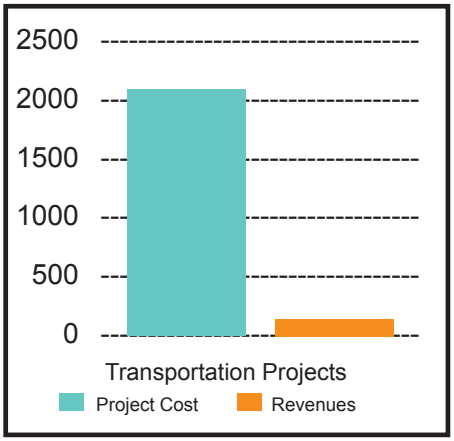
Plan Update

Much has been accomplished since our September 2015 newsletter. With input from the public, agency staff, and elected officials, three potential cost feasible plan scenarios are being developed that address the projected 2040 transportation network deficiencies. Each plan is multi-modal in nature, combining roadway, transit, bicycle, and pedestrian projects. The first scenario focuses on the current transportation priorities of the area, the second focuses more resources towards multi-modal strategies such as transit, and bicycle and pedestrian projects. The third scenario is based on the project evaluation criteria ranking.

In the latter part of 2015, the project team met with agencies, local elected officials, and interest groups to review and refine the 2040 Needs Plan. The TPO adopted the 2040 LRTP Needs Plan on December 2, 2015. Over 50 projects were identified in the 2040 Needs Plan, with 3 of those being included as Aspirational Projects, meaning they would be needed beyond 2040. Since the New Year, the project team has developed evaluation criteria ranking to assess how well the various Needs Plan projects address the adopted Goals and Objectives for this Plan. The team has also been identifying potential funding sources and estimating future revenues.

The Challenge

How will you get from home to work in 2040? Will you drive alone in your car, ride a bus, or ride a bike? Maybe you will use a smart phone app to summon a driverless car to pick you up! Increased congestion and delays are projected with the expected growth of the region's population. An estimated 250,000 residents will travel to more than 90,000 jobs by 2040. To meet this demand, the TPO is developing a multi-modal transportation plan that gives residents options for navigating from point A to point B in 2040. Want to provide ideas? Take our on-line transportation survey at www.bay2040.mysidewalk.com.



MARCH WORKSHOPS

Tuesday, March 1, 2016
11:30 a.m.
City of Lynn Haven Council Chambers
108 E. 9th Street
Lynn Haven, FL 32444

Tuesday, March 1, 2016
5:30 p.m.
A.D. Harris Learning Village Cafeteria
819 E. 11th Street
Panama City, FL 32401

We Need You!

Here's where you come in. Public input is essential to the sustainable growth of the region. The 2040 LRTP will become a blueprint for the region's transportation system. We want and need to hear from the public on the projects you feel should be prioritized for funding. Join fellow citizens to discuss our shared transportation priorities at the upcoming public workshops.

Transportation Madness

To make things a bit more fun, we developed an interactive "Transportation Madness" game, similar to the NCAA basketball tournament brackets. For the LRTP, we identified 32 projects divided into four brackets.

A "winner" from each bracket will be identified, yielding a list of the four most important multi-modal projects for each citizen. The results of the game will be invaluable in helping the project team and elected officials determine how best to prioritize our limited funding.

The game will be available on the LRTP website and will also be played at the public workshops.

Please visit our Year 2040 plan update website at: http://www.wfrpc.org/programs/b-tpo/lrtp

Presentations

Would your civic, business or community group like to learn more about the plan update and share your thoughts? We'll come to you. Call or e-mail us to let us know about your group.

For More Information

For additional information or to request a meeting with your group or organization; please contact:
Gary Kramer, Project Manager
Bay County Transportation Planning Organization
4081 E. Olive Road, Suite A
Pensacola, FL 32514
Phone: (850) 332-7976 x 219
(800) 226-8914 x 219
Email: gary.kramer@wfrpc.org

West Florida Regional Planning Council EST '64

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Where Do We Go From Here?

After the March 1st public workshops, the Transportation Planning Organization (TPO) will meet on April 27, 2016. At this meeting the TPO will review the draft Cost Feasible Plan that includes the initial list of funded projects in the 2040 LRTP.

The schedule for plan development and approval is as follows:

Needs Plan: Adopted by the TPO in December 2015

Cost Feasible Plan: Winter/Spring 2016

Plan Adoption: June 22, 2016

How Would You Spend The Money?

Citizen input is necessary to maximize efficient use of the $154 million revenues and to prioritize the $2.5 billion needed projects.

During the public workshops, your participation in two exercises will identify and communicate to the Bay County TPO your preferences on spending the limited dollars.

Please plan to attend the public workshops to let us know how you would spend the money.

BAY COUNTY TRANSPORTATION PLANNING ORGANIZATION

Bay County 2040 Shaping Our Future

Volume 1, Issue 4 November 2016

Special points of interest:

- TPO adopted the 2040 Cost Feasible Plan
- Looking for presentation opportunities
- Maintaining roadways priority number 1

Inside this issue:

2040 Cost Feasible Plan Adopted

The Bay County Transportation Planning Organization (TPO) adopted the 2040 Cost Feasible Plan during its June 2016 meeting. This cost feasible plan contains over $467 million in transportation projects that are needed for the roadways, transit systems, bicyclists, pedestrians and Intelligent Transportation Systems (ITS).

The identification of these projects began in fall 2014 with a kick-off workshop and a steering committee meeting comprised of local municipality and county representatives as well as local stakeholders. After numerous workshops and communications, the work has culminated in over 30 mobility projects. Costs with funding categories as follows: $432 million for roadway projects, $17 million for transportation systems management and ITS projects, and over $88 million for transit operations and improvements. The plan also includes over $11 million for bicycle and pedestrian projects. Some of the projects included in the cost feasible plan are listed below:

- **Widening of US98 from Mandy Lane to the Thomas Drive Interchange**
- **Widening of CR390 from SR77 to US231**
- **Widening of Wewa Highway (SR22) from Business 98 to Star Avenue**
- **Widening of US98 from Mandy Lane to Thomas Drive Interchange**
- **Major intersection reconstruction at US98/15th Street/ US231**
- **Improvements to Front Beach Road in the City of Panama City Beach**

Story continued on page 2.

2040 Cost Feasible Plan Contains More Than Just Roadway Projects

The Bay County TPO adopted a true multi-modal transportation plan with the 2040 LRTP. This plan contains a number of transit, bicycle, pedestrian and

other programs that seek to improve the transportation system for all users. Some of the more notable non- roadway projects are listed below:

- **Continued development and enhancement of a regional Intelligent Transportation System (ITS)**
- **Continued set aside funding for bicycle and pedestrian projects**
- **Construction of park and ride lots**
- **A program to develop and implement a regional bicycle trails program**

2040 Cost Feasible Plan Adopted *from page 1*

While the Bay County TPO is pleased to fund these and many other projects, there was not sufficient funds to fund over $2 billion in needed projects. There is much work to be done at the local, state, and federal levels to fund transportation needs. Your TPO will continue to identify additional funding for the regions unfunded critical transportation projects.

For more information on the long range transportation plan (LRTP) and to see a full listing of Cost Feasible Plan projects, please visit the TPO's website at http://www.wfrpc.org/programs/ bay-tpo/lrtp/documents

With the list of Cost Feasible projects now adopted, the next step will be to establish a priority list. The TPO will began the prioritization process in the summer of 2016 and adopted a new set of project priorities in September 2016. Once the TPO adopted the project priorities, they were transmitted to the Florida Department of Transportation (FDOT) who will use the priorities to develop the Five-Year Work Program. The Five-Year Work Program is the document that schedules the implementation phases for transportation projects.

If you would like additional information, contact Gary Kramer at gary.kramer@wfrpc.org.

Where Does the Money Come From?

Funds to build these projects come from state and federal gas taxes that motorists pay each time they buy a gallon of gas. Generally, when you buy a gallon of gas, 18 cents goes to the federal government and 12 cents goes to Florida for transportation projects. Many counties also collect local option gas taxes that are used for local roadway maintenance and road construction.

As cars continue to get better gas mileage and as cars that run on alternative fuel sources continue to become more popular, we will see a continued decline in the gas tax revenues. As a declining revenue source, there is a present day need to find a better way to fund transportation operations, maintenance and capacity projects.

Projects that add lanes to a roadway may take 10 to 15 years from beginning to end

When Will These Projects Be Built?

The question "when will these projects actually be built?" is often asked. The answer to the question is that each project has its own timeline for implementation. Projects that add lanes to a roadway may take 10 to 15 years from beginning to end, depending on funding availability. In contrast, an express bus route can be implemented in less than a year.

Keeping the Roads Smooth

The first priority for this funding is to maintain the existing system. Examples include resurfacing roadways and replacing bridges. Any remaining funds are pledged towards expanding the system. With motorists driving shorter distances and vehicles getting better gas mileage, gas tax revenues are decreasing, thus less funding is available for the transportation system. If you look at the average fill-up being 15 gallons, the average motorist pays $5.70 in state and federal gas taxes per fill up. This equates to less than $20 per month per motorist going into federal and state transportation funding.

Outside of the projects in the LRTP, FDOT has a number of ongoing projects you will want to be aware of:

- 23rd Street flyover: Workers continue work on the permanent bridge foundation and are laying pipes for stormwater drainage.
- Harrison Avenue: Drivers will encounter night-time lane closures on Harrison from Airport Road to east of 19th Street as workers install a multi-use path, sidewalk, minor drainage, curb and gutter, signage, pavement markings and signalization. Improvements also include sidewalk, curb and gutters, signage, pavement markings and signalization on Harrison Avenue from U.S. 231 to Airport Road. Work is scheduled to be completed in winter 2017
- Middle Beach Road: Temporary lane closures near Churchwell Drive, as workers resurface the outside travel lane near the Hombre Golf Course (Glades Trail).

How Would You Spend The Money?

As part of the development of the 2040 Cost Feasible Plan, the TPO asked people "If you had $100, how would you divide it up among the needed projects?" Participants were given four categories to allocate funding to; Operations, Bicycle and Pedestrian, Transit, and Roadways. Within each of those were subcategories such as intersection modifications, add in-street bicycle lanes, add new bus routes and widen existing roadways.

Over 200 people took part in this exercise over the course of the LRTP update. Below is a summary of the findings.

Maintaining the existing roadways received the most funding followed by enhancing the existing bus routes. Coming in third was making intersection modifications. The rest of the top ten are as follows:

4. **Widen existing roadways**

5. Add new bus routes

6. Build new roadways

7. Intelligent Transportation Systems (ITS) projects

8. Build off-road multi-use paths/trails

9. Develop premium transit service, and

10. Enhance sidewalk connectivity

Citizens select maintaining the existing roadway system as the most important activity to fund

Next Steps

Now that the TPO has adopted the LRTP, what happens next? In September the TPO establish project priorities for the projects that have been included in the 2040 Cost Feasible Plan. These have been transmitted to the FDOT. In December the FDOT is expected to share the Five-Year Work Program with the TPO and then the TPO will update the Transportation Improvement Program (TIP). The TIP is a document listing and describing projects which will improve transportation capacity and effectiveness.

The 2040 LRTP will be updated again beginning in the Summer or Fall of 2019 and the new 2045 LRTP will need to be adopted by the TPO in June of 2021 and the cycle will begin again.

BAY COUNTY TRANSPORTATION PLANNING ORGANIZATION

4081 East Olive Road
Suite A
Pensacola, Fl 32514

Phone: 850.332.7976
Fax: 850.637.1923

Bay County TPO

Find us on the Web

www.wfrpc.org/programs/baytpo/long-range-plan

West Florida Regional Planning Council EST '64

Media information
Contact Kathy Saldana
(850) 332-7976 x 204

Connect with us on Twitter: @wfrpc and on Facebook: www.facebook.com/wfrpc

Who is the Transportation Planning Organization?

The Bay County Transportation Planning Organization (TPO) is the local, intergovernmental transportation policy board for the Bay County urbanized area in Florida. The board is comprised of local government officials who make decisions regarding transportation at the regional level. The Bay County TPO is required by federal and state legislation to establish a continuing, cooperative, and comprehensive planning process. The TPO also works to increase safety, security, accessibility, mobility, and connectivity for people and goods.

In addition to the TPO board, the Bay County TPO has a Technical Coordinating Committee (TCC) and a Citizens' Advisory Committee (CAC). These committees provide input and recommendations to the board from a technical standpoint and from the citizen's point of view.

Want to get involved? The Bay County TPO is accepting applications for citizens to serve on the CAC. To request an application, please contact our Public Involvement Coordinator, Kathy Saldana.

Information on the TPO meetings may be found on-line here: http://www.wfrpc.org/programs/b-

How You Can Get Involved

Website

Visit http://www.wfrpc.org/programs/b-tpo/lrtp to learn more about the TPO, the LRTP, project schedule, events, and projects under consideration. You may also provide feedback, let us know your needs and priorities, submit comments, ask questions, and sign up to receive newsletters.

Presentations

Would your civic, business, or community group like to learn more about the TPO or the plan update and share your thoughts? We'll come to you! Call or e-mail us to let us know about your group.

Newsletters

2040 LRTP newsletters are distributed and posted on the website. They contain the latest happenings and information on upcoming workshops. Call or e-mail if you would like to receive the newsletter.

The Bay County TPO welcomes your input, questions, and comments on the TPO planning activities or the Long Range Transportation Plan Update. Please contact LRTP Project Manager, Gary Kramer, for more information.

Appendix D – 2040 Needs Plan Project Costs

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Project ID	Mobility Program	Description	Allocation	2035 Need Plan
1	Regional ITS Program	Operations and Maintenance of the current ITS System $500,000 Annually	$10,000,000	Yes
2	Public Transportation Capital Improvements Program	Purchase replacement buses and/or bus stop amenities $350,000 Annually	$7,000,000	Yes
3	Regional Trails Program	Plan and implement regional multi-purpose trails $100,000 Annually	$2,000,000	No
4	Bicycle/Pedestrian Program	Plan and implement bicycle and pedestrian projects $450,000 Annually	$9,000,000	Yes
5	Transportation Systems Management (TSM) Program	Conduct studies and implement congestion management and Transportation Systems Management (TSM) projects $350,000 Annually	$7,000,000	Yes
6	CNG Filling Stations	Development and implementation of Compressed natural Gas filling station	TBD	No

The mobility programs were not included on the maps

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Map ID	Corridor	From	To	Project Description	2035 Need Plan	Segment Length	Construction Cost / Mile	Construction Cost	PD&E (5-10%)	Design (10-20%)	ROW (10-100%)	CEI (15%)	Total Cost
7	SR 22 (Wewa Highway)	Business 98	Star Avenue	Widen to 4 Lanes	Yes	3.06	NA	$ 6,846,813	Underway	Underway	$ 3,423,407	$ 1,027,022	$ 11,297,241
8	US98 (Panama City Beach Parkway)	Mandy Lane	Nautilus Street	Widen to 6 Lanes	Yes	2.01	$ 4,147,480	$ 8,336,435	Funded	$ 1,250,465	$2,084,109	$ 1,250,465	$ 12,921,474
	US98 (Panama City Beach Parkway)	Nautilus Drive	Thomas Drive (CR 3031)	Widen to 6 Lanes	Yes	5.1	$ 4,147,480	$ 21,152,148	Funded	$ 3,172,822	$5,288,037	$ 3,172,822	$ 32,785,829
9	CR 390	SR 77	US 231 (SR 75)	Widen to 4 Lanes	Yes	4.28	$ 4,537,318	$ 19,000,000	Funded	$ 2,912,958	$ 11,651,833	$ 2,900,000	$ 36,464,791
10	US98 (Thomas Drive) Interchange Phase II	US 98	Thomas Drive (CR 3031)	Major Interchange Improvements	Yes	0.25	NA	$ 32,500,000	Complete	Complete	Complete	$ 4,875,000	$ 37,375,000
	US98 (Thomas Drive) Interchange Phase III	US 98	Thomas Drive (CR 3031)	Major Interchange Improvements	Yes	0.25	NA	$ 26,900,000	Complete	Complete	$ 2,700,000	$ 3,400,000	$ 33,000,000
11	SR 388	East of Northwest Florida Beaches International Airport	East of Burnt Mill Creek	Widen to 4 Lanes	Yes	2.00	$ 3,235,454	$ 6,470,908	Complete	Funded	$ 1,617,727	$ 970,636	$ 9,059,271
12	SR 388	East of Burnt Mill Creek	SR 77	Widen to 4 Lanes	Yes	6.09	$ 4,537,318	$ 27,632,267	Complete	Funded	$ 6,908,067	$ 4,144,840	$ 38,685,173
13	West Bay Parkway	US 98 (SR 30) in Walton County	SR 79	Construct new 2 lane/ widen to 4 Lanes	Yes	24	$ 5,000,000	$ 120,000,000	Underway	$ 36,000,000	$ 55,000,000	$ 18,000,000	$ 229,000,000
14	US 231 (SR 75)	South of US98 (SR30A)	South of Pipeline Road	Widen to 6 Lanes – Includes major intersection improvement at US 231/US98/Harrison Avenue	Yes	5.37	$ 4,147,480	$ 34,271,968	Underway	$ 9,454,394	$ 21,971,181	$ 4,540,795	$ 70,238,338

Map ID	Corridor	From	To	Project Description	2035 Need Plan	Segment Length	Construction Cost / Mile	Construction Cost	PD&E (5-10%)	Design (10-20%)	ROW (10-100%)	CEI (15%)	Total Cost
14	US 231 (SR 75)	South of Pipeline Road	Penny Road/ Entrance to Port of Panama City Distribution Center	Widen to 6 Lanes	Yes	5.45	$ 4,147,480	$ 22,603,766	Underway	$ 4,520,753	$ 13,562,260	$ 3,390,565	$ 44,077,344
14	US 231 (SR 75)	Penny Road/ Entrance to Port of Panama City Distribution Center	South of Scotts Ferry	Widen to 6 Lanes	Yes	7.42	$ 4,147,480	$ 30,774,302	Underway	$ 6,154,860	$ 18,464,581	$ 4,616,145	$ 60,009,888
14	US 231 (SR 75)	South of Scotts Ferry	SR20	Widen to 6 Lanes	Yes	5.82	$ 4,147,480	$ 24,138,334	Underway	$ 4,827,667	$ 14,483,000	$ 3,620,750	$ 47,069,751
15	US 98 (Tyndall Air Force Base Main Gate)	US 98 (SR 30)	Tyndall Air Force Base	Construct Grade Separated Interchange at the Main Gate	Yes	0.25	NA	$ 11,700,000	Underway	$ 2,000,000	NA	$ 1,200,000	$ 14,900,000
16	Gulf Coast Parkway Extension	SR 77	US 231 (SR 75)	Construct new 4 Lane Facility	Yes	6	$ 4,403,821	$ 26,422,926	Underway	$ 5,284,585	$ 19,817,195	$ 3,963,439	$ 55,488,145
17	Gulf Coast Parkway	US 98 (SR 30)	US 231 (SR 75)	Construct new or enhanced 2 or 4 lane facility	Yes	Varies	NA	$ 341,000,000	Underway	$ 68,200,000	$ 109,000,000	$ 51,150,000	$ 569,350,000
18	Power Line Road	West Bay Parkway	SR79 at the Loop Road connection	Construct new 4 lane Facility	Yes	10.02	$ 5,809,816	$ 58,214,356	$ 5,821,436	$ 11,642,871	$ 29,107,178	$ 8,732,153	$ 113,517,995
19	Gulf to Bay Highway	US 98 (SR 30) west of Mexico Beach	The Bay/Gulf County Line	Construct new 4 Lane Facility	Yes	5	$ 3,000,000	$ 15,000,000	Underway	Funded	$ 2,500,000	$ 2,250,000	$ 25,000,000
20	23rd Street (SR 368)	US98/23rd Street Interchange	SR 390 (St Andrews Boulevard)	Widen to 6 Lanes	Yes	1.81	$ 4,147,480	$ 7,506,939	$ 750,694	$ 1,501,388	$ 7,506,939	$ 1,126,041	$ 18,392,000
21	Transmitter Road (CR 2327)	SR 22 (Wewa Highway)	US 231 (SR 75)	Widen to 4 Lanes	Yes	2.63	$ 4,537,318	$ 11,933,146	$ 1,193,315	$ 2,386,629	$ 11,933,146	$ 1,789,972	$ 29,236,209
22	CR 388	SR 77 (Lynn Haven Parkway)	US 231 (SR 75)	Realignment at SR 77 and widen to 4 Lanes	Yes	15.20	$ 4,537,318	$ 68,967,234	Scheduled	$ 13,793,447	$ 34,483,617	$ 10,345,085	$ 127,589,382
23	E 39th Street Extension	Camyns Crossing	Transmitter Road (CR 2327)	Construct new 2 Lane Facility	Yes	1.00	$ 3,140,734	$ 3,140,734	$ 314,073	$ 628,147	$ 3,140,734	$ 471,110	$ 7,694,798
24	Star Avenue	SR 22 (Wewa Highway)	US 231 (SR 75)	Widen to 4 Lanes	Yes	6.65	$ 3,235,454	$ 21,515,769	$ 2,151,577	$ 4,303,154	$ 21,515,769	$ 3,227,365	$ 52,713,634

Map ID	Corridor	From	To	Project Description	2035 Need Plan	Segment Length	Construction Cost / Mile	Construction Cost	PD&E (5-10%)	Design (10-20%)	ROW (10-100%)	CEI (15%)	Total Cost
25	CR 2301	US 231 (SR 75)	CR 388	Widen to 4 lanes	Yes	9.92	$ 3,235,454	$ 32,095,704	$ 3,209,570	$ 6,419,141	$ 32,095,704	$ 4,814,356	$ 78,634,474
26	Baldwin Road	Kirkwell Avenue	US 231 (SR 75)	Widen to 4 lanes	Yes	0.87	$ 4,537,318	$ 3,947,467	$ 394,747	$ 789,493	$ 3,947,467	$ 592,120	$ 9,671,293
27	Business 98	Cherry Street	Paper Mill Entrance	Widen to 4 Lanes	Yes	0.42	$ 4,537,318	$ 1,905,674	$ 190,567	$ 381,135	$ 1,905,674	$ 285,851	$ 4,668,900
28	CR 2321	US 231 (SR 75)	SR 77	Widen to 4 Lanes	Yes	6.11	$ 4,537,318	$ 27,723,013	$ 2,772,301	$ 5,544,603	$ 27,723,013	$ 4,158,452	$ 67,921,382
29	CR 2321/CR 390	CR 2321	CR 390 (14th Street)	Intersection improvement/ Service road connection	Yes	0.12	$ 2,916,667	$ 350,000	$ 35,000	$ 70,000	$ 87,500	$ 52,500	$ 595,000
30	26th Street Extension	SR 77	Minnesota Street	New 2 Lane Facility	Yes	0.25	$ 3,140,734	$ 785,184	$ 78,518	$ 157,037	$ 785,184	$ 117,778	$ 1,923,700
31	Jenks Avenue	Baldwin Road	SR 390	Widen to 4 Lanes	Yes	1.32	$ 4,537,318	$ 5,989,260	$ 598,926	$ 1,197,852	$ 5,989,260	$ 898,389	$ 14,673,686
32	East Avenue (CR389)	CR390	Baldwin Road	Widen to 4 Lanes	Yes	2.19	$ 4,537,318	$ 9,936,726	$ 993,673	$ 1,987,345	$ 9,936,726	$ 1,490,509	$ 24,344,980
33	East Avenue (SR/CR389)	Baldwin Road	Sherman Avenue	Widen to 4 Lanes	Yes	0.65	$ 4,537,318	$ 2,949,257	$ 294,926	$ 589,851	$ 2,949,257	$ 442,389	$ 7,225,679
34	SR 79 (Arnold Road) and Front Beach Road Segment 3	US 98 (Panama City Beach Parkway)	Lullwater Outfall	Widen to 4 Lanes and installation of street lighting, landscaping, underground utilities, a transit lane and turn lanes.	Yes	0.85	$17,150,588	$ 14,578,000	Complete	Complete	$ 2,264,064	$ 222,000	$ 17,064,064
35	Powell Adams Road Segment 2	US 98 A (Front Beach Road)	LC Hilton Jr. Dr.	Widen to 4 Lanes	Yes	0.25	$28,560,000	$ 7,140,000	$ 200,000	$ 400,000	$ 250,000	$ 1,260,000	$ 9,250,000
36	Hills Road (CR 30P)	US 98 A (Front Beach Road)	US 98 (Panama City Beach Parkway)	Widen to 4 Lanes	Yes	0.75	$ 9,520,000	$ 7,140,000	$ 500,000	$ 1,000,000	$ 500,000	$ 1,260,000	$ 10,400,000
37	Clara Avenue (CR 30 C)	US 98 A (Front Beach Road)	US 98 (Panama City Beach Parkway)	Widen to 4 Lanes	Yes	0.9	$ 4,444,444	$ 4,000,000	$ 1,000,000	$ 2,300,000	$ 12,700,000	$ 3,000,000	$ 23,000,000
38	Alf Coleman Road (CR 30H)	US 98 A (Front Beach Road)	US 98 (Panama City Beach Parkway)	Widen to 4 Lanes	Yes	0.9	$15,708,000	$ 14,137,200	$ 1,250,000	$ 2,500,000	$ 2,416,129	$ 1,570,800	$ 21,874,129

Map ID	Corridor	From	To	Project Description	2035 Need Plan	Segment Length	Construction Cost / Mile	Construction Cost	PD&E (5-10%)	Design (10-20%)	ROW (10-100%)	CEI (15%)	Total Cost
39	Back Beach Bypass	Loop Road	Nautilus Street	Construct new 4 Lane Facility	No	1.75	$ 5,809,816	$ 10,167,178	$ 1,016,718	$ 1,161,963	$ 7,625,384	$ 1,525,077	$ 21,496,319
40	Joan Avenue	Thomas Drive	US 98A (Front Beach Road)	Widen to 4 lanes	Yes	0.91	$ 4,537,318	$ 4,128,959	$ 412,896	$ 907,464	$ 3,096,720	$ 619,344	$ 9,165,382
41	North Thomas Drive	US 98A (Front Beach Road)	South Thomas Drive	Installation of lighting, landscaping, medians, turn lanes, sidewalks, drainage, underground utilities and transit lanes.	Yes	0.66	$ 7,575,758	$ 5,000,000	$ 1,500,000	$ 2,000,000	$ 14,300,000	$ 3,200,000	$ 26,000,000
42	Lyndell Lane	US 98A (Front Beach Road)	US 98 (Panama City Beach Parkway)	Widen to 4 Lanes	No	0.98	$ 5,102,041	$ 5,000,000	$ 500,000	$ 500,000	$ 3,250,000	$ 750,000	$ 10,000,000
43	Cobb Road	US 98A (Front Beach Road)	US 98 (Panama City Beach Parkway)	Installation of lighting, landscaping, sidewalks and drainage.	No	0.41	$ 1,731,707	$ 710,000	$ -	$ 30,000	$ 50,000	$ 10,000	$ 800,000
44	Nautilus Road	US 98A (Front Beach Road)	US 98 (Panama City Beach Parkway)	Installation of lighting and landscaping	No	0.55	$ 330,909	$ 182,000	$ -	$ 10,000	$ -	$ 8,000	$ 200,000
45	Front Beach Road Segment 3	SR 79	Lullwater Outfall	Installation of lighting, landscaping, medians, turn lanes, sidewalks, drainage, underground utilities and transit lanes.	Yes	Costs Combined with project #34							

Map ID	Corridor	From	To	Project Description	2035 Need Plan	Segment Length	Construction Cost / Mile	Construction Cost	PD&E (5-10%)	Design (10-20%)	ROW (10-100%)	CEI (15%)	Total Cost
46	Front Beach Road Segment 4	Lullwater Outfall	Jackson Boulevard	Installation of lighting, landscaping, medians, turn lanes, sidewalks, drainage, underground utilities and transit lanes.	Yes	4.65	$ 4,537,318	$ 71,366,400	$ 2,750,000	$ 5,544,000	$ 9,000,000	$ 7,929,600	$ 96,590,000
47	Front Beach Road Segment 5	SR 79	Deluna Place	Installation of lighting, landscaping, medians, turn lanes, sidewalks, drainage, underground utilities and transit lanes.	Yes	1.8	$ 4,537,318	$ 10,000,000	$ 1,000,000	$ 1,000,000	$ 6,500,000	$ 1,500,000	$ 20,000,000
48	Express Bus Service to Walton County	Panama City	South Walton County	Capital Costs to operate express bus service from Panama City to South Walton County	No	25.00	$ 40,000	$ 1,000,000	$ 100,000	$ -	$ -	$ -	$ 1,100,000
49	Express Bus Service to Airport	Panama City	International Airport	Capital Costs to operate express bus service from Panama City to the International Airport	No	21.00	$ 71,429	$ 1,500,000	$ 100,000	$ -	$ -	$ -	$ 1,600,000

Map ID	Corridor	From	To	Project Description	2035 Need Plan	Segment Length	Construction Cost / Mile	Construction Cost	PD&E (5-10%)	Design (10-20%)	ROW (10-100%)	CEI (15%)	Total Cost
50	Express Bus Service to Airport	Panama City Beach	International Airport	Capital Costs to operate express bus service from Panama City to the International Airport	No	12.20	$ 122,951	$ 1,500,000	$ 100,000	$ -	$ -	$ -	$ 1,600,000
51	Park and Ride Lot	On SR 77 at Bay/Washington County Line		Expand existing Park and Ride lot	No	NA	NA	$ 250,000	$ -	$ -	$ -	$ -	$ 250,000
52	Park and Ride Lot	Construct park and ride lot on US231 in the area of the industrial park		Construct park and ride lot	No	NA	NA	$ 250,000	$ -	$ -	$ -	$ -	$ 250,000
53	23rd Street	SR 390	US 231 (SR 75)	Multimodal improvements	No	3.55	TBD	TBD	$ 150,000	TBD	TBD	TBD	$ 150,000
54	US 98 (15th Street)	23rd Street	The East Bay Bridge	Multimodal improvements	No	13.00	TBD	TBD	$ 150,000	TBD	TBD	TBD	$ 150,000
55	Business 98 (5th Street)	US 231 (Harrison Avenue)	US 98 (SR 30)	Multimodal improvements	No	5.70	TBD	TBD	$ 150,000	TBD	TBD	TBD	$ 150,000
56	11th Street	Beck Avenue	US98	Multimodal Improvements	No	6.60	TBD	TBD	$ 150,000	TBD	TBD	TBD	$ 150,000
57	SR77	Baldwin Road	3rd Street	Multimodal Improvements	No	3.50	TBD	TBD	$ 150,000	TBD	TBD	TBD	$ 150,000
Aspirational Projects (Beyond 2040)													
58*	SR 20	US 231	SR 79	Widen to 4 lanes	Yes	27.17	$ 3,235,454	$ 87,907,285	$ 87,907,285	$ 87,907,285	$ 87,907,285	$ 13,186,093	$ 364,815,234
59*	Interstate Connector	Panama City	Alabama State Line	Construct new limited access facility	Yes	50.00	$ 4,838,275	$ 241,913,750	$ 241,913,750	$ 241,913,750	$ 241,913,750	$ 36,287,063	$ 1,003,942,063
60*	Northern Airport Connection	SR 20	Airport	New 2 Lane facility	No	6.35	$ 1,870,831	$ 11,879,777	$ 11,879,777	$ 11,879,777	$ 11,879,777	$ 1,781,967	$ 49,301,074

* Projects Not Mapped

Grand Total	**$ 2,191,915,252**
Roadway Projects	$ 2,151,365,252
Transit	$ 11,300,000
Programs	$29,250,000
Aspirational	$ 1,418,058,371

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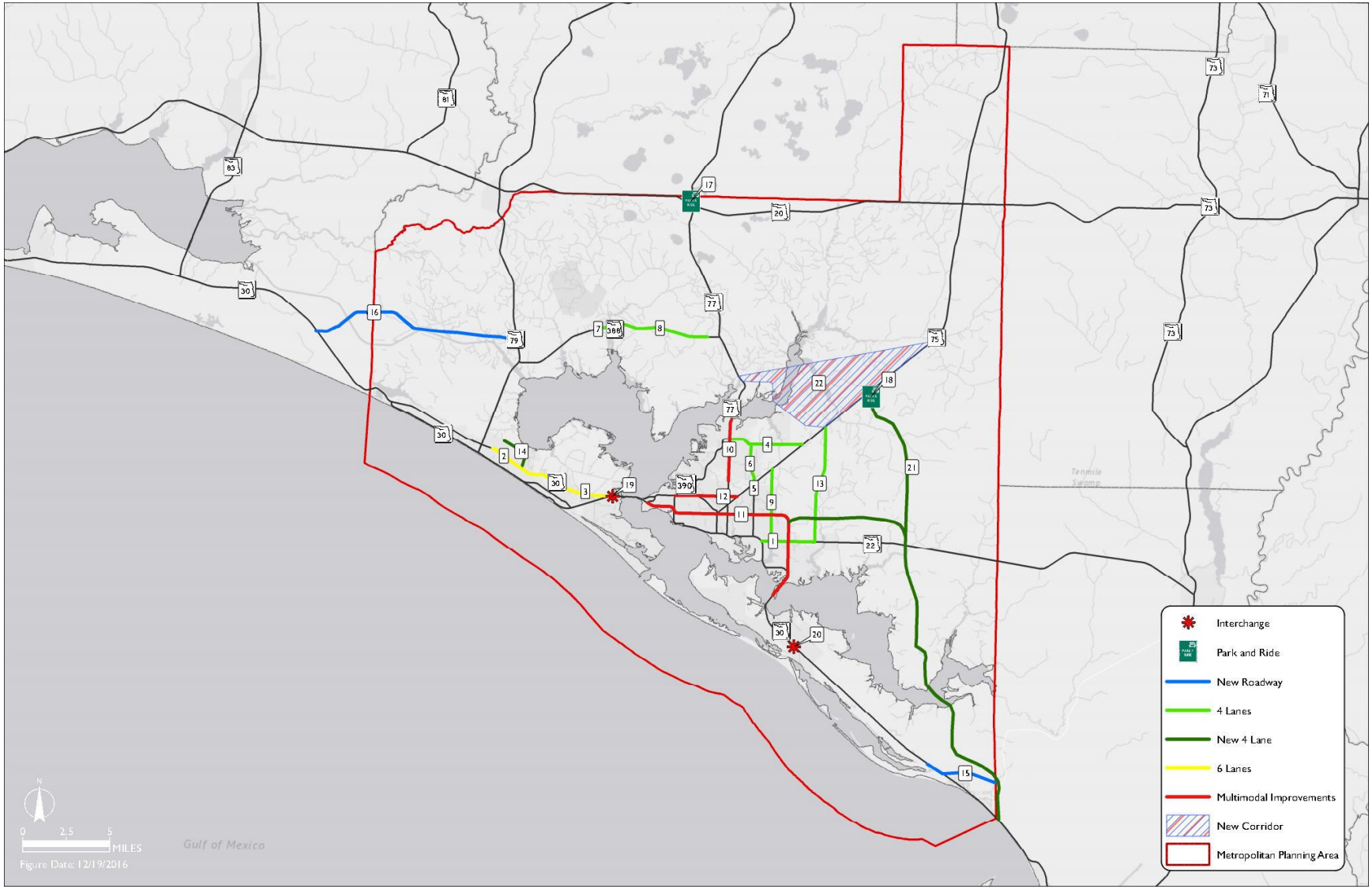
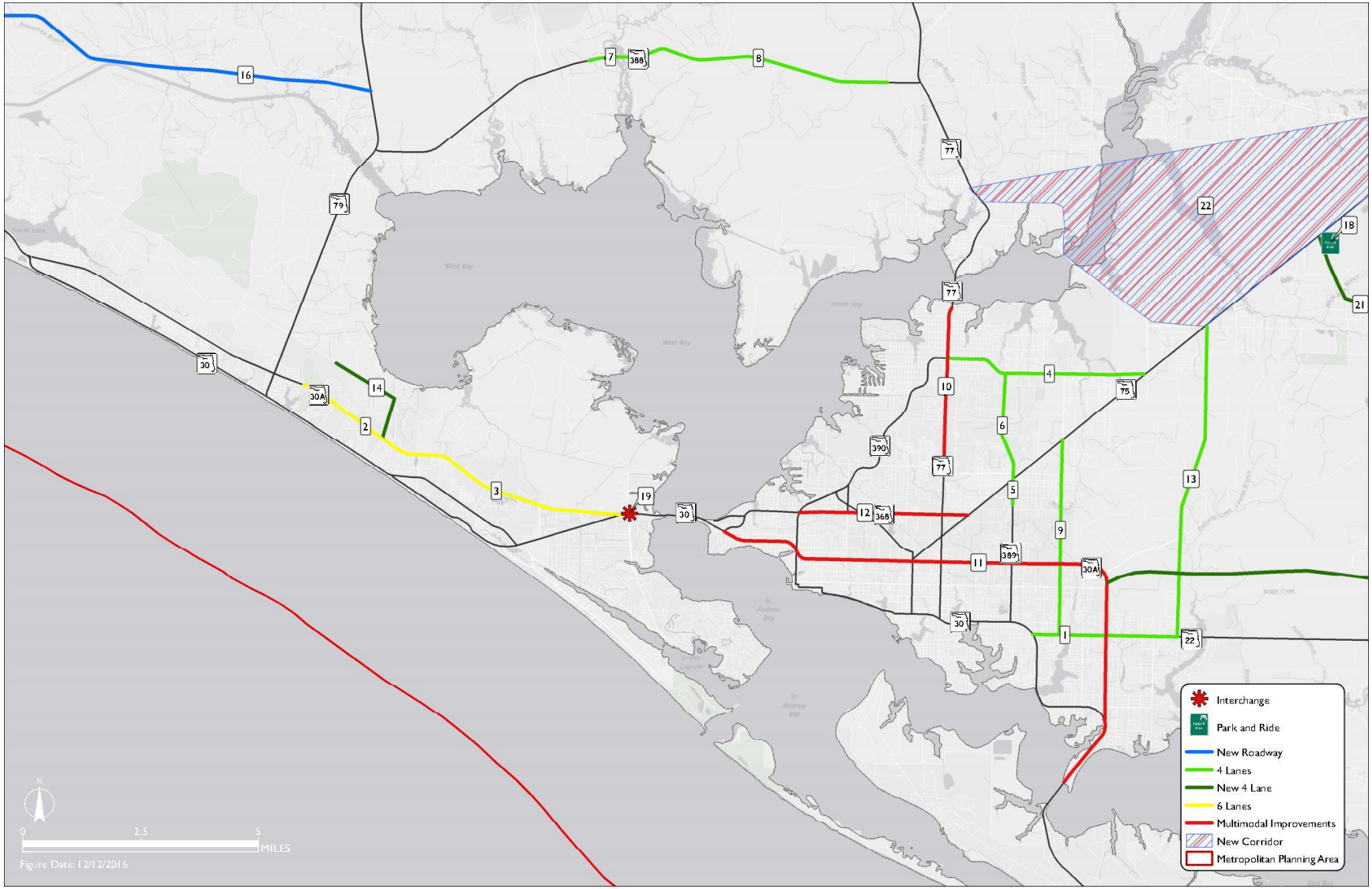

Interchange
Park and Ride
New Roadway
4 Lanes
New 4 Lane
6 Lanes
Multimodal Improvements
New Corridor
Metropolitan Planning Area
0 2.5 5
MILES
Figure Date: 12/19/2016
Gulf of Mexico
Tenmile Swamp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Park and Ride
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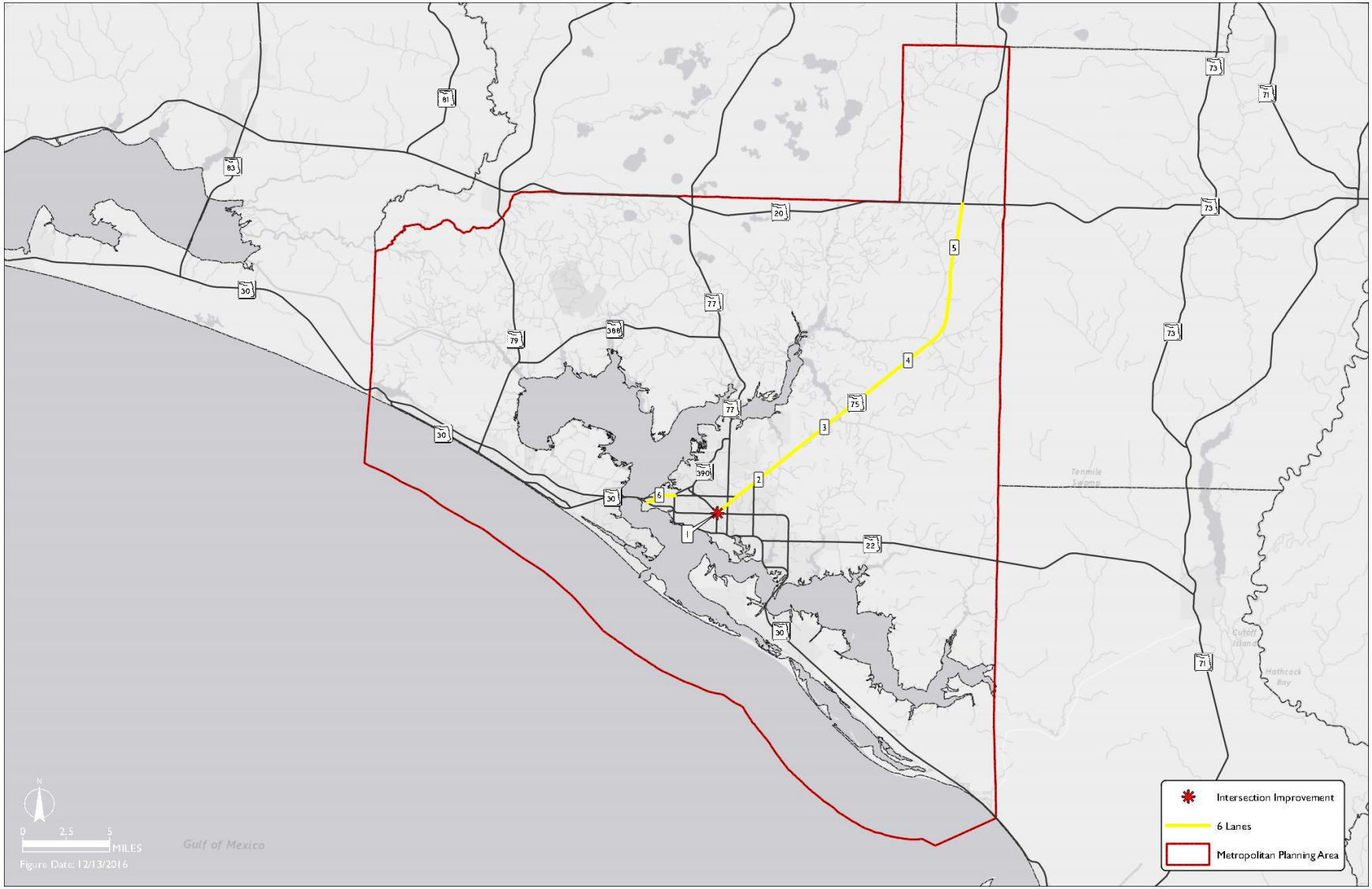
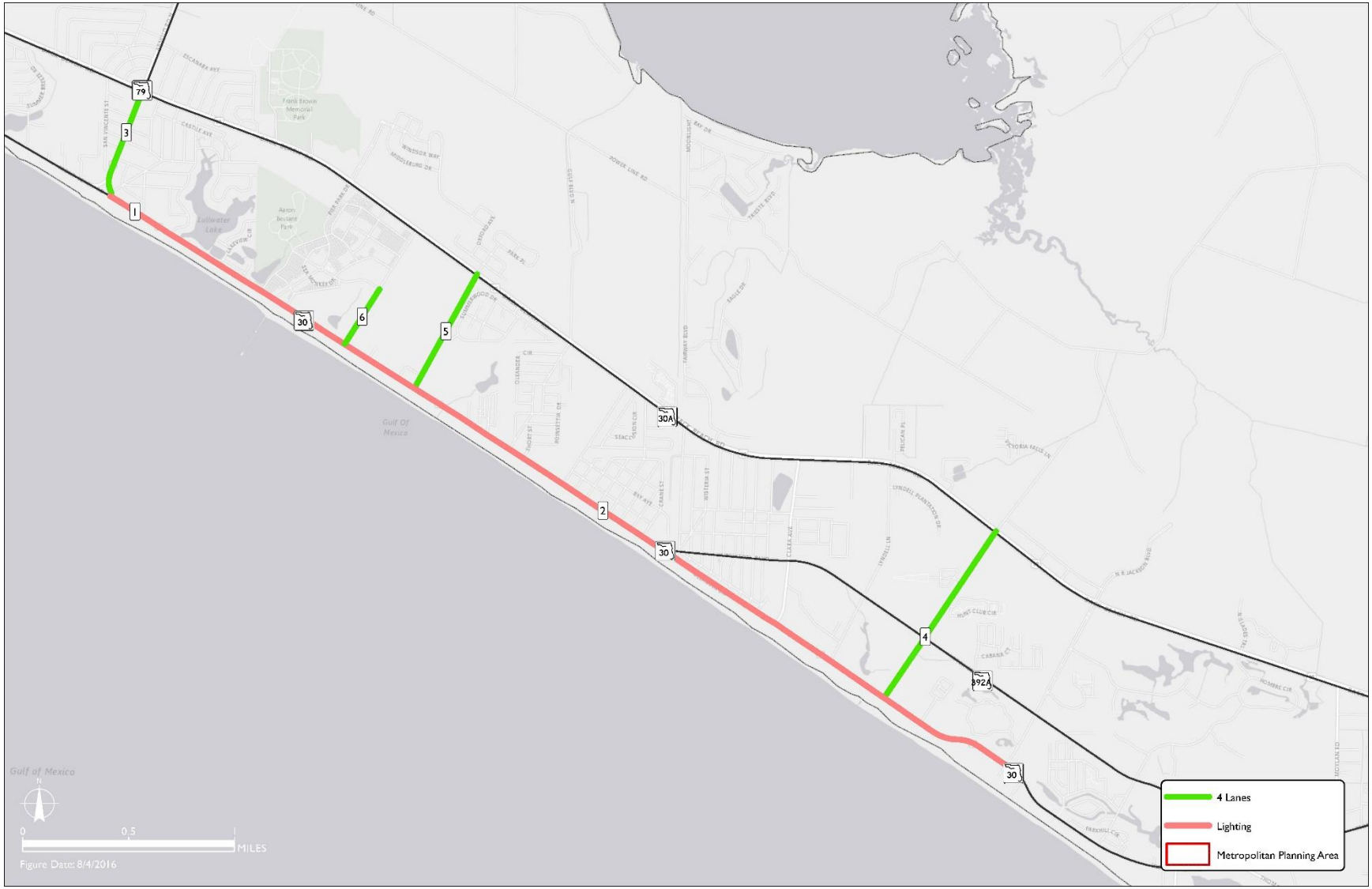
Figure Date: 12/12/2016


Intersection Improvement
6 Lanes
Metropolitan Planning Area
0 2.5 5
MILES
Figure Date: 12/13/2016
Gulf of Mexico


79
3
1
30
6
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30A
2
30
4
392A
30
Gulf of Mexico
0
0.5
1
MILES
Figure Date: 8/4/2016
4 Lanes
Lighting
Metropolitan Planning Area

Appendix E – Cost Feasible Plan Scenarios

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Cost Feasible Plan Scenario 1 – Priority Based
Projects Shown in Current Priority Order

Project Name	From	To	Improvement	PD&E	Design	ROW	CST/CEI
Operations and Maintenance of the current ITS System $450,000 Annually				NA	NA	NA	$9,000,000
Bicycle/Pedestrian Projects $800,0000 Construction of Sidewalks Annually				NA	NA	NA	$16,000,000
Public Transportation Capital Improvements $350,000 Annually				NA	NA	NA	$3,000,000
Transportation System Management (TSM) Improvements $350,000 Annually				NA	NA	NA	$7,000,000
SR 22 (Wewa Highway)	Business 98	Star Avenue	Widen to 4 Lanes	Underway	Underway	$3,423,406	$7,873,835
US 98 / SR 30A / Panama City Beach Parkway	Mandy Lane	Thomas Drive/CR 3031	Widen to 6 Lanes	Underway		$7,372,146	$24,423,287[1]
CR 390	SR 77	US231 (SR75)	Widen to 4 Lanes	Underway	$2,912,958	$11,651,833	$22,332,600
East Avenue (CR/SR 389)	Baldwin Road	Sherman Avenue	Widen to 4 Lanes	$294,926	$589,851	$2,949,257	$2,949,257
US 98/Thomas Drive Interchange Phase II & III	US98	Thomas Drive	New Interchange	Complete	Complete	Complete	$13,000,000[2]
SR 388	East of Northwest Florida Beaches International Airport	East of Burnt Mill Creek	Widen to 4 Lanes	Complete	Funded	$1,617,727	$7,441,544
SR 388	East of Burnt Mill Creek	SR 77	Widen to 4 Lanes	Complete	Funded	$6,908,067	$31,777,107
West Bay Parkway	SR 77	SR 75 (US 231)	Construct New Roadway	Underway	$5,284,585	$19,817,195	$30,386,365
SR 75 (US 231)[3]	South of SR 30A (US 98)	SR 20	Widen to 6 Lanes	Underway	$20,073,803	$60,221,410	$115,424,368

[1] Construction of US98 is only partially funded

[2] Construction for the Thomas Dr Interchange is only partially funded.

[3] US231 would be funded as a SIS project

Cost Feasible Plan Scenario 1 – Priority Based
Projects Shown in Current Priority Order

Project Name	From	To	Improvement	PD&E	Design	ROW	CST/CEI
US 98A/ SR 30 / Front Beach Road	SR 79	Lullwater Drive	Installation of lighting, landscaping, medians, turn lanes, sidewalks, drainage, underground utilities and transit lanes.	Complete	Complete	$135,000	$5,544,000
US 98A/ SR 30 / Front Beach Road	Lullwater Drive	CR 3033/ Richard Jackson Blvd.	Installation of lighting, landscaping, medians, turn lanes, sidewalks, drainage, underground utilities and transit lanes.	$2,750,000	$5,500,000	$9,000,000	$79,296,000
US 98A/ SR 30 / Front Beach Road	CR 3033/Richard Jackson Blvd.	South Thomas Drive	Installation of lighting, landscaping, medians, turn lanes, sidewalks, drainage, underground utilities and transit lanes.	-	-	$3,800,000	$16,200,000
SR 79 / Arnold Road	SR 30 / US 98A / Front Beach Road	SR 30A / US 98 / PC Beach Parkway	Widen to 4 Lanes	Complete	Complete	$2,129,064	$9,256,800
Alf Coleman Road	SR 30 / US 98A / Front Beach Road	SR 30A / US 98 / PC Beach Parkway	Widen to 4 Lanes	$1,250,000	$2,500,000	$2,416,129	$15,708,000

Cost Feasible Plan Scenario 1 – Priority Based
Projects Shown in Current Priority Order

Project Name	From	To	Improvement	PD&E	Design	ROW	CST/CEI
Hill Road	SR 30 / US 98A / Front Beach Road	SR 30A / US 98 / PC Beach Parkway	Widen to 4 Lanes	$500,000	$1,000,000	$500,000	$8,400,000
Powell Adams Road	SR 30 / US 98A / Front Beach Road	LC Hilton Road	Widen to 4 Lanes	$200,000	$400,000	$250,000	$8,400,000

Phase is proposed to be funded within the 2040 Cost Feasible Plan

Phase is not proposed to be funded in the 2040 Cost Feasible Plan

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Cost Feasible Plan Scenario 2 – Evaluation Criteria Based
Projects Shown in Current Priority Order

Project Name	From	To	Improvement	PD&E	Design	ROW	CST/CEI
Operations and Maintenance of the current ITS System $450,000 Annually				NA	NA	NA	$9,000,000
Bicycle/Pedestrian Projects $800,0000 Construction of Sidewalks Annually				NA	NA	NA	$16,000,000
Public Transportation Capital Improvements $150,000 Annually				NA	NA	NA	$3,000,000
Transportation System Management (TSM) Improvements $350,000 Annually				NA	NA	NA	$7,000,000
US 98/Thomas Drive Interchange Phase II & III	US98	Thomas Drive	New Interchange	Complete	Complete	Complete	$13,000,000[2]
Transmitter Road	SR22 (Wewa Highway)	US231	Widen to 4 Lanes	$1,193,315	$2,386,629	$11,933,146	$13,723,118
US 98 / SR 30A / Panama City Beach Parkway	Mandy Lane	Thomas Drive/CR 3031	Widen to 6 Lanes	Underway	Underway	$7,372,146	$20,000,000[1]
Express Bus Service	Panama City	International Airport	Operate express bus service	-	-	-	$1,600,000
CR 390	SR 77	US231 (SR75)	Widen to 4 Lanes	Underway	$2,912,958	$11,651,833	$22,332,600
SR 22 (Wewa Highway)	Business 98	Star Avenue	Widen to 4 Lanes	Underway	Underway	$3,423,406	$7,873,835
23rd Street[3]	US98	SR390	Widen to 6 Lanes	$750,694	$1,501,388	$7,506,939	$8,632,980
SR 75 (US 231)[3]	South of SR 30A (US 98)	SR 20	Widen to 6 Lanes	Underway	$20,073,803	$60,221,410	$115,424,368

[1] Construction of US98 is only partially funded

[2]Construction for the Thomas Dr Interchange is only partially funded.

[3] 23rd Street &US231 would be funded as a SIS project

Cost Feasible Plan Scenario 2 – Evaluation Criteria Based

Projects Shown in Current Priority Order

Project Name	From	To	Improvement	PD&E	Design	ROW	CST/CEI
US 98A/ SR 30 / Front Beach Road	SR 79	Lullwater Drive	Installation of lighting, landscaping, medians, turn lanes, sidewalks, drainage, underground utilities and transit lanes.	Complete	Complete	$135,000	$5,544,000
US 98A/ SR 30 / Front Beach Road	Lullwater Drive	CR 3033/ Richard Jackson Blvd.	Installation of lighting, landscaping, medians, turn lanes, sidewalks, drainage, underground utilities and transit lanes.	$2,750,000	$5,500,000	$9,000,000	$79,296,000
US 98A/ SR 30 / Front Beach Road	CR 3033/Richard Jackson Blvd.	South Thomas Drive	Installation of lighting, landscaping, medians, turn lanes, sidewalks, drainage, underground utilities and transit lanes.	-	-	$3,800,000	$16,200,000
SR 79 / Arnold Road	SR 30 / US 98A / Front Beach Road	SR 30A / US 98 / PC Beach Parkway	Widen to 4 Lanes	Complete	Complete	$2,129,064	$9,256,800
Alf Coleman Road	SR 30 / US 98A / Front Beach Road	SR 30A / US 98 / PC Beach Parkway	Widen to 4 Lanes	$1,250,000	$2,500,000	$2,416,129	$15,708,000

Cost Feasible Plan Scenario 2 – Evaluation Criteria Based

Projects Shown in Current Priority Order

Project Name	From	To	Improvement	PD&E	Design	ROW	CST/CEI
Hill Road	SR 30 / US 98A / Front Beach Road	SR 30A / US 98 / PC Beach Parkway	Widen to 4 Lanes	$500,000	$1,000,000	$500,000	$8,400,000
Powell Adams Road	SR 30 / US 98A / Front Beach Road	LC Hilton Road	Widen to 4 Lanes	$200,000	$400,000	$250,000	$8,400,000

Phase is proposed to be funded within the 2040 Cost Feasible Plan

Phase is not proposed to be funded in the 2040 Cost Feasible Plan

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Cost Feasible Plan Scenario 3 – Multimodal
Projects not Shown in Priority Order

Project Name	From	To	Improvement	PD&E	Design	ROW	CST/CEI
Operations and Maintenance of the current ITS System $450,000 Annually				NA	NA	NA	$9,000,000
Bicycle/Pedestrian Projects $600,0000 Construction of Sidewalks Annually				NA	NA	NA	$12,000,000
Public Transportation Capital Improvements $250,000 Annually				NA	NA	NA	$5,000,000
Transportation System Management (TSM) Improvements $350,000 Annually				NA	NA	NA	$7,000,000
Regional Trail Program $250,000 Annually				NA	NA	NA	$5,000,000
CNG Filling Station Program $150,000 Annually				NA	NA	NA	$3,000,000
Express Bus Service	Panama City	South Walton County		NA	NA	NA	$2,000,000
Express Bus Service	Panama City	Northwest Florida Beaches International Airport		NA	NA	NA	$2,000,000
Express Bus Service	Panama City Beach	Northwest Florida Beaches International Airport		NA	NA	NA	$2,000,000
Park and Ride Lot	On SR77 north of Lynn Haven			NA	$50,000	$100,000	$200,000
Park and Ride Lot	On US231 in the vicinity of SR20			NA	$50,000	$100,000	$200,000
SR 22 (Wewa Highway)	Business 98	Star Avenue	Widen to 4 Lanes	Underway	Underway	$3,423,406	$7,873,835
US 98 / SR 30A / Panama City Beach Parkway	Mandy Lane	Thomas Drive/CR 3031	Widen to 6 Lanes	Underway		$7,372,146	$26,500,000[1]
CR 390	SR 77	US231 (SR75)	Widen to 4 Lanes	Underway	$2,912,958	$11,651,833	$22,332,600

Cost Feasible Plan Scenario 3 – Multimodal
Projects not Shown in Priority Order

Project Name	From	To	Improvement	PD&E	Design	ROW	CST/CEI
East Avenue (CR/SR 389)	Baldwin Road	Sherman Avenue	Widen to 4 Lanes	$294,926	$589,851	$2,949,257	$2,949,257
US 98/Thomas Drive Interchange Phase II & III	US98	Thomas Drive	New Interchange	Complete	Complete	Complete	$37,375,000
SR 388	East of Northwest Florida Beaches International Airport	East of Burnt Mill Creek	Widen to 4 Lanes	Complete	Funded	$1,617,727	$7,441,544
SR 388	East of Burnt Mill Creek	SR 77	Widen to 4 Lanes	Complete	Funded	$6,908,067	$31,777,107
West Bay Parkway	SR 77	SR 75 (US 231)	Construct New Roadway	Underway	$5,284,585	$19,817,195	$30,386,365
SR 75 (US 231)[2]	South of SR 30A (US 98)	SR 20	Widen to 6 Lanes	Underway	$20,073,803	$60,221,410	$115,424,368

[1] Construction of US98 is only partially funded.
[2] US231 would be funded as a SIS project

Cost Feasible Plan Scenario 3 – Multimodal
Projects not Shown in Priority Order

Project Name	From	To	Improvement	PD&E	Design	ROW	CST/CEI
US 98A/ SR 30 / Front Beach Road	SR 79	Lullwater Drive	Installation of lighting, landscaping, medians, turn lanes, sidewalks, drainage, underground utilities and transit lanes.	Complete	Complete	$135,000	$5,544,000
US 98A/ SR 30 / Front Beach Road	Lullwater Drive	CR 3033/ Richard Jackson Blvd.	Installation of lighting, landscaping, medians, turn lanes, sidewalks, drainage, underground utilities and transit lanes.	$2,750,000	$5,500,000	$9,000,000	$79,296,000
US 98A/ SR 30 / Front Beach Road	CR 3033/Richard Jackson Blvd.	South Thomas Drive	Installation of lighting, landscaping, medians, turn lanes, sidewalks, drainage, underground utilities and transit lanes.	-	-	$3,800,000	$16,200,000
SR 79 / Arnold Road	SR 30 / US 98A / Front Beach Road	SR 30A / US 98 / PC Beach Parkway	Widen to 4 Lanes	Complete	Complete	$2,129,064	$9,256,800
Alf Coleman Road	SR 30 / US 98A / Front Beach Road	SR 30A / US 98 / PC Beach Parkway	Widen to 4 Lanes	$1,250,000	$2,500,000	$2,416,129	$15,708,000

Cost Feasible Plan Scenario 3 – Multimodal
Projects not Shown in Priority Order

Project Name	From	To	Improvement	PD&E	Design	ROW	CST/CEI
Hill Road	SR 30 / US 98A / Front Beach Road	SR 30A / US 98 / PC Beach Parkway	Widen to 4 Lanes	$500,000	$1,000,000	$500,000	$8,400,000
Powell Adams Road	SR 30 / US 98A / Front Beach Road	LC Hilton Road	Widen to 4 Lanes	$200,000	$400,000	$250,000	$8,400,000

Phase is proposed to be funded within the 2040 Cost Feasible Plan

Phase is not proposed to be funded in the 2040 Cost Feasible Plan

Cost Feasible Plan Scenario 4 – Hybrid

Projects NOT Shown in Current Priority Order

Project Name	From	To	Improvement	PD&E	Design	ROW	CST/CEI
Operations and Maintenance of the current ITS System $500,000 Annually				NA	NA	NA	$10,000,000
Bicycle/Pedestrian Projects $450,0000 Construction of Sidewalks Annually				NA	NA	NA	$9,000,000
Public Transportation Capital Improvements $350,000 Annually				NA	NA	NA	$7,000,000
Transportation System Management (TSM) Improvements $350,000 Annually				NA	NA	NA	$7,000,000
Regional Trail Program $100,000 Annually				NA	NA	NA	$2,000,000
Transit Program (Existing Service Funding)				NA	NA	NA	81,000,000
SR 22 (Wewa Highway)	Business 98	Star Avenue	Widen to 4 Lanes	Underway	Underway	$3,423,406	$7,873,835
US 98 / SR 30A / Panama City Beach Parkway	Mandy Lane	Nautilus Drive	Widen to 6 Lanes	Underway	Funded	$2,094,477	$9,634,596
US 98 / SR 30A / Panama City Beach Parkway	Nautilus Drive	Thomas Drive	Widen to 6 Lanes	Underway	$2,106,920	$5,277,668	$24,277,274
CR 390	SR 77	US231 (SR75)	Widen to 4 Lanes	Underway	$2,912,958	$11,651,833	$22,332,600
SR77 Park-and-Ride Lot	Construct Park-and-Ride lot north of Lynn Haven			NA	$50,000	NA	$250,000
US231 Park-and-Ride Lot	Construct Park-and-Ride lot in the vicinity of the industrial park			NA	$50,000	NA	$250,000
East Avenue (CR/SR 389)	Baldwin Road	Sherman Avenue	Widen to 4 Lanes	$294,926	$589,851	$2,949,257	$2,949,257
East Avenue (CR 389)	CR 390	Baldwin Road	Widen to 4 Lanes	$993,673	$1,987,345	$9,936,726	$11,427,235
US 98/Thomas Drive Interchange Phase II & III	US98	Thomas Drive	New Interchange	Complete	Complete	$2,700,000	$66,800,000
SR 388/West Bay Parkway	East of Northwest Florida Beaches International Airport	East of Burnt Mill Creek	Widen to 4 Lanes	Complete	Funded	$1,617,727	$7,441,544

Cost Feasible Plan Scenario 4 – Hybrid
Projects NOT Shown in Current Priority Order

Project Name	From	To	Improvement	PD&E	Design	ROW	CST/CEI
SR 388/West Bay Parkway	East of Burnt Mill Creek	SR 77	Widen to 4 Lanes	Complete	Funded	$1,100,000	$31,777,107
Transmitter Road	US231 (SR75)	SR22 (Wewa Highway)	Widen to 4 Lanes	$1,193,315	$2,386,629	$11,933,146	$13,723,118
SR77	Baldwin Road	3rd Street	Multimodal Study	$150,000	-	-	-
US98 (15th Street)	23rd Street	East Bay Bridge	Multimodal Study	$150,000	-	-	-
23rd Street	SR390	US231 (SR75)	Multimodal Study	$150,000	-	-	-
Star Avenue	SR22 (Wewa Highway)	US231 (SR75)	Widen to 4 Lanes	$2,151,577	$4,303,154	$21,515,769	$24,743,134
Loop Road Phase 2	Loop Road Phase 1	Nautilus Street	Construct new 4 Lane Facility	$1,016,718	$1,610,963	$7,625,384	$11,692,255
US98 (SR30)	At Tyndall Air Force Base		Construction of grade separated interchange	Complete	$2,000,000	NA	$12,800,000
Gulf Coast Parkway	US98	SR 75 (US 231)	Construct New Roadway	Underway	$6,820,000	$109,000,000	$51,150,000
Gulf to Bay Parkway	US 98 (SR 30) west of Mexico Beach	The Bay/Gulf County Line	Construct New Roadway	Underway	Funded	$2,500,000	$17,250,000
West Bay Parkway	US 98 (SR 30) in Walton County	SR 79	Construct New Roadway	Underway	$36,000,000	$55,000,000	$138,000,000
West Bay Parkway Extension	SR77	SR 75 (US231)	Construct New Roadway	Underway	$5,284,585	$19,817,195	$30,386,365

Cost Feasible Plan Scenario 4 – Hybrid
Projects NOT Shown in Current Priority Order

Strategic Intermodal System (SIS) Projects							
Project Name	**From**	**To**	**Improvement**	**PD&E**	**Design**	**ROW**	**CST/CEI**
SR 75 (US 231)	US98/Harrison	South of Pipeline Road	Widen to 6 Lanes*	Underway	$5,210,096	$53,126,000	$30,000,000
SR 75 (US 231)	South of Pipeline Road	North of Penny Road	Widen to 6 Lanes	Underway	$5,898,157	$13,990,738	$25,000,000
SR 75 (US 231)	North of Penny Road	South of Scotts Ferry Road	Widen to 6 Lanes	Underway	$7,025,747	$16,143,094	$32,000,000
SR 75 (US 231)	South of Scotts Ferry Road	SR20	Widen to 6 Lanes	Underway	$5,971,629	$12,914,982	$25,000,000
23rd Street	US98 (SR30)	SR390	Widen to 6 Lanes	$1,200,000	$1,800,000	$7,500,000	$8,246,000

*Includes intersection/interchange improvements at US98/Harrison Avenue

Design and ROW funds are tentatively scheduled in the FDOT Work Program and are subject to change

Cost Feasible Plan Scenario 4 – Hybrid
Projects NOT Shown in Current Priority Order

Panama City Beach CRA Projects							
Project Name	**From**	**To**	**Improvement**	**PD&E**	**Design**	**ROW**	**CST/CEI**
US 98A/ SR 30 / Front Beach Road	SR 79	Lullwater Drive	Installation of lighting, landscaping, medians, turn lanes, sidewalks, drainage, underground utilities and transit lanes.	Complete	Complete	$135,000	$5,544,000
US 98A/ SR 30 / Front Beach Road	Lullwater Drive	CR 3033/ Richard Jackson Blvd.	Installation of lighting, landscaping, medians, turn lanes, sidewalks, drainage, underground utilities and transit lanes.	$2,750,000	$5,500,000	$9,000,000	$79,296,000
SR 79 / Arnold Road	SR 30 / US 98A / Front Beach Road	SR 30A / US 98 / PC Beach Parkway	Widen to 4 Lanes	Complete	Complete	$2,129,064	$9,256,800
Alf Coleman Road	SR 30 / US 98A / Front Beach Road	SR 30A / US 98 / PC Beach Parkway	Widen to 4 Lanes	$1,250,000	$2,500,000	$2,416,129	$15,708,000

Cost Feasible Plan Scenario 4 – Hybrid
Projects NOT Shown in Current Priority Order

Project Name	From	To	Improvement	PD&E	Design	ROW	CST/CEI
Hill Road	SR 30 / US 98A / Front Beach Road	SR 30A / US 98 / PC Beach Parkway	Widen to 4 Lanes	$500,000	$1,000,000	$500,000	$8,400,000
Powell Adams Road	SR 30 / US 98A / Front Beach Road	LC Hilton Road	Widen to 4 Lanes	$200,000	$400,000	$250,000	$8,400,000

Phase is proposed to be funded within the 2040 Cost Feasible Plan

Phase is not proposed to be funded in the 2040 Cost Feasible Plan

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Appendix F – Adopted 2040 Cost Feasible Plan shown in Year of Expenditure

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Non SIS Project Listing

Map ID	Project	From	To	Improvement	U/R	Phase	2015-2020	2021-2025	2026-2030	2031-2040	Totals	Beyond 2040
Transportation Improvement Program (TIP) Projects												
-	US98 (SR30A) Panama City Beach Parkway	Mandy Lane	Thomas Drive Flyover	Widen to 6 Lanes	Urban	PD&E	$1,020,000				$1,020,000	
-	Bay County ATMS			ITS Funding	Urban	OPS	$2,250,000				$2,250,000	
-	Gulf Coast Parkway	Star Avenue (CR2315)	US98 (SR30A)	Construct new 2 Lane Facility	Urban	ROW	$2,395,000				$2,395,000	
-	CR390 (14th Street)	SR77 (Ohio Avenue)	US231 (SR75)	Widen to 4 Lanes	Urban	PD&E	$1,020,000				$1,020,000	
-	SR388 (West Bay Parkway)	East of NWF Beaches Airport	Burnt Mill Creek	Widen to 4 Lanes	Urban	PE	$4,444,000				$4,444,000	
-	SR388 (West Bay Parkway)	Burnt Mill Creek	SR77 (Ohio Avenue)	Widen to 4 Lanes	Urban	PE	$5,252,000				$5,252,000	
-	Jenks Avenue	23rd Street	Baldwin Road (CR2312)	Widen to 4 Lanes	Urban	CST	$933,333				$933,333	
Other Arterial Revenue												
-	Regional ITS Program				NA			$3,100,000	$3,650,000	$9,300,000	$16,050,000	
-	Public Transportation Capital Improvements Program				NA			$2,170,000	$2,555,000	$6,510,000	$11,235,000	
-	Bicycle/Pedestrian Program				NA			$2,790,000	$3,285,000	$8,370,000	$14,445,000	
-	Transportation Systems Management (TSM) Program				NA			$2,170,000	$2,555,000	$6,510,000	$11,235,000	
-	Regional Trails Program				NA			$620,000	$730,000	$1,860,000	$3,210,000	
Roadway Projects												
1	SR22 (Wewa Highway)	Business 98	Star Avenue	Widen to 4 Lanes	Urban	ROW		$4,245,023			$4,245,023	
						CST		$8,490,048			$8,490,048	
						CEI		$1,273,507			$1,273,507	
2	US98 (SR30A) Panama City Beach Parkway	Mandy Lane	Nautilus Drive	Widen to 6 Lanes	Urban	PE	$2,447,445				$2,447,445	
						ROW		$2,584,295			$2,584,295	
						CST				$15,505,769	$15,505,769	
						CEI				$2,325,865	$2,325,865	

Non SIS Project Listing

Map ID	Project	From	To	Improvement	U/R	Phase	2015-2020	2021-2025	2026-2030	2031-2040	Totals	Beyond 2040
3	US98 (SR30A) Panama City Beach Parkway	Nautilus Drive	Thomas Drive	Widen to 6 Lanes	Urban	PE		$3,934,299			$3,934,299	
						ROW				$9,835,749	$9,835,749	
						CST				$39,342,995	$39,342,995	
						CEI				$5,901,449	$5,901,449	
4	CR390	SR77	US231 (SR75)	Widen to 4 Lanes	Urban	PE		$3,612,068			$3,612,068	
						ROW		$14,448,273			$14,448,273	
						CST			$27,740,000		$27,740,000	
						CEI			$4,234,000		$4,234,000	
5	CR/SR389 (East Avenue)	Baldwin Road	Sherman Avenue	Widen to 4 Lanes	Urban	PE		$1,026,341			$1,026,341	
						ROW						$2,949,257
						CST						$2,949,257
						CEI						$442,389
6	CR 389 (East Avenue)	CR390	Baldwin Road	Widen to 4 Lanes	Urban	PE			$4,352,286		$4,352,286	
						ROW						$9,936,726
						CST						$9,936,726
						CEI						$1,490,509
7	SR388	East of Airport	East of Brunt Mill Creek	Widen to 4 Lanes	Rural	ROW						$1,617,727
						CST						$6,470,908
						CEI						$970,636
8	SR388	East of Burnt Mill Creek	SR77	Widen to 4 Lanes	Rural	ROW						$6,908,067
						CST						$27,632,267
						CEI						$4,144,840
9	Transmitter Road	US231 (SR75)	SR22 (Wewa Highway)	Widen to 4 Lanes	Urban	PE		$4,439,131			$4,439,131	
						ROW						$11,933,146
						CST						$11,933,146
						CEI						$1,789,972

Non SIS Project Listing

Map ID	Project	From	To	Improvement	U/R	Phase	2015-2020	2021-2025	2026-2030	2031-2040	Totals	Beyond 2040
10	SR77	Baldwin Road	3rd Street	Multimodal Study	NA	PE		$186,000			$186,000	
11	US98 (15th Street)	23rd Street	The East Bay Bridge	Multimodal Study	NA	PE		$186,000			$186,000	
12	23rd Street	SR390	US231 (SR75)	Multimodal Study	NA	PE			$219,000		$219,000	
13	Star Avenue	SR22 (Wewa Highway)	US231 (SR75)	Widen to 4 Lanes	Urban	PE			$9,423,907		$9,423,907	
						ROW						$21,515,769
						CST						$21,515,769
						CEI						$3,227,365
14	Back Beach Bypass (Loop Road Phase 2)	Loop Road	Nautilus Street	Construct new 4 lane facility	Urban	PE				$4,052,347	$4,052,347	
						ROW						$7,625,384
						CST						$10,167,178
						CEI						$1,525,077
15	Gulf to Bay Highway	US98 (SR30) west of Mexico Beach	The Gulf/Bay County Line	Construct new 4 lane facility	Rural	ROW					$ -	$2,500,000
						CST					$ -	$15,000,000
						CEI					$ -	$2,250,000
16	West Bay Parkway	US98 (SR30) in Walton County	SR79	Construct new 4 lane facility	Rural	PE					$ -	$36,000,000
						ROW					$ -	$55,000,000
						CST					$ -	$120,000,000
						CEI					$ -	$18,000,000
17	Park and Ride Lot	on SR77			NA	CST		$310,000			$310,000	
18	Park and Ride Lot	on US231			NA	CST		$310,000			$310,000	
19	US98 / Thomas Drive Interchange Phase II &III	US98	Thomas Drive		Urban	ROW			$3,942,000		$3,942,000	
						CST						$59,400,000
						CEI						$8,275,000
20	US98 (SR30)	at Tyndall AFB		Major Intersection Improvement	Urban	PE		$2,480,000			$2,480,000	
						ROW						
						CST						$11,700,000
						CEI						$1,200,000

Non SIS Project Listing

Map ID	Project	From	To	Improvement	U/R	Phase	2015-2020	2021-2025	2026-2030	2031-2040	Totals	Beyond 2040
21	Gulf Coast Parkway	US98	SR75 (US231)	Construct new 4 lanes facility	Rural	PE				$ 12,685,200	$ 12,685,200	
						ROW					$ -	$109,000,000
						CST					$ -	$341,000,000
						CEI					$ -	$51,150,000
22	West Bay Parkway Extension	SR77	SR75 (US231)	Construct new 4 lane facility	Rural	PE				$ 9,829,328	$ 9,829,328	
						ROW					$ -	$ 19,817,195
						CST					$ -	$ 26,422,926
						CEI					$ -	$ 3,963,439
						Grand Totals						
	Color Code:											
	$0,000.00 = State and Federal Funds					ROW & CST	$5,578,333	$41,891,147	$48,691,000	$105,461,827	**$196,043,974**	$67,675,000
	$0,000.00 = PE Funds											
	$0,000.00 = Local Funds			Available Revenue (Other Arterial and TMA Funds)				$49,010,000	$53,518,853	$106,327,853	**$208,856,706**	
11-Sep-16						Balance		$7,118,853	$4,827,853	$866,026		
						Local Funds	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
						PE Funds	$14,183,445	$15,863,839	$13,995,194	$26,566,875	$56,425,907	$41,771,341

SIS Project Listing

Map ID	Project	From	To	Improvement	U/R	Phase	2015-2020	2021-2025	2026-2030	2031-2040	Totals	Beyond 2040
-	SR390 (St Andrews Boulevard)	SR368 (23rd Street)	Baldwin Road (CR2312)	Widen to 6 Lanes	Urban	ROW	$20,770,027				$20,770,027	
						ENV	$158,389				$158,389	
						CST	$21,266,388				$21,266,388	
-	SR390 (St Andrews Boulevard)	Baldwin Road (CR2312)	Jenks Avenue	Widen to 6 Lanes	Urban	ROW	$7,800,550				$7,800,550	
						ENV	$475,167				$475,167	
						CST	$14,451,478				$14,451,478	
-	SR390 (St Andrews Boulevard)	Jenks Avenue	SR77 (Ohio Avenue)	Widen to 6 Lanes	Urban	ROW	$35,223,507				$35,223,507	
						ENV	$196,127				$196,127	
						CST	$25,532,436				$25,532,436	
-	SR388 (West Bay Parkway)	SR79	East of NWF Beaches Airport	Widen to 4 Lanes	Urban	ROW	$3,888,100				$3,888,100	
						CST	$35,561,214				$35,561,214	
-	US98 (SR30)	at 23rd Street		Construct Grade Separated Interchange	Urban	ROW	$600,000				$600,000	
						INC	$1,600,000				$1,600,000	
1	US231 (SR75)	at US98 (15th Street)		Major Intersection Improvement	Urban	PE		$5,000,000			$5,000,000	
						ROW		$10,000,000			$10,000,000	
						CST		$12,000,000			$12,000,000	
						CE		$1,200,000			$1,200,000	
2	US231 (SR75)	South of US98 (SR30A)	South of Pipeline Road	Widen to 6 Lanes	Urban	PE		$4,454,394			$4,454,394	
						ROW		$5,800,000			$5,800,000	$6,171,181
						CST						$22,271,968
						CE						$3,340,795
3	US231 (SR75)	South of Pipeline Road	Penny Road/ Entrance to Port of Panama City Distribution Center	Widen to 6 Lanes	Urban	PE		$4,520,753			$4,520,753	
						ROW						$13,562,260
						CST						$22,603,766
						CE						$3,390,565
4	US231 (SR75)	Penny Road/ Entrance to Port of Panama City Distribution Center	South of Scotts Ferry	Widen to 6 Lanes	Urban	PE		$6,154,860			$ 6,154,860	
						ROW						$18,464,581
						CST						$30,774,302
						CE						$4,616,145

SIS Project Listing

Map ID	Project	From	To	Improvement	U/R	Phase	2015-2020	2021-2025	2026-2030	2031-2040	Totals	Beyond 2040
5	US231 (SR75)	South of Scotts Ferry	SR20	Widen to 6 Lanes	Urban	PE		$4,827,667			$4,827,667	
						ROW						$14,483,000
						CST						$24,138,334
						CE						$3,620,750
6	23rd Street	US98 (SR30)	SR390 (St Andrews Boulevard)	Widen to 6 Lanes	Urban	PE		$2,252,082			$2,252,082	
						ROW						$7,506,939
						CST						$7,506,939
						CE						$1,126,041
						Grand Totals	$167,523,383	$56,209,756	$0.00	$0.00	$223,733,139	$112,237,031
						ROW & CST		$23,200,000	$0.00	$0.00	$23,200,000	
				Available Revenue (SIS Funds)				$29,072,581	$0.00	$0.00	$29,072,581	
						PE Funds		$27,209,756	$0.00	$0.00	$27,209,756	

City of Panama City Beach CRA
Project Listing

Map ID	Project	From	To	Improvement	U/R	Phase	2015-2020	2021-2025	2026-2030	2031-2040	Totals	Beyond 2040
-	Loop Road	US98 (SR30A) Panama City Beach Parkway	SR79	Construct new 2 Lane	Urban	CST	$875,000				$875,000	
1	US 98A/ SR 30 / Front Beach Road	SR79	Lullwater Drive	Installation of lighting, landscaping, medians, turn lanes, sidewalks, drainage, underground utilities and transit lanes.		ROW	$135,000				$135,000	
					Urban	CST/CEI	$5,544,000				$5,544,000	
2	US 98A/ SR 30 / Front Beach Road	Lullwater Drive	CR 3033/ Richard Jackson Blvd.	Installation of lighting, landscaping, medians, turn lanes, sidewalks, drainage, underground utilities and transit lanes.	Urban	PD&E	$2,750,000				$2,750,000	
						Design	$550,000				$550,000	
						ROW		$9,000,000			$ 9,000,000	
						CST/CEI		$79,296,000			$79,296,000	
3	SR 79 / Arnold Road	SR 30 / US 98A / Front Beach Road	SR 30A / US 98 / PC Beach Parkway	Widen to 4 lanes	Urban	ROW	$2,129,064				$2,129,064	
						CST/CEI	$9,256,000				$9,256,000	
4	Alf Coleman Road	SR 30 / US 98A / Front Beach Road	SR 30A / US 98 / PC Beach Parkway	Widen to 4 lanes	Urban	PD&E	$1,250,000				$1,250,000	
						Design	$2,500,000				$2,500,000	
						ROW	$2,416,129				$2,416,129	
						CST/CEI		$15,708,000			$15,708,000	
5	Hill Road	SR 30 / US 98A / Front Beach Road	SR 30A / US 98 / PC Beach Parkway	Widen to 4 lanes	Urban	PD&E	$500,000				$500,000	
						Design	$1,000,000				$1,000,000	
						ROW	$500,000				$500,000	
						CST/CEI		$8,400,000			$8,400,000	
6	Powell Adams Road	SR 30 / US 98A / Front Beach Road	LC Hilton Road	Widen to 4 lanes	Urban	PD&E	$200,000				$200,000	
						Design	$400,000				$400,000	
						ROW	$250,000				$250,000	
						CST/CEI		$8,400,000			$8,400,000	
											$150,184,193	

Grand Totals	$30,255,193	$120,804,000	$0.00	$0.00	$151,059,193
ROW & CST	$21,105,193	$120,804,000	$0.00	$0.00	$141,909,193
PE Funds	$9,150,000	$0.00	$0.00	$0.00	$9,150,000

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Appendix G – 2040 LRTP Transportation Questionnaire

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Bay County Transportation Planning Organization (TPO)
2040 Long Range Transportation Plan

The Bay County Transportation Planning Organization has kicked off the development of the 2040 Long Range Transportation Plan (LRTP). This questionnaire is just one of the ways that residents can provide input to help set the region's transportation priorities. The long-range plan is updated every five years to reflect the changing transportation needs for region.

Thank you for taking the time to provide important feedback to the questions below. We value your opinion!

1. How important are transportation issues to you and your family?
   - ☐ Very Important
   - ☐ Somewhat Important
   - ☐ Not too important
   - ☐ Not important at all

2. Given expected funding declines, what do you consider the **top three (3)** most critical transportation issues are in our community?
   - ☐ Relieving traffic congestion
   - ☐ Adding bike lanes, trails
   - ☐ Improving pedestrian safety
   - ☐ Intelligent Transportation Systems (ITS) Projects (digital message signs, signal priority)
   - ☐ Controlling distracted driving
   - ☐ Increasing bus service
   - ☐ Building or widening roads
   - ☐ Other? _____

3. How would you rate the number of transportation choices residents have?
   - ☐ More than enough choices
   - ☐ Enough choices
   - ☐ Not enough choices

4. Besides driving or riding in a motorized vehicle, which of the following are you most likely to use?

- ☐ Bike lanes
- ☐ Sidewalks and other pedestrian facilities
- ☐ Multi-use trails
- ☐ Para-transit service (disabled or elderly persons)
- ☐ Bus Service
- ☐ Water Taxi
- ☐ Light/Commuter Rail Service

5. How important is it to the community to have public transportation choices?

- ☐ Very important
- ☐ Not important at all
- ☐ Somewhat important
- ☐ No opinion
- ☐ Not too important

6. How many days a week on average do you use public transportation?

- ☐ None
- ☐ 3 – 4 days
- ☐ Less than once a week
- ☐ 5 – 6 days
- ☐ 1 – 2 days
- ☐ Everyday

7. As part of the 2040 Long Range Transportation Plan, the Transportation Planning Organization will evaluate projects that seek to address many needs. How would you **rank** the following needs, with 1 being the most important, and higher numbers being less important?

- ☐ Improving motorist safety
- ☐ Protecting the environment
- ☐ Improving pedestrian safety
- ☐ Limiting growth
- ☐ Improving travel times/shorten commutes
- ☐ Improving bicycle safety
- ☐ Keeping the economy growing/healthy
- ☐ Other? _____

8. Where do you live?

- ☐ City of Panama City
- ☐ Lynn Haven
- ☐ Parker
- ☐ Panama City Beach
- ☐ Springfield
- ☐ Callaway
- ☐ Mexico Beach
- ☐ Southport
- ☐ Unincorporated Bay County
- ☐ Elsewhere _____

9. What area do you work in?

- ☐ Downtown Panama City
- ☐ Panama City Beach Area
- ☐ Tyndall AFB
- ☐ Naval Coastal Systems
- ☐ Lynn Haven Area
- ☐ Western Bay County
- ☐ Northern Bay County
- ☐ Parker/Springfield Area
- ☐ Other area: _____

10. What is your age group?

- ☐ Under 18
- ☐ 18 – 34
- ☐ 35 – 49
- ☐ 50 – 65
- ☐ Over 65

11. How many motor vehicles are available for use in the household?

- ☐ 0
- ☐ 1
- ☐ 2
- ☐ 3+

12. Do you know of groups or organizations that would benefit from an update or presentation on the 2040 Long Range Transportation Plan? If so, please provide the following:

    Group Name: _____

    Group Contact, Phone & Email: _____

13. Which of these ways to submit your opinion on the 2040 Long Range Transportation Plan would you be most likely to use? (check all that apply)

    ☐ Attend a Public Workshop and submit a comment form

    ☐ Join an interactive Town Call (by phone or online)

    ☐ Attend a 2040 Plan Community Group Presentation and submit comments

    ☐ Attend a Community or Special Event and submit comments

    ☐ Call the Transportation Planning Organization at (850) 332-7976

    ☐ Email: Send comments or questions to gary.kramer@wfrpc.org

    ☐ Mail: Bay County TPO
    4081 E. Olive Road
    Suite A
    Pensacola, FL 32514

    ☐ Submit comments via the LRTP website www.wfrpc.org/baytpo

    ☐ Submit comments via the Transportation Planning Organization's Facebook page

Please drop this portion in the comment box.

14. May we add you to our electronic mailing list to receive updates on transportation issues?

    Name: _____

    Address: _____

    Email Address: _____

Comments:

_____

_____

_____

_____

_____

_____

_____

_____

_____

_____

_____

Bay County Transportation Planning Organization

2040 Long Range Transportation Plan

If you had $100.00 to spend on transportation projects, how would you allocate your money?

Roads

$ _____ Maintain Existing Roads

$ _____ Widen Existing Roads

$ _____ Build New Roads

Transit

$ _____ Enhance Existing Bus Routes

$ _____ Add New Bus Routes

$ _____ Develop Premium Transit (Bus Rapid Transit, Streetcar)

$ _____ Construct Park & Ride Facilities

Bicycle & Pedestrian:

$ _____ Enhance Sidewalk Connectivity

$ _____ Add In-street Bicycle Lanes

$ _____ Build Off-road Multi-use Paths/Trails

Operations:

$ _____ Intelligent Transportation Systems (ITS) Projects
(digital message signs, transit signal priority, signal timings)

$ _____ Intersection Modifications
(turn lanes, signalization, roundabouts)

$ _____ Provide Transit Infrastructure
(bus shelters, transit super stops)

$ _____ Provide Bicycle Infrastructure
(bike racks, lockers, bike share, bike boxes)

Total: **$ 100.00**

Thank you for taking the time to complete this survey. Your input matters. Please check this website periodically for other ways in which you can help shape the 2040 Long Range Transportation Plan for our community!