



**FY 2025 – 2029
Transportation Improvement Program (TIP)**

Adopted: June 26, 2024

Amended: December 9, 2024

“...Planning for the transportation needs of the Panama City-Panama City Beach Urban Area...”

For information regarding this document, please contact:

Gary Kramer
TPO Staff/ECRC Transportation Planner IV
gary.kramer@ecrc.org



Staff to the TPO

P.O. Box 11399
Pensacola, FL 32524

Telephone – 1-800-226-8914
Fax - 850-637-1923

"The preparation of this report has been financed in part through grant[s] from the Federal Highway Administration and Federal Transit Administration, U.S. Department of Transportation, in cooperation with the Florida Department of Transportation and local governments, under the State Planning and Research Program, Section 505 [or Metropolitan Planning Program, Section 104(f)] of Title 23, U.S. Code. The contents of this report do not necessarily reflect the official views or policy of the U.S. Department of Transportation."

Public participation is solicited without regard to race, color, national origin, sex, age, religion, disability or family status. Persons who require special accommodations under the Americans with Disabilities Act or those requiring language translations services (free of charge) Public Involvement by email at publicinvolvement@ecrc.org, or by phone at (850) 332-7976 or (1-800-995-8771 for TTY-Florida).

Table of Contents

Executive Summary

Resolution 24-15

5 Year Summary by Fund Code

3 Year Summary by Fund Code

Section 1 – Bridge (Begins on Section 1 Page 1)

Section 2 – Capacity (Begins on Section 2 Page 1)

Section 3 – Bike/ Pedestrian (Begins on Section 3 Page 1)

Section 4 – Transportation Alternatives (Begins on Section 4 Page 1)

Section 5 – TSM (Begins on Section 5 Page 1)

Section 6 – Miscellaneous (Begins on Section 6 Page 1)

Section 7 – Public Transportation (Begins on Section 7 Page 1)

Section 8 – Aviation (Begins on Section 8 Page 1)

Section 9 – Resurfacing (Begins on Section 9 Page 1)

Section 10 – Seaport (Begins on Section 10 Page 1)

Appendix A: Acronyms / Definitions

Appendix B: Phase and Fund Codes

Appendix C: Status Report for Ongoing Projects

Appendix D: Federally Obligated Projects for Fiscal Year 2024

Appendix E: TPO Project Priorities for FY 2025-2029

Appendix F: Fiscal Constraint Demonstration

Appendix G: Department of Economic Opportunity Letter of Consistency

Appendix H: Florida Department of Transportation Letter of Consistency and Checklist

Appendix I: FY 2025-2029 TIP Process and Comments Received

Executive Summary

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

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

Organizational Structure:

The Bay County TPO was established by designation of the governor of Florida and an interlocal agreement in 1981, following the 1980 Census. The TPO Planning Area includes all of Bay County. The current interlocal agreement was approved on February 15, 2015 (Resolution Bay 15-02). Apportionment of membership was approved by the TPO on June 26, 2013.

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

- Five (5) members from Bay County Commission
- Five (5) members from Panama City Commission
- Two (2) members from Callaway City Commission
- Two (2) members from Panama City Beach City Commission

- Two (2) members from Lynn Haven City Commission
- One (1) member from Parker City Commission
- One (1) member from Springfield City Commission
- One (1) member from Mexico Beach City Commission

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

The TPO maintains bylaws, which describe the operating procedures for the TPO and its advisory committees. The bylaws were updated and adopted in 2013. A Technical Coordinating Committee (TCC) and a Citizens' Advisory Committee (CAC) advise the TPO. Ad hoc committees to advise the TPO and its staff are formed as needed. Each committee carries out its prescribed tasks and responsibilities at regularly scheduled and, at times, special meetings.

Title VI:

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

Financial Plan:

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

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

Project Categories:

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

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

Transportation Alternatives – Transportation Alternatives Program (TA) provides funding for programs and projects defined as transportation alternatives. The INFRASTRUCTURE INVESTMENT AND JOBS ACT (IIJA) continues the Transportation Alternatives (TA) set-aside from the Surface Transportation Block Grant (STBG) program. Eligible uses of the set-aside funds include a variety of smaller-scale transportation projects such as pedestrian and bicycle facilities, recreational trails, safe routes to school projects, community improvements such as historic preservation and vegetation management, and environmental mitigation related to stormwater and habitat connectivity. <https://www.fhwa.dot.gov/bipartisan-infrastructure-law/ta.cfm>.

Eligible Entities

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

1. A local government. Local government entities include any unit of local government below a State government agency, except for an TPO representing an urbanized area with a population over 200,000. Examples include city, town, township, village, borough, parish, or county agencies.
2. A regional transportation authority. Regional transportation authorities are considered the same as the Regional Transportation Planning Organizations defined in the statewide planning section (23 U.S.C. 135(m)).

3. A transit agency. Transit agencies include any agency responsible for public transportation that is eligible for funds as determined by the Federal Transit Administration.

4. A natural resource or public land agency. Natural resource or public land agencies include any Federal, Tribal, State, or local agency responsible for natural resources or public land administration. Examples include:

- State or local park or forest agencies.
- State or local fish and game or wildlife agencies.
- Department of the Interior land management agencies.
- U.S. Forest Service.

5. A school district, local education agency, or school. School districts, local education agencies, or schools may include any public or nonprofit private school. Projects should benefit the general public and not only a private entity.

6. A Tribal government.

7. A metropolitan planning organization that serves an urbanized area with a population of 200,000 or fewer. TPOs representing urbanized areas over 200,000 population are not eligible entities.

8. A nonprofit entity. The BIL removed the requirement that the nonprofit entity be responsible for the administration of local transportation safety programs.

9. Any other local or regional governmental entity with responsibility for or oversight of transportation or recreational trails (other than a metropolitan planning organization that serves an urbanized area with a population of over 200,000 or a State agency) that the State determines to be eligible, consistent with the goals of 23 U.S.C. 133(h).

10. A State, at the request of an eligible entity listed above. State DOTs are not eligible entities as defined under 23 U.S.C. 133(h)(4)(A) unless requested by another eligible entity. (23 U.S.C. 133(h)(4)(A)(x)). TPOs representing urbanized areas over 200,000 population are not eligible entities. (23 U.S.C. 133(h)(4)(A)(ix)). State DOTs and TPOs Transportation Alternatives (TA) Set-Aside Implementation Guidance may partner with any eligible entity project sponsor to carry out a project. After projects have been selected, the State DOT may manage projects. The RTP set-aside funds retain the RTP eligible project sponsor provisions under 23 U.S.C. 206 (23 U.S.C. 133(h)(5)(C)).

Eligible Projects

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

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

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

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

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

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

(E) Community improvement activities, including:

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

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

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

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

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

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

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

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

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

- SRTS coordinators eligible under section under 23 U.S.C. 208(g)(3).

(4) Planning, designing, or constructing boulevards and other roadways largely in the right-of-way of former Interstate System routes or other divided highways.

- See Boulevards from Divided Highways for examples.

Section 133(h)(3)(B): projects and activities under the safe routes to school program under 23 U.S.C. 208.

Section 133(h)(3)(C): activities in furtherance of a vulnerable road user safety assessment (as defined in 23 U.S.C. 148(a)).

Section 133(h)(6)(C): Improving Accessibility and Efficiency. See State Technical Assistance description under the Allocations and Suballocations.

Other Related Eligibility

The BIL amended other sections of title 23 that relate to projects eligible under the TA Set-Aside, including:

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

Bicycle/Pedestrian - The TPO #2 Capacity Project Priority is \$450,000 annually for bicycle and pedestrian improvements. The projects are identified in the TPO Bicycle Pedestrian Plan and are added to the Long Range Transportation Plan.

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

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

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

Resurfacing – Also known as system preservation, these projects are determined by the FDOT. While the TPO may ask that particular roadways be examined for resurfacing needs, the priority for resurfacing is based on an engineering evaluation of pavement condition. Resurfacing projects on the State Highway System are funded through a statewide program.

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

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

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

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

Project Selection:

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

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

1. TIP/STIP must be updated at least every four (4) years and contain four years' worth of projects.
2. Proposed TIP projects must be derived from locally developed public "human transit" transportation services including: Special Needs of Elderly Individuals and Individuals with Disabilities (See U.S.C. 49 sections 5310).
3. Visual aids should be included in TIP development such as photographs, charts, graphs, and any other visual aid that would enhance public knowledge of the project.

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

- (A) support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
- (B) increase the safety of the transportation system for motorized and nonmotorized users;
- (C) increase the security of the transportation system for motorized and

nonmotorized users;

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

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

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

(G) promote efficient system management and operation;

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

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

(J) enhance travel and tourism.

Project Priority Statement:

The Bay County TPO Adopted Project Priorities for Fiscal Years 2025-2029 is in Appendix E.

Consistency with Other Plans:

In accordance with these federal and state laws, this TIP covers five fiscal years and is consistent with the Florida Transportation Plan, the Bay County TPO Long Range Transportation Plan (LRTP), the Congestion Management Process Plan (CMPP) and the local government comprehensive plans. The TIP contains project information for the construction and maintenance of the transportation facilities of the TPO Study Area. Facility types vary from roads, highways and bridges to seaports, airports, and bicycle and pedestrian accommodations. The TIP also includes project information for the various public transportation systems such as local bus and trolley systems and the Transportation Disadvantaged Program. The TIP is consistent with the federal requirements in 23 CFR 450.322(c).

Implemented Projects:

Annually, FDOT and Bayway produce lists of projects that have had federal funds obligated to them in the preceding year. This listing of projects for Fiscal Year 2023 is in Appendix D.

Public Involvement:

The public participation process for the FY2025-2029 TIP began during April, May, June, July, and August 2023 with the development of the TPO's Project Priorities. In June 2023, the draft Project Priorities were presented to the TPO and its advisory committees, the Citizens' Advisory Committee and the Technical Coordinating Committee. This review of the Project Priorities was advertised within TPO's agenda and it was sent by news release to local media. Public outreach took place on-line through a survey from June 8, 2023 to July 21, 2023. News releases were distributed to media outlets and meeting information was promoted through social media sites. Flyers were created and emailed to members of the TPO and advisory committees. Workshops with the TPO, TCC, and CAC also occurred in person on May 11 and July 13, 2023 to obtain comments on the Project Priorities. Both of these workshops were advertised and contain an agenda item for public comment.

In August 2023, the proposed final Project Priorities were presented to the advisory committees for final review and to the TPO for adoption. The adoption of the Priorities in August 2023 was part of TPO agenda, so it was advertised and issued as a news release. A public forum was part of that meeting to allow an additional opportunity for public involvement. The adopted Project Priorities are in Appendix E.

This review of the Project Priorities was advertised within TPO's agenda and it was sent by news release to local media. A hybrid public workshop to review and comment on the Project Priorities was held on July 13 2023. Notifications were sent to various community groups, inviting them to attend the workshop.

On October 19, 2023, FDOT held a virtual and in-person public workshop to gather public comments on its Tentative Five-Year Work Program, which includes selected TPO Project Priorities. The Tentative Five-Year Work Program was also placed on-line for a week to obtain additional public comment. In November 2023, FDOT presented the Tentative Five-Year Work Program to the TPO for endorsement; that TPO meeting was also advertised with the local media. Public comments gathered throughout the creation of the Project Priorities and in the review of the Tentative Work Program have been considered through each step of the planning process. As such, this TIP reflects a combination of the public's interests as well as the interests of the various government agencies that are participants in the TPO planning process.

In cases where public comment is significant, 23 Code of Federal Regulations (CFR) Part 450 requires the following: "When significant written and oral comments are received on the draft transportation plan or TIP (including the financial plan) as a result of the public participation process or the interagency consultation process required by EPA's conformity regulations [for air quality], a summary, analysis, and report on the disposition of comments shall be made part of the final plan and TIP." The public comments received in the review of the Project Priorities are listed in Appendix E. In addition, the public comments received during the development of the TIP are listed in Appendix I. Public notice of public

involvement activities and time established for public review and comment on the TIP will satisfy the Program of Projects public review requirements of the Section 5307 Program. Due dates for comments are included in the June TPO agenda enclosure and in the emails to review agencies.

Certification:

The last Joint FDOT/TPO Certification was held on February 7, 2024. The Joint FDOT/TPO Certification is an annual process conducted by FDOT District 3 and the Bay County TPO.

Air Quality:

The Clean Air Act (CAA) requires the Environmental Protection Agency (EPA) to develop and enforce air quality standards. Under the CAA, the EPA is mandated to review standards for criteria pollutants every five years. Criteria pollutants are listed as carbon monoxide (CO), nitrogen dioxide (NO₂), ozone (O₃), sulfur dioxide (SO₂), and particulate matter 2.5 or 10. The National Ambient Air Quality Standard (NAAQS) for ozone was last reviewed in 2008 at which time the EPA lowered the standard from 85 ppb to the current standard of 75 ppb. On January 19, 2010, the EPA published a Notice of Proposed Rulemaking in the Federal Register, with the intention of strengthening the NAAQS for ground level ozone. On October 1, 2015, the EPA finalized revisions to the National Ambient Air Quality Standards (NAAQS) for ground-level ozone. The rule sets more stringent standards, lowering both the primary (health-based) and secondary (welfare-based) standards from 75 parts per billion (ppb) to 70 ppb.

The TPO staff for the Bay County Transportation Planning Organization (TPO) monitors air quality and ozone readings for the TPO on a quarterly basis. The Bay County TPO is currently in attainment for ground level ozone. In anticipation of the lowered standard, the TPO staff is interacting with government agencies and the public to ensure that air quality affected by ground-level ozone can be readily addressed and mitigated to maintain air quality compliance. TPO staff will establish regional air quality reporting guidelines and increase interaction with the public and local governments, repositioning as an information resource for air quality in Northwest Florida. There are five air quality monitoring sites located within Northwest Florida. One of which is in Bay County. Data collected from this monitor and updates on the NAAQS will be reported to the Bay County TPO and Advisory Committees quarterly.

Complete Streets

The 2045 Long Range Transportation Plan identified a category for Corridor Management Complete Streets Projects based on FDOT Policy and local government initiatives. The box funds identified for improvements are \$150,000 a year for studies and \$500,000 per year for implementation. Unfortunately, no projects have been identified with state and federal funds for these type of projects in FY 2024-2028 Transportation Improvement Program.

Climate Change:

The Federal Highway Administration has identified Climate Change as an emerging issue for TPOs. FHWA has suggested that TPOs may wish to consider climate change and strategies which minimize impacts from the transportation system. FHWA supports and recognizes the importance of exploring the effects of climate change on transportation, as well as the limited environmental resources and fuel alternatives. TPOs are encouraged to include discussions and strategies aimed at addressing this issue. Infrastructure on the TPO's coastal areas impacted by global warming and alternative fuels is an area for the TPO to consider on this topic in the future.

Congestion Management Process:

The TPO is responsible for implementing the Congestion Management Process, and projects identified in the Plan are included in the TIP. The TPO updates its Congestion Management Process in conjunction with the Long Range Transportation Plan. Projects identified through the Congestion Management Process can be a priority for Transportation Systems Management as they are submitted as a "candidate" project by FDOT. Corridor Management Plans identified in the Congestion Management Process will be listed as Corridor Management/Complete Street projects for studies and/or implementation if they are included in the TIP.

Transportation Disadvantaged (TD):

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

Amendment Process:

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

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

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

An amendment means a revision that involves a major change to a project including the deletion of a project or a major change in project cost, project/project phase initiation dates, or a major change in design concept or design scope. An amendment is a revision the requires public review and comment and a redemonstrations of fiscal constraint.

1. The complete Transportation Improvement Program shall be adopted only upon a vote of TPO, assembled in a properly noticed public meeting;
2. In order to expedite amendments to the TIP, the TPO authorizes the Transportation Planning Director to administratively approve airport, public transportation, and seaport project amendments which do not materially affect surface transportation traffic volumes or traffic distribution in the vicinity of the subject airport, public transportation facility, or seaport;
3. The TPO authorizes the Transportation Planning Director to administratively approve roll-forward amendments, to ensure that approved projects that did not get authorized by June 30 remain eligible for authorization after July 1;
4. If the TPO is requested to amend its TIP on an emergency basis, such as during a period when the TPO is not scheduled to meet, the TPO authorizes its Chairman or the Transportation Planning Director to approve projects less than \$2.0 million;
5. The TPO also authorizes the Transportation Planning Director to administratively approve amendments to the TIP which do not meet any one of the five criteria which require a formal TIP amendment: (a) addition of new individual projects; (b) change adversely impacts financial constraint of the TIP; (c) change results in major scope changes; (d) deletion of a project from the TIP; or (e) change in project cost greater than 20% AND \$2.0 million;
6. The TPO requires the Transportation Planning Director to inform the TPO of all TIP amendments approved under these authorizations at least once per quarter; and

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

Federal Planning Emphasis Areas

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

Tackling the Climate Crisis – Transition to a Clean Energy, Resilient Future – Federal Highway Administration (FHWA) divisions and Federal Transit Administration (FTA) regional offices should work with State departments of transportation (State DOT), transportation planning organizations (TPO), and providers of public transportation to ensure that our transportation plans and infrastructure investments help achieve the national greenhouse gas reduction goals of 50-52 percent below 2005 levels by 2030, and net-zero emissions by 2050, and increase resilience to extreme weather events and other disasters resulting from the increasing effects of climate change. Field offices should encourage State DOTs and TPOs to use the transportation planning process to accelerate the transition toward electric and other alternative fueled vehicles, plan for a sustainable infrastructure system that works for all users, and undertake actions to prepare for and adapt to the impacts of climate change.

Equity and Justice in Transportation Planning – FHWA Division and FTA regional offices should work with State DOTs, TPOs, and providers of public transportation to advance racial equity and support for underserved and disadvantaged communities. This will help ensure public involvement in the planning process and that plans and strategies reflect various perspectives, concerns, and priorities from impacted areas. We encourage the use of strategies that: (1) improve infrastructure for non-motorized travel, public transportation access, and increased public transportation service in underserved communities; (2) plan for the safety of all road users, particularly those on arterials, through infrastructure improvements and advanced speed management; (3) reduce single-occupancy vehicle travel and associated air pollution in communities near high-volume corridors; (4) offer reduced public transportation fares as appropriate; (5) target demand-response service towards communities with higher concentrations of older adults and those with poor access to essential services; and (6) consider equitable and sustainable practices while developing transit-oriented development including affordable housing strategies and consideration of environmental justice populations.

Complete Streets – FHWA Division and FTA regional offices should work with State DOTs, TPOs and providers of public transportation to review current policies, rules, and procedures to determine their impact on safety for all road users. This effort should work to include provisions for safety in future transportation infrastructure, particularly those outside automobiles. A complete street is safe, and feels safe, for everyone using the street. FHWA and FTA seek to help Federal aid recipients plan, develop, and operate streets and networks that prioritize safety,

comfort, and access to destinations for people who use the street network, including pedestrians, bicyclists, transit riders, micro-mobility users, freight delivery services, and motorists. The goal is to provide an equitable and safe transportation network for travelers of all ages and abilities, including those from marginalized communities facing historic disinvestment. This vision is not achieved through a one-size-fits-all solution – each complete street is unique and developed to best serve its community context and its primary role in the network. To be considered complete, these roads should include safe pedestrian facilities, safe transit stops (if present), and safe crossing opportunities on an interval necessary for accessing destinations. A safe and complete network for bicycles can also be achieved through a safe and comfortable bicycle facility located on the roadway, adjacent to the road, or on a nearby parallel corridor. Jurisdictions will be encouraged to prioritize safety improvements and speed management on arterials that are essential to creating complete travel networks for those without access to single-occupancy vehicles.

Public Involvement – Early, effective, and continuous public involvement brings diverse viewpoints into the decision-making process. FHWA Division and FTA regional offices should encourage TPOs, State DOTs, and providers of public transportation to increase meaningful public involvement in transportation planning by integrating Virtual Public Involvement (VPI) tools into the overall public involvement approach while ensuring continued public participation by individuals without access to computers and mobile devices. The use of VPI broadens the reach of information to the public and makes participation more convenient and affordable to greater numbers of people. Virtual tools provide increased transparency and access to transportation planning activities and decision-making processes. Many virtual tools also provide information in visual and interactive formats that enhance public and stakeholder understanding of proposed plans, programs, and projects. Increasing participation earlier in the process can reduce project delays and lower staff time and costs.

Strategic Highway Network (STRAHNET)/U.S. Department of Defense (DOD) Coordination – FHWA Division and FTA regional offices should encourage TPOs and State DOTs to coordinate with representatives from DOD in the transportation planning and project programming process on infrastructure and connectivity needs for STRAHNET routes and other public roads that connect to DOD facilities. According to the Declaration of Policy in 23 U.S.C. 101(b)(1), it is in the national interest to accelerate construction of the Federal-aid highway system, including the Dwight D. Eisenhower National System of Interstate and Defense Highways, because many of the highways (or portions of the highways) are inadequate to meet the needs of national and civil defense. The DOD's facilities include military bases, ports, and depots. The road networks that provide access and connections to these facilities are essential to national security. The 64,200-mile STRAHNET system consists of public highways that provide access, continuity, and emergency

transportation of personnel and equipment in times of peace and war. It includes the entire 48,482 miles of the Dwight D. Eisenhower National System of Interstate and Defense Highways and 14,000 miles of other non-Interstate public highways on the National Highway System. The STRAHNET also contains approximately 1,800 miles of connector routes linking more than 200 military installations and ports to the primary highway system. The DOD's facilities are also often major employers in a region, generating substantial volumes of commuter and freight traffic on the transportation network and around entry points to the military facilities. Stakeholders are encouraged to review the STRAHNET maps and recent Power Project Platform (PPP) studies. These can be a useful resource in the State and TPO areas covered by these route analyses.

Federal Land Management Agency (FLMA) Coordination – FHWA Division and FTA regional offices should encourage TPOs and State DOTs to coordinate with FLMAs in the transportation planning and project programming process on infrastructure and connectivity needs related to access routes and other public roads and transportation services that connect to Federal lands. Through joint coordination, the State DOTs, TPOs, Tribal Governments, FLMAs, and local agencies should focus on integration of their transportation planning activities and develop cross-cutting State and TPO long range transportation plans, programs, and corridor studies, as well as the Office of Federal Lands Highway's developed transportation plans and programs. Agencies should explore opportunities to leverage transportation funding to support access and transportation needs of FLMAs before transportation projects are programmed in the Transportation Improvement Program (TIP) and Statewide Transportation Improvement Program (STIP). Each State must consider the concerns of FLMAs that have jurisdiction over land within the boundaries of the State (23 CFR 450.208(a)(3)). TPOs must appropriately involve FLMAs in the development of the metropolitan transportation plan and the TIP (23 CFR 450.316(d)). Additionally, the Tribal Transportation Program, Federal Lands Transportation Program, and the Federal Lands Access Program TIPs must be included in the STIP, directly or by reference, after FHWA approval in accordance with 23 U.S.C. 201(c) (23 CFR 450.218(e)).

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

programs and projects that serve the community's transportation needs more effectively while avoiding and minimizing the impacts on human and natural resources.

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

State Planning Emphasis Areas – 2021

Safety – The Florida Transportation Plan and the State's Strategic Highway Safety Plan place top priority on safety, with a state target of zero traffic fatalities and serious injuries. In addition to adopting safety targets, the TPOs must show how their Long Range Transportation Plan (LRTP) and priority projects in their Transportation Improvement Program (TIP) support progress toward those targets. The UPWP should consider enhancements to data analyses and community involvement to better inform the identification and prioritization of safety projects.

Equity – Executive Order 14008, [*Tackling the Climate Crisis at Home and Abroad*](#), created the "Justice40 Initiative" that aims to deliver 40 percent of the overall benefits of relevant federal investments to disadvantaged communities. This initiative supports Executive Order 13985, [*Advancing Racial Equity and Support for Underserved Communities Through the Federal Government*](#), outlines federal policy and defines equity as the consistent and systematic fair, just, and impartial treatment of individuals. The Florida Transportation Plan seeks transportation choices that improve accessibility and equity by including a key strategy to enhance affordable transportation, service, and information access options for all ages and abilities and throughout underserved communities. The TPOs are key to identifying and implementing improvements based on data-driven project prioritization that considers not only impacts of transportation projects on a community, but also benefits of projects that can enhance opportunities for a community. The UPWP should address approaches to furthering transportation equity.

Resilience – Resilience, as it relates to transportation emphasis area, is: "Improve the resilience and reliability of the transportation system and mitigate stormwater impacts of surface transportation." Resilience is defined as the ability to adapt to

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

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

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

- Improving Safety;
- Maintaining Infrastructure Condition;
- Reducing Traffic Congestion;

- Improving the Efficiency of the System;
- Improving Freight Movement;
- Protecting the Environment; and,
- Reducing Delays in Project Delivery.

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

On December 7, 2023, the U.S. Department of Transportation Federal Highway Administration (FHWA) published a final rule providing State Departments of Transportation (DOTs) and Transportation Planning Organizations (TPOs) a national framework to track transportation-related greenhouse gas (GHG) emissions and set targets for reduction. The rule adds a new GHG performance management measure to the existing FHWA national performance measures and creates a system under which state DOTs and TPOs must set targets for reducing roadway travel GHG emissions.

The rule requires states to establish initial two- and four-year statewide GHG reduction targets and report those goals to FHWA by February 1, 2024. Subsequent targets must be established and reported by October 1, 2026. TPOs must establish four-year GHG reduction targets for their metropolitan planning areas, and certain TPOs serving urbanized areas with populations of 50,000 or more must establish additional joint targets.

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

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

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

and other safety partners in addressing safety and defines a framework for implementation activities to be carried out throughout the State.

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

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

Bay County TPO Safety Performance Targets

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

| | | | | | |
|----------------|---|---|---|---|---|
| FDOT (2024) | 0 | 0 | 0 | 0 | 0 |
|----------------|---|---|---|---|---|

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

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

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

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

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

of National Highway System Bridges Classified as in Poor Condition by Deck Area. FDOT's 2021 targets for System Performance are: ≥ 70 for Percent of Person Miles Traveled on Interstate System that is Reliable; ≥ 50 for Percent of Person Miles Traveled on Non-Interstate National Highway System that is Reliable; and ≤ 2 for Truck Travel Time Reliability Index

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

Bay County TPO Bridge Targets

| Entity | Percent of NHS Bridges classified as in Good Condition by Deck Area | | Percent of NHS Bridges classified as in Poor Condition by Deck Area | |
|--------|---|---------------|---|---------------|
| | 2 Year (2019) | 4 Year (2021) | 2 Year (2019) | 4 Year (2021) |
| FDOT | ≥ 50 | $\geq 50^*$ | ≤ 10 | $\leq 10^*$ |

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

| Entity | Percent of NHS Bridges classified as in Good Condition by Deck Area | | Percent of NHS Bridges classified as in Poor Condition by Deck Area | |
|--------|---|---------------|---|---------------|
| | 2 Year (2023) | 4 Year (2025) | 2 Year (2023) | 4 Year (2025) |
| FDOT | ≥ 50 | $\geq 50^*$ | ≤ 10 | $\leq 10^*$ |

*TPO only required to adopt 4-year targets. Adopted by Resolution 23-08 on April 19, 2023.

Bay County TPO Pavement Targets

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

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

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

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

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

Bay County TPO System Performance Targets

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

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

| Entity | Percent of Person Miles Traveled on Interstate System that is Reliable | | Percent of Percent of Person Miles Traveled on Non-Interstate System that is Reliable | | Truck Travel Time Reliability Index | |
|--------|--|------------------|---|------------------|-------------------------------------|------------------|
| | 2 Year (2023) | 4 Year (2025) | 2 Year (2023) | 4 Year (2025) | 2 Year (2023) | 4 Year (2025) |
| FDOT | ≥75 | ≥70* | ≥50 | ≥50* | ≤1.75 | ≤2.0* |

*TPO only required to adopt 4-year targets. Adopted by Resolution 23-08 on April 19, 2023. Please not there are no interstates in Bay County.

Transit Asset Management (TAM). The TPO is also required to adopt State of Good Repair Performance Measures for Transit Asset Management (TAM). The

TAM rule from the Federal Transit Administration became effective on October 1, 2016. The rule requires TPOs to set targets for the following transit related performance measures and report progress to the State DOT.

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

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

Bay County TPO Transit Asset Management (TAM) Targets

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

| | | | | | | |
|-------------------|--------------|--------------|--------------|--------------|--------------|--------------|
| Bay County (2021) | 20%” or less | 20%” or less | 20%” or less | 20%” or less | 25%” or less | 25%” or less |
| Bay County (2022) | 20%” or less | 20%” or less | 20%” or less | 20%” or less | 25%” or less | 25%” or less |
| Bay County (2023) | 38%” or less | 20%” or less | 20%” or less | 22%” or less | 25%” or less | 25%” or less |
| Bay County (2024) | 20%” or less | 20%” or less | 20%” or less | 20%” or less | 25%” or less | 25%” or less |

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

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

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

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

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

Florida Group TAM Plan Participants

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

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

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

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

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

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

Public Transit Safety Performance. The Federal Transit Administration (FTA) Public Transportation Agency Safety Plan (PTASP) rule established transit safety performance management requirements for certain providers of public

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

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

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

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

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

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

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

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

Transit Safety Performance Targets

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

| | | | | | | | |
|--------|--|--|--|--|--|--|--|
| (2024) | | | | | | | |
|--------|--|--|--|--|--|--|--|

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

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

Bridge and Pavement. The focus of Bay County TIP's investments for bridge and pavement condition includes Bridge, Roadway Capacity, and Resurfacing projects. These improvements include pavement replacement or reconstruction (on the NHS); new lanes or widenings of NHS facilities, including resurfacing existing NHS lanes associated with new capacity; bridge replacement or reconstruction; new bridge capacity on the NHS; and system resiliency projects that improve NHS bridge components (e.g., upgrading culverts). The Bay County TIP has been evaluated and the anticipated effect of the overall program is that, once

implemented, progress will be made towards achieving the statewide pavement and bridge performance targets. The Bridge Projects identified in the TIP will maintain the bridges classified in Good Condition and assist in improving the bridges classified in Poor Condition. Resurfacing Projects in the TIP will assist in improving the Interstate and Non-Interstate National Highway System pavements that are classified in Poor Condition as well as improving reliability of freight movement for interstate and Non-Interstate National Highway System roadways. System preservation is one of the Federal Planning Factors and the Objectives in the 2045 Long Range Transportation support this Planning Factor are: Objectives 3.1, 3.4, 3.5, 3.6, 4.1, 4.2, 4.3, 4.4, 4.5, 4.6, 5.1, 5.3, 5.4, 5.5, 5.6, 5.7, 5.9, and 8.3. Some of the bridges mentioned in the 2045 LRTP that need to be annually monitored are the DuPont Bridge and Mill Bayou Bridge on SR 390. This corresponds to the 2045 Long Range Transportation Plan Objective 3.4. The focus of Bay County TPO's investments in bridge and pavement condition include:

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

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

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

Transit Asset Management (TAM). The Transit Projects identified in the Bay County TIP will assist in keeping the transit vehicles and facilities in State of Good Repair. In the future, the TPO will provide an analysis of TAM in the TIP as multiple years of history are available. Currently, this type of analysis is not required in the TIP. The LRTP also contained a multimodal Cost Feasible Plan scenario that contained several transit projects and box funds for transit capital funds. However, only the boxed funds made it to the Cost Feasible Plan, These

dollars and the Federal Transit Administration dollars identified in the Long Range Transportation help maintain the vehicles and facilities in the State of Good Repair.

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

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

Project Costs:

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

Projects on the Strategic Intermodal System (SIS)

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

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

For costs beyond the ten year window, access to the Long Range Transportation Plan (LRTP) is provided. The link to the LRTP is https://www.ecrc.org/programs/transportation_planning/bay_county_tpo/plans_and_documents/long_range_transportation_plan/index.php#. The LRTP reference on the TIP page provides the information necessary to locate the full project costs

and/or additional details regarding the project in the LRTP. When the LRTP reference in the TIP states modification and \ or amendment report, the most recent report is used.

Non SIS projects

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

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

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

DISCLAIMER: The “Total Project Cost” amount displayed for each of the federal and state funded projects in the TIP represents 10 years of programming in the Florida Department of Transportation’s (FDOT’s) Work Program database for projects on the Strategic Intermodal System (SIS) (FYs 2025 through 2034), and 5 years of programming in the FDOT Work Program for non-SIS projects (FYs 2025 through 2029), plus historical cost information for all projects having expenditures paid by FDOT prior to FY2025.

For a more comprehensive view of a particular project's anticipated total project cost for all phases of the project, please refer to the Long Range

Transportation Plan (LRTP). It should be noted, however, that some projects in the FDOT Work Program such as resurfacing, safety, or operational products may not be specifically referenced within the LRTP due to their short term nature. LRTP references to such projects in the TIP are referenced by LRTP Final Report Page Number. These LRTP references are intended to increase transparency and demonstrate consistency between the LRTP and TIP. The link to the LRTP is https://www.ecrc.org/programs/transportation_planning/bay_county_tpo/plans_and_documents/long_range_transportation_plan/index.php#.

In summary, the adopted FY 2025-2029 TIP Resolution is included on the next page. The list of projects by categories listed in the Table of Contents are included in the preceding pages as well. Lastly, the Appendices referenced in this narrative and Table of Contents follows the list projects with the final Appendix being the process on how the FY 2025-2029 TIP was developed and the comments that were received and well as the TPO Staff's responses to the comments.

RESOLUTION BAY 24-15

A RESOLUTION OF THE BAY COUNTY TRANSPORTATION PLANNING ORGANIZATION ADOPTING THE FISCAL YEAR 2025-2029 TRANSPORTATION IMPROVEMENT PROGRAM

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

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

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

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

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

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

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

The TPO adopts the FY 2025-2029 Transportation Improvement Program.

Passed and duly adopted by the Bay County Transportation Planning Organization on the 26th day of June 2024.

**BAY COUNTY TRANSPORTATION
PLANNING ORGANIZATION**

BY: 
Pamn Henderson, Chairperson

ATTEST: _____

5-Year Summary of Projects by Funding Category

| Source | 2024/25 | 2025/26 | 2026/27 | 2027/28 | 2028/29 | Total |
|------------|-------------|-------------|------------|------------|------------|-------------|
| Federal | 45,151,371 | 40,596,506 | 32,592,570 | 39,616,111 | 911,458 | 158,868,016 |
| Local | 10,077,060 | 20,681,113 | 12,345,196 | 7,391,323 | 983,717 | 51,478,409 |
| State | 64,201,723 | 61,733,086 | 30,087,380 | 22,750,180 | 22,507,117 | 201,279,486 |
| State 100% | 24,938,565 | 74,999,518 | 0 | 0 | 0 | 99,938,083 |
| Total | 144,368,719 | 198,010,223 | 75,025,146 | 69,757,614 | 24,402,292 | 511,563,994 |

5-Year Summary of Projects by Funding Category

| Project # | Project Name | 2024/25 | 2025/26 | 2026/27 | 2027/28 | 2028/29 | Total |
|---------------------------------------|-----------------------------|------------|------------|------------|------------|---------|------------|
| ACBR - ADVANCE CONSTRUCTION (BRT) | | | | | | | |
| 4451411 | SR 20 | 30,000 | 22,551,256 | 0 | 0 | 0 | 22,581,256 |
| Total | | 30,000 | 22,551,256 | 0 | 0 | 0 | 22,581,256 |
| ACBZ - ADVANCE CONSTRUCTION (BRTZ) | | | | | | | |
| 4262381 | SCOTT ROAD | 1,500 | 0 | 4,305,630 | 0 | 0 | 4,307,130 |
| 4393801 | SCOTT'S FERRY RD | 225,000 | 2,440,336 | 0 | 0 | 0 | 2,665,336 |
| 4429171 | CR 2302 BRIDGE STREET | 0 | 150,000 | 0 | 7,927,573 | 0 | 8,077,573 |
| Total | | 226,500 | 2,590,336 | 4,305,630 | 7,927,573 | 0 | 15,050,039 |
| ACNP - ADVANCE CONSTRUCTION NHPP | | | | | | | |
| 2179107 | SR 75 (US 231) | 11,558,347 | 500,000 | 200,000 | 24,629,898 | 0 | 36,888,245 |
| 2179108 | SR 75 (US 231) | 3,500,000 | 500,000 | 928,000 | 0 | 0 | 4,928,000 |
| Total | | 15,058,347 | 1,000,000 | 1,128,000 | 24,629,898 | 0 | 41,816,245 |
| ACNR - AC NAT HWY PERFORM RESURFACING | | | | | | | |
| 4377632 | SR 79 | 17,282,621 | 0 | 0 | 0 | 0 | 17,282,621 |
| 4508051 | SR 20 | 0 | 2,655,112 | 0 | 0 | 0 | 2,655,112 |
| 4508101 | SR 75 (US 231) | 0 | 2,578,249 | 0 | 0 | 0 | 2,578,249 |
| 4529371 | SR 75 (US 231) | 0 | 0 | 18,115,754 | 0 | 0 | 18,115,754 |
| Total | | 17,282,621 | 5,233,361 | 18,115,754 | 0 | 0 | 40,631,736 |
| ACPR - AC - PROTECT GRANT PGM | | | | | | | |
| 4377632 | SR 79 | 800,000 | 0 | 0 | 0 | 0 | 800,000 |
| Total | | 800,000 | 0 | 0 | 0 | 0 | 800,000 |
| ACSS - ADVANCE CONSTRUCTION (SS) | | | | | | | |
| 4377632 | SR 79 | 5,000 | 0 | 0 | 0 | 0 | 5,000 |
| 4437161 | SR 368 23RD STREET | 10,000 | 0 | 0 | 0 | 0 | 10,000 |
| 4455942 | SR 30A (US 98) TYNDALL PKWY | 5,000 | 0 | 0 | 0 | 0 | 5,000 |

5-Year Summary of Projects by Funding Category

| Project # | Project Name | 2024/25 | 2025/26 | 2026/27 | 2027/28 | 2028/29 | Total |
|---------------------------------------|-------------------------------|------------|------------|---------|------------|---------|------------|
| ACSS - ADVANCE CONSTRUCTION (SS) | | | | | | | |
| 4456011 | SR 75 (US 231) | 0 | 1,444,621 | 0 | 0 | 0 | 1,444,621 |
| 4456012 | SR 75 (US 231) | 0 | 25,000 | 0 | 0 | 0 | 25,000 |
| 4456142 | NAUTILUS STREET | 152,008 | 0 | 0 | 0 | 0 | 152,008 |
| 4508181 | SR 368 23RD ST | 0 | 6,000 | 0 | 0 | 0 | 6,000 |
| 4510011 | SR 30 (US 98) TYNDALL PARKWAY | 225,000 | 0 | 0 | 0 | 0 | 225,000 |
| 4529371 | SR 75 (US 231) | 0 | 0 | 239,129 | 0 | 0 | 239,129 |
| Total | | 397,008 | 1,475,621 | 239,129 | 0 | 0 | 2,111,758 |
| BNIR - INTRASTATE R/W & BRIDGE BONDS | | | | | | | |
| 2178385 | SR 30A (US 98) PC BCH PKWY | 1,825,415 | 0 | 0 | 0 | 0 | 1,825,415 |
| 2179107 | SR 75 (US 231) | 18,500,000 | 20,500,000 | 0 | 388,446 | 0 | 39,388,446 |
| 2179108 | SR 75 (US 231) | 100,000 | 10,810,500 | 0 | 15,091,554 | 0 | 26,002,054 |
| Total | | 20,425,415 | 31,310,500 | 0 | 15,480,000 | 0 | 67,215,915 |
| BRRP - STATE BRIDGE REPAIR & REHAB | | | | | | | |
| 4510281 | SR 75 (US 231) | 178,548 | 0 | 0 | 0 | 0 | 178,548 |
| 4529371 | SR 75 (US 231) | 0 | 0 | 39,676 | 0 | 0 | 39,676 |
| Total | | 178,548 | 0 | 39,676 | 0 | 0 | 218,224 |
| CARL - CARB FOR URB. LESS THAN 200K | | | | | | | |
| 4527341 | SR 75 (US 231) | 0 | 645,455 | 0 | 0 | 0 | 645,455 |
| Total | | 0 | 645,455 | 0 | 0 | 0 | 645,455 |
| CIGP - COUNTY INCENTIVE GRANT PROGRAM | | | | | | | |
| 4517521 | CR 2337 SHERMAN AVENUE | 212,600 | 0 | 0 | 0 | 0 | 212,600 |
| Total | | 212,600 | 0 | 0 | 0 | 0 | 212,600 |
| CM - CONGESTION MITIGATION - AQ | | | | | | | |
| 4393205 | BAY COUNTY TPO | 549,999 | 0 | 0 | 0 | 0 | 549,999 |

5-Year Summary of Projects by Funding Category

| Project # | Project Name | 2024/25 | 2025/26 | 2026/27 | 2027/28 | 2028/29 | Total |
|-------------------------------------|-------------------------------|------------|-----------|------------|-----------|------------|------------|
| CM - | | | | | | | |
| Total | | 549,999 | 0 | 0 | 0 | 0 | 549,999 |
| D - UNRESTRICTED STATE PRIMARY | | | | | | | |
| 4367371 | BAY COUNTY | 0 | 0 | 0 | 924,189 | 976,000 | 1,900,189 |
| 4483322 | PANAMA CITY OPERATIONS CENTER | 2,200 | 2,200 | 2,400 | 2,400 | 2,400 | 11,600 |
| 4499661 | PANAMA CITY OPERATIONS CENTER | 0 | 1,500 | 0 | 2,500 | 0 | 4,000 |
| 4499671 | PANAMA CITY OPERATIONS CENTER | 0 | 2,000 | 0 | 2,500 | 0 | 4,500 |
| Total | | 2,200 | 5,700 | 2,400 | 931,589 | 978,400 | 1,920,289 |
| DDR - DISTRICT DEDICATED REVENUE | | | | | | | |
| 2178385 | SR 30A (US 98) PC BCH PKWY | 249,722 | 0 | 0 | 0 | 0 | 249,722 |
| 4084123 | BAY COUNTY | 600,000 | 600,000 | 600,000 | 600,000 | 600,000 | 3,000,000 |
| 4222461 | BAY COUNTY TPO | 0 | 602,780 | 620,861 | 639,488 | 658,717 | 2,521,846 |
| 4222491 | BAY COUNTY TPO | 0 | 270,000 | 270,000 | 270,000 | 270,000 | 1,080,000 |
| 4367371 | BAY COUNTY | 567,754 | 585,902 | 604,649 | 98,988 | 0 | 1,857,293 |
| 4377632 | SR 79 | 2,679,729 | 0 | 0 | 0 | 0 | 2,679,729 |
| 4477881 | SR 75 (US 231) | 4,400,167 | 0 | 0 | 0 | 0 | 4,400,167 |
| 4485582 | NORTHWEST FL BEACHES | 0 | 110,479 | 0 | 0 | 0 | 110,479 |
| 4498961 | NORTHWEST FL BEACHES | 0 | 0 | 75,000 | 0 | 0 | 75,000 |
| 4498971 | NORTHWEST FL BEACHES | 0 | 0 | 150,000 | 0 | 0 | 150,000 |
| 4508181 | SR 368 23RD ST | 0 | 7,060,870 | 0 | 0 | 0 | 7,060,870 |
| 4527341 | SR 75 (US 231) | 0 | 457,062 | 0 | 0 | 0 | 457,062 |
| Total | | 8,497,372 | 9,687,093 | 2,320,510 | 1,608,476 | 1,528,717 | 23,642,168 |
| DI - ST. - S/W INTER/INTRASTATE HWY | | | | | | | |
| 2179107 | SR 75 (US 231) | 0 | 0 | 0 | 3,593,936 | 0 | 3,593,936 |
| 2179108 | SR 75 (US 231) | 0 | 0 | 15,000,000 | 0 | 20,000,000 | 35,000,000 |
| 2179109 | SR 75 (US 231) | 22,015,718 | 0 | 0 | 0 | 0 | 22,015,718 |

5-Year Summary of Projects by Funding Category

| Project # | Project Name | 2024/25 | 2025/26 | 2026/27 | 2027/28 | 2028/29 | Total |
|--------------------------------------|-------------------------------|------------|-----------|------------|-----------|------------|------------|
| DI - | | | | | | | |
| Total | | 22,015,718 | 0 | 15,000,000 | 3,593,936 | 20,000,000 | 60,609,654 |
| DIH - STATE IN-HOUSE PRODUCT SUPPORT | | | | | | | |
| 2178385 | SR 30A (US 98) PC BCH PKWY | 15,460 | 910,932 | 0 | 0 | 0 | 926,392 |
| 2179108 | SR 75 (US 231) | 500,000 | 350,000 | 350,000 | 136,179 | 0 | 1,336,179 |
| 2179109 | SR 75 (US 231) | 228,649 | 0 | 0 | 0 | 0 | 228,649 |
| 4377632 | SR 79 | 267,972 | 0 | 0 | 0 | 0 | 267,972 |
| 4473922 | SR 30 (US 98) | 0 | 1,000 | 0 | 0 | 0 | 1,000 |
| 4477881 | SR 75 (US 231) | 65,536 | 0 | 0 | 0 | 0 | 65,536 |
| 4508051 | SR 20 | 0 | 51,760 | 0 | 0 | 0 | 51,760 |
| 4508101 | SR 75 (US 231) | 0 | 42,360 | 0 | 0 | 0 | 42,360 |
| 4508181 | SR 368 23RD ST | 0 | 129,983 | 0 | 0 | 0 | 129,983 |
| 4510011 | SR 30 (US 98) TYNDALL PARKWAY | 22,500 | 0 | 0 | 0 | 0 | 22,500 |
| 4510281 | SR 75 (US 231) | 2,193 | 0 | 0 | 0 | 0 | 2,193 |
| 4527341 | SR 75 (US 231) | 40,000 | 7,212 | 0 | 0 | 0 | 47,212 |
| 4529371 | SR 75 (US 231) | 180,000 | 0 | 333,870 | 0 | 0 | 513,870 |
| Total | | 1,322,310 | 1,493,247 | 683,870 | 136,179 | 0 | 3,635,606 |
| DITS - STATEWIDE ITS - STATE 100%. | | | | | | | |
| 4367371 | BAY COUNTY | 283,374 | 292,020 | 303,280 | 0 | 0 | 878,674 |
| Total | | 283,374 | 292,020 | 303,280 | 0 | 0 | 878,674 |
| DPTO - STATE - PTO | | | | | | | |
| 4222461 | BAY COUNTY TPO | 585,222 | 0 | 0 | 0 | 0 | 585,222 |
| 4222491 | BAY COUNTY TPO | 260,000 | 0 | 0 | 0 | 0 | 260,000 |
| 4387631 | PORT OF PANAMA CITY | 1,200,000 | 0 | 0 | 0 | 0 | 1,200,000 |
| 4485581 | NORTHWEST FL BEACHES | 0 | 200,000 | 0 | 0 | 0 | 200,000 |
| 4485582 | NORTHWEST FL BEACHES | 0 | 139,521 | 0 | 0 | 0 | 139,521 |

5-Year Summary of Projects by Funding Category

| Project # | Project Name | 2024/25 | 2025/26 | 2026/27 | 2027/28 | 2028/29 | Total |
|--------------------------------------|----------------------------|------------|------------|-----------|---------|---------|------------|
| DPTO - STATE - PTO | | | | | | | |
| 4498981 | NORTHWEST FL BEACHES | 0 | 0 | 375,000 | 0 | 0 | 375,000 |
| 4498991 | NORTHWEST FL BEACHES | 0 | 0 | 237,500 | 0 | 0 | 237,500 |
| 4499001 | NORTHWEST FL BEACHES | 0 | 0 | 150,000 | 0 | 0 | 150,000 |
| Total | | 2,045,222 | 339,521 | 762,500 | 0 | 0 | 3,147,243 |
| DS - STATE PRIMARY HIGHWAYS & PTO | | | | | | | |
| 4477881 | SR 75 (US 231) | 1,169,859 | 0 | 0 | 0 | 0 | 1,169,859 |
| 4508051 | SR 20 | 0 | 1,937,038 | 0 | 0 | 0 | 1,937,038 |
| 4508181 | SR 368 23RD ST | 0 | 20,000 | 0 | 0 | 0 | 20,000 |
| 4527341 | SR 75 (US 231) | 201,100 | 0 | 0 | 0 | 0 | 201,100 |
| 4529371 | SR 75 (US 231) | 1,620,000 | 0 | 2,975,144 | 0 | 0 | 4,595,144 |
| Total | | 2,990,959 | 1,957,038 | 2,975,144 | 0 | 0 | 7,923,141 |
| DU - STATE PRIMARY/FEDERAL REIMB | | | | | | | |
| 4213675 | BAY COUNTY TPO | 280,000 | 285,000 | 295,000 | 310,000 | 325,000 | 1,495,000 |
| Total | | 280,000 | 285,000 | 295,000 | 310,000 | 325,000 | 1,495,000 |
| FAA - FEDERAL AVIATION ADMIN | | | | | | | |
| 4498961 | NORTHWEST FL BEACHES | 0 | 0 | 1,350,000 | 0 | 0 | 1,350,000 |
| 4498971 | NORTHWEST FL BEACHES | 0 | 0 | 2,700,000 | 0 | 0 | 2,700,000 |
| Total | | 0 | 0 | 4,050,000 | 0 | 0 | 4,050,000 |
| FINC - FINANCING CORP | | | | | | | |
| 2178385 | SR 30A (US 98) PC BCH PKWY | 24,201,449 | 74,603,177 | 0 | 0 | 0 | 98,804,626 |
| Total | | 24,201,449 | 74,603,177 | 0 | 0 | 0 | 98,804,626 |
| FTA - FEDERAL TRANSIT ADMINISTRATION | | | | | | | |
| 4142812 | BAY COUNTY TPO | 425,546 | 425,546 | 425,546 | 425,546 | 0 | 1,702,184 |
| 4222473 | BAY COUNTY TPO | 700,000 | 700,000 | 700,000 | 700,000 | 0 | 2,800,000 |

5-Year Summary of Projects by Funding Category

| Project # | Project Name | 2024/25 | 2025/26 | 2026/27 | 2027/28 | 2028/29 | Total |
|---------------------------------------|----------------------------|-----------|------------|-----------|-----------|---------|------------|
| FTA - FEDERAL TRANSIT ADMINISTRATION | | | | | | | |
| 4222483 | BAY COUNTY TPO | 1,625,000 | 1,625,000 | 1,625,000 | 1,625,000 | 0 | 6,500,000 |
| 4335091 | BAY COUNTY TPO | 166,815 | 166,815 | 166,815 | 166,815 | 0 | 667,260 |
| 4335092 | BAY COUNTY TPO | 100,000 | 100,000 | 100,000 | 100,000 | 0 | 400,000 |
| Total | | 3,017,361 | 3,017,361 | 3,017,361 | 3,017,361 | 0 | 12,069,444 |
| FTAT - FHWA TRANSFER TO FTA (NON-BUD) | | | | | | | |
| 4282091 | BAY COUNTY TPO | 350,000 | 350,000 | 350,000 | 350,000 | 0 | 1,400,000 |
| Total | | 350,000 | 350,000 | 350,000 | 350,000 | 0 | 1,400,000 |
| GFBR - GEN FUND BRIDGE REPAIR/REPLACE | | | | | | | |
| 4429171 | CR 2302 BRIDGE STREET | 0 | 0 | 0 | 1,514,821 | 0 | 1,514,821 |
| Total | | 0 | 0 | 0 | 1,514,821 | 0 | 1,514,821 |
| GMR - GROWTH MANAGEMENT FOR SIS | | | | | | | |
| 2178752 | SR 390 | 2,113,683 | 0 | 0 | 0 | 0 | 2,113,683 |
| 4387631 | PORT OF PANAMA CITY | 1,114,322 | 10,185,678 | 8,000,000 | 1,000,000 | 0 | 20,300,000 |
| Total | | 3,228,005 | 10,185,678 | 8,000,000 | 1,000,000 | 0 | 22,413,683 |
| GRSC - GROWTH MANAGEMENT FOR SCOP | | | | | | | |
| 4538041 | CR 2321 | 0 | 332,540 | 0 | 0 | 0 | 332,540 |
| Total | | 0 | 332,540 | 0 | 0 | 0 | 332,540 |
| LF - LOCAL FUNDS | | | | | | | |
| 2178385 | SR 30A (US 98) PC BCH PKWY | 0 | 7,715,820 | 0 | 0 | 0 | 7,715,820 |
| 2179109 | SR 75 (US 231) | 2,020,000 | 0 | 0 | 0 | 0 | 2,020,000 |
| 4142812 | BAY COUNTY TPO | 106,381 | 106,381 | 106,381 | 106,381 | 0 | 425,524 |
| 4213675 | BAY COUNTY TPO | 280,000 | 285,000 | 295,000 | 310,000 | 325,000 | 1,495,000 |
| 4222461 | BAY COUNTY TPO | 585,222 | 602,780 | 620,861 | 639,488 | 658,717 | 3,107,068 |
| 4222473 | BAY COUNTY TPO | 700,000 | 700,000 | 700,000 | 700,000 | 0 | 2,800,000 |

5-Year Summary of Projects by Funding Category

| Project # | Project Name | 2024/25 | 2025/26 | 2026/27 | 2027/28 | 2028/29 | Total |
|-------------------------------------|-------------------------------|-----------|------------|------------|-----------|---------|------------|
| LF - LOCAL FUNDS | | | | | | | |
| 4222483 | BAY COUNTY TPO | 406,250 | 406,250 | 406,250 | 406,250 | 0 | 1,625,000 |
| 4335091 | BAY COUNTY TPO | 41,704 | 41,704 | 41,704 | 41,704 | 0 | 166,816 |
| 4335092 | BAY COUNTY TPO | 100,000 | 100,000 | 100,000 | 100,000 | 0 | 400,000 |
| 4387631 | PORT OF PANAMA CITY | 5,314,322 | 10,185,678 | 8,000,000 | 1,000,000 | 0 | 24,500,000 |
| 4477881 | SR 75 (US 231) | 20,580 | 0 | 0 | 0 | 0 | 20,580 |
| 4485581 | NORTHWEST FL BEACHES | 0 | 200,000 | 0 | 0 | 0 | 200,000 |
| 4485582 | NORTHWEST FL BEACHES | 0 | 250,000 | 0 | 0 | 0 | 250,000 |
| 4498961 | NORTHWEST FL BEACHES | 0 | 0 | 75,000 | 0 | 0 | 75,000 |
| 4498971 | NORTHWEST FL BEACHES | 0 | 0 | 150,000 | 0 | 0 | 150,000 |
| 4498981 | NORTHWEST FL BEACHES | 0 | 0 | 375,000 | 0 | 0 | 375,000 |
| 4498991 | NORTHWEST FL BEACHES | 0 | 0 | 237,500 | 0 | 0 | 237,500 |
| 4499001 | NORTHWEST FL BEACHES | 0 | 0 | 150,000 | 0 | 0 | 150,000 |
| 4517521 | CR 2337 SHERMAN AVENUE | 212,601 | 0 | 0 | 0 | 0 | 212,601 |
| 4536011 | PANAMA CITY RAILS WITH TRAILS | 202,500 | 0 | 0 | 0 | 0 | 202,500 |
| Local5 | US 98 | 0 | 0 | 1,000,000 | 4,000,000 | 0 | 5,000,000 |
| Total | | 9,989,560 | 20,593,613 | 12,257,696 | 7,303,823 | 983,717 | 51,128,409 |
| LFF - LOCAL FUND - FOR MATCHING F/A | | | | | | | |
| 4282091 | BAY COUNTY TPO | 87,500 | 87,500 | 87,500 | 87,500 | 0 | 350,000 |
| Total | | 87,500 | 87,500 | 87,500 | 87,500 | 0 | 350,000 |
| NFP - NATIONAL FREIGHT PROGRAM | | | | | | | |
| 2179107 | SR 75 (US 231) | 177,459 | 0 | 0 | 0 | 0 | 177,459 |
| Total | | 177,459 | 0 | 0 | 0 | 0 | 177,459 |
| PL - METRO PLAN (85% FA; 15% OTHER) | | | | | | | |
| 4393205 | BAY COUNTY TPO | 581,945 | 586,458 | 0 | 0 | 0 | 1,168,403 |
| 4393206 | BAY COUNTY TPO | 0 | 0 | 586,458 | 586,458 | 0 | 1,172,916 |

5-Year Summary of Projects by Funding Category

| Project # | Project Name | 2024/25 | 2025/26 | 2026/27 | 2027/28 | 2028/29 | Total |
|---------------------------------------|---------------------|-----------|-----------|---------|---------|---------|-----------|
| PL - METRO PLAN (85% FA; 15% OTHER) | | | | | | | |
| 4393207 | BAY COUNTY TPO | 0 | 0 | 0 | 0 | 586,458 | 586,458 |
| Total | | 581,945 | 586,458 | 586,458 | 586,458 | 586,458 | 2,927,777 |
| PORT - SEAPORTS | | | | | | | |
| 4387631 | PORT OF PANAMA CITY | 3,000,000 | 0 | 0 | 0 | 0 | 3,000,000 |
| Total | | 3,000,000 | 0 | 0 | 0 | 0 | 3,000,000 |
| SCED - 2012 SB1998-SMALL CO OUTREACH | | | | | | | |
| 4538041 | CR 2321 | 0 | 2,453,981 | 0 | 0 | 0 | 2,453,981 |
| Total | | 0 | 2,453,981 | 0 | 0 | 0 | 2,453,981 |
| SCOP - SMALL COUNTY OUTREACH PROGRAM | | | | | | | |
| 4538041 | CR 2321 | 0 | 175,768 | 0 | 0 | 0 | 175,768 |
| Total | | 0 | 175,768 | 0 | 0 | 0 | 175,768 |
| SCWR - 2015 SB2514A-SMALL CO OUTREACH | | | | | | | |
| 4538041 | CR 2321 | 0 | 396,341 | 0 | 0 | 0 | 396,341 |
| Total | | 0 | 396,341 | 0 | 0 | 0 | 396,341 |
| SIWR - 2015 SB2514A-STRATEGIC INT SYS | | | | | | | |
| 2178752 | SR 390 | 737,116 | 0 | 0 | 0 | 0 | 737,116 |
| Total | | 737,116 | 0 | 0 | 0 | 0 | 737,116 |
| SL - STP, AREAS <= 200K | | | | | | | |
| 4282091 | BAY COUNTY TPO | 350,000 | 350,000 | 0 | 0 | 0 | 700,000 |
| 4377632 | SR 79 | 5,360,320 | 0 | 0 | 0 | 0 | 5,360,320 |
| 4508051 | SR 20 | 0 | 465,842 | 0 | 0 | 0 | 465,842 |
| 4508101 | SR 75 (US 231) | 0 | 381,239 | 0 | 0 | 0 | 381,239 |
| 4508181 | SR 368 23RD ST | 0 | 405,544 | 0 | 0 | 0 | 405,544 |
| Total | | 5,710,320 | 1,602,625 | 0 | 0 | 0 | 7,312,945 |

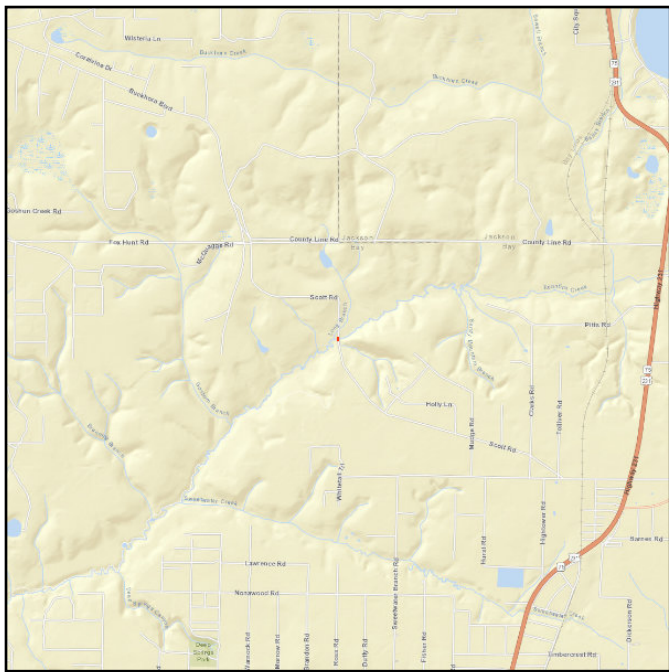
5-Year Summary of Projects by Funding Category

| Project # | Project Name | 2024/25 | 2025/26 | 2026/27 | 2027/28 | 2028/29 | Total |
|--------------------------------------|-----------------------------------|---------|-----------|---------|---------|---------|-----------|
| TALL - TRANSPORTATION ALTS- <200K | | | | | | | |
| 4381062 | CR 3026 CHERRY STREET - WEST SIDE | 86,698 | 0 | 0 | 0 | 0 | 86,698 |
| 4499181 | BERTHE AVE | 64,000 | 0 | 361,195 | 0 | 0 | 425,195 |
| 4517231 | TENNESSEE AVENUE | 0 | 367,760 | 0 | 0 | 0 | 367,760 |
| 4536011 | PANAMA CITY RAILS WITH TRAILS | 203,500 | 0 | 0 | 0 | 0 | 203,500 |
| 4536041 | LAKE DRIVE | 0 | 0 | 0 | 367,572 | 0 | 367,572 |
| Total | | 354,198 | 367,760 | 361,195 | 367,572 | 0 | 1,450,725 |
| TALT - TRANSPORTATION ALTS- ANY AREA | | | | | | | |
| 4381062 | CR 3026 CHERRY STREET - WEST SIDE | 335,613 | 0 | 0 | 0 | 0 | 335,613 |
| 4499181 | BERTHE AVE | 0 | 0 | 144,043 | 0 | 0 | 144,043 |
| 4517231 | TENNESSEE AVENUE | 0 | 717,273 | 0 | 0 | 0 | 717,273 |
| 4536041 | LAKE DRIVE | 0 | 174,000 | 0 | 912,428 | 0 | 1,086,428 |
| Total | | 335,613 | 891,273 | 144,043 | 912,428 | 0 | 2,283,357 |
| TLWR - 2015 SB2514A-TRAIL NETWORK | | | | | | | |
| 4473922 | SR 30 (US 98) | 0 | 3,500,000 | 0 | 0 | 0 | 3,500,000 |
| Total | | 0 | 3,500,000 | 0 | 0 | 0 | 3,500,000 |

Section 1 - Bridge

4262381 - SCOTT ROAD

Non-SIS



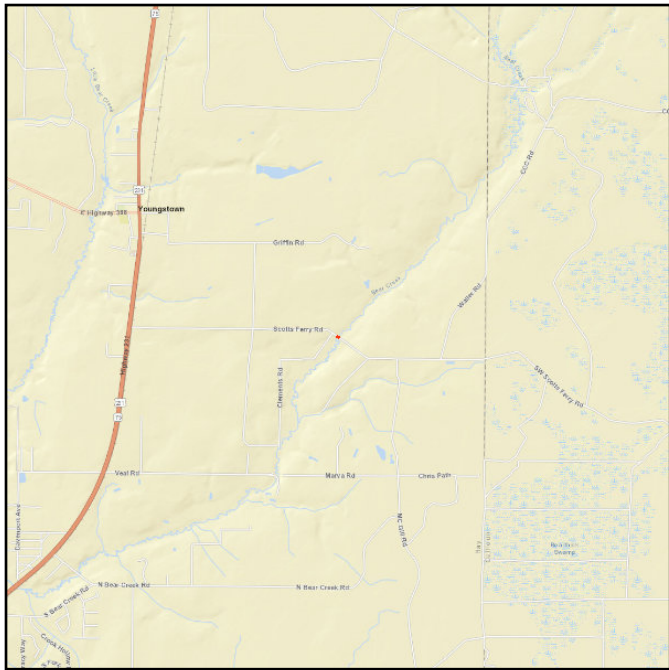
From: OVER ECONFINA RIVER
To: BRIDGE NO. 464423
Section: 1 - Bridge
Work Summary: BRIDGE REPLACEMENT **Length:** 0.016 MI
Lead Agency: FDOT **LRTP #:** Final Report p. 7-43

| Phase | Fund Source | 2024/25 | 2025/26 | 2026/27 | 2027/28 | 2028/29 | Total |
|-------|-------------|---------|---------|-----------|---------|---------|-----------|
| CST | ACBZ | 0 | 0 | 4,205,630 | 0 | 0 | 4,205,630 |
| ROW | ACBZ | 1,500 | 0 | 0 | 0 | 0 | 1,500 |
| ENV | ACBZ | 0 | 0 | 100,000 | 0 | 0 | 100,000 |
| Total | | 1,500 | 0 | 4,305,630 | 0 | 0 | 4,307,130 |

Prior Cost <2025: 813,903
Future Cost >2030: 0
Total Project Cost: 5,121,033
Project Description: Scott Road Bridge Replacement over Econfina River.

4393801 - SCOTT'S FERRY RD

Non-SIS



From:
To:
Section:
Work Summary:
Lead Agency:

OVER BEAR CREEK
BRIDGE NO. 464419
1 - Bridge
BRIDGE REPLACEMENT
FDOT

Length:
L RTP #:

0.380 MI
Final Report p. 7-43

| Phase | Fund Source | 2024/25 | 2025/26 | 2026/27 | 2027/28 | 2028/29 | Total |
|-------|-------------|---------|-----------|---------|---------|---------|-----------|
| CST | ACBZ | 0 | 2,390,336 | 0 | 0 | 0 | 2,390,336 |
| ROW | ACBZ | 225,000 | 0 | 0 | 0 | 0 | 225,000 |
| ENV | ACBZ | 0 | 50,000 | 0 | 0 | 0 | 50,000 |
| Total | | 225,000 | 2,440,336 | 0 | 0 | 0 | 2,665,336 |

Prior Cost <2025:

873,444

Future Cost >2030:

0

Total Project Cost:

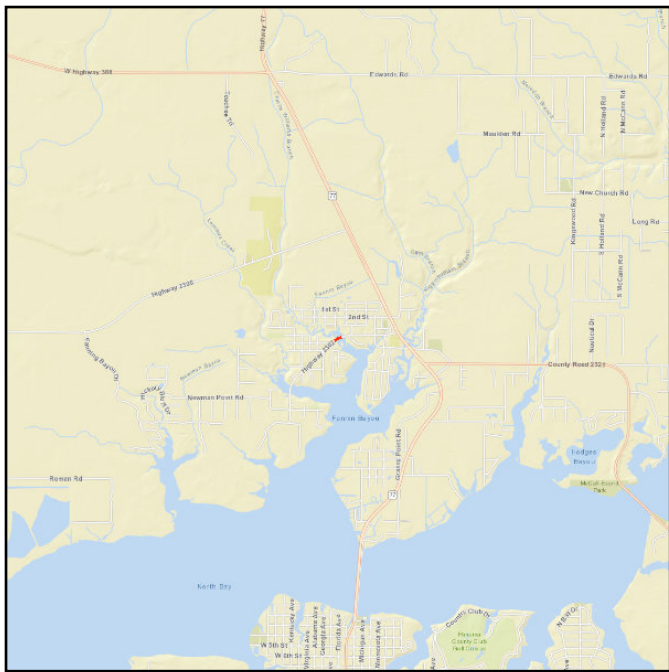
3,538,780

Project Description:

Scott's Ferry Road Bridge Replacement over Bear Creek.

4429171 - CR 2302 BRIDGE STREET

Non-SIS



From:

OVER FANNING BAYOU

To:

BRIDGE NO. 460024

Section:

1 - Bridge

Work Summary:

BRIDGE REPLACEMENT

Length:

0.019 MI

Lead Agency:

FDOT

LRTP #:

Final Report p. 7-43

| Phase | Fund Source | 2024/25 | 2025/26 | 2026/27 | 2027/28 | 2028/29 | Total |
|-------|-------------|---------|---------|---------|-----------|---------|-----------|
| CST | ACBZ | 0 | 0 | 0 | 7,727,573 | 0 | 7,727,573 |
| CST | GFBR | 0 | 0 | 0 | 1,514,821 | 0 | 1,514,821 |
| ROW | ACBZ | 0 | 150,000 | 0 | 0 | 0 | 150,000 |
| ENV | ACBZ | 0 | 0 | 0 | 200,000 | 0 | 200,000 |
| Total | | 0 | 150,000 | 0 | 9,442,394 | 0 | 9,592,394 |

Prior Cost <2025:

1,540,224

Future Cost >2030:

0

Total Project Cost:

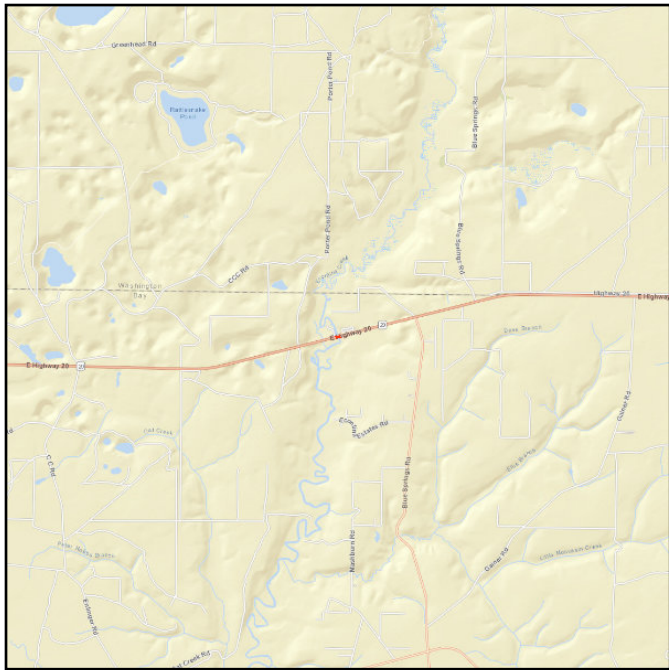
11,132,618

Project Description:

CR 2302 Bridge Replacement over Fanning Bayou.

4451411 - SR 20

Non-SIS



| From: | | OVER ECONFINA CREEK | | | | | |
|---------------|-------------|-------------------------------|------------|---------|----------|----------------------|------------|
| To: | | BRIDGE NOS. 460034 AND 460037 | | | | | |
| Section: | | 1 - Bridge | | | | | |
| Work Summary: | | BRIDGE REPLACEMENT | | | Length: | .295 MI | |
| Lead Agency: | | FDOT | | | L RTP #: | Final Report p. 7-43 | |
| Phase | Fund Source | 2024/25 | 2025/26 | 2026/27 | 2027/28 | 2028/29 | Total |
| CST | ACBR | 0 | 22,351,256 | 0 | 0 | 0 | 22,351,256 |
| ROW | ACBR | 30,000 | 0 | 0 | 0 | 0 | 30,000 |
| ENV | ACBR | 0 | 200,000 | 0 | 0 | 0 | 200,000 |
| Total | | 30,000 | 22,551,256 | 0 | 0 | 0 | 22,581,256 |

Prior Cost <2025: 1,790,843

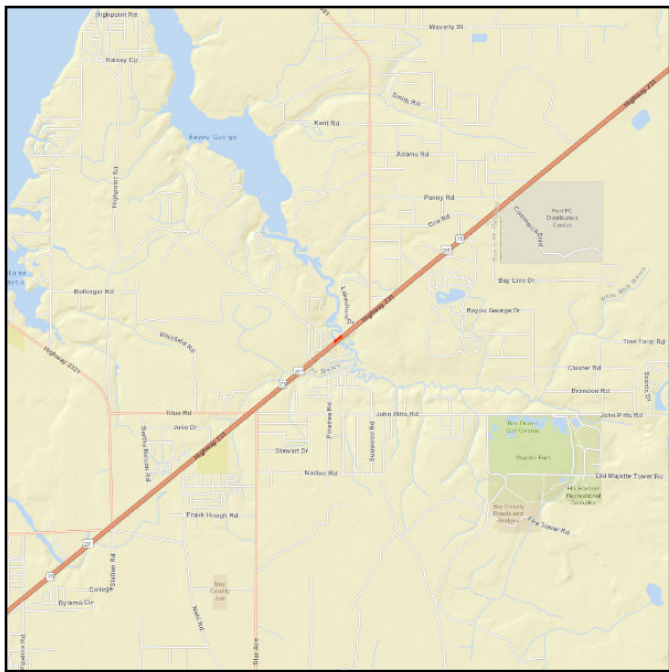
Future Cost >2030: 0

Total Project Cost: 24,372,099

Project Description: SR 20 Bridge Replacement Over Econфина Creek.

4510281 - SR 75 (US 231)

SIS



From:

TO:

Section:

Work Summary:

Lead Agency:

OVER BAYOU GEORGE

BRIDGE NO. 460079

1 - Bridge

BRIDGE REPAIR/ REHABILITATION

FDOT

Length:

L RTP #:

0.062 MI

Final Report p. 7-43

| Phase | Fund Source | 2024/25 | 2025/26 | 2026/27 | 2027/28 | 2028/29 | Total |
|-------|-------------|---------|---------|---------|---------|---------|---------|
| CST | BRRP | 178,548 | 0 | 0 | 0 | 0 | 178,548 |
| CST | DIH | 2,193 | 0 | 0 | 0 | 0 | 2,193 |
| Total | | 180,741 | 0 | 0 | 0 | 0 | 180,741 |

Prior Cost <2025:

85,738

Future Cost >2030:

0

Total Project Cost:

266,479

Project Description:

SR 75 (US 231) Bridge Repair/Rehabilitation over Bayou George.

Section 2 - Capacity

2178385 - SR 30A (US 98) PC BCH PKWY

SIS



From:

To:

Section:

Work Summary:

Lead Agency:

E OF R JACKSON BLVD

HATHAWAY BRIDGE

2 - Capacity

ADD LANES & RECONSTRUCT

FDOT

Length:

L RTP #:

5.275 MI

#34 in Amendment Report p. D-6

| Phase | Fund Source | 2024/25 | 2025/26 | 2026/27 | 2027/28 | 2028/29 | Total |
|-------|-------------|------------|------------|---------|---------|---------|-------------|
| CST | DIH | 0 | 910,932 | 0 | 0 | 0 | 910,932 |
| CST | LF | 0 | 1,215,820 | 0 | 0 | 0 | 1,215,820 |
| CST | FINC | 0 | 74,303,177 | 0 | 0 | 0 | 74,303,177 |
| ROW | BNIR | 1,825,415 | 0 | 0 | 0 | 0 | 1,825,415 |
| ROW | DDR | 249,722 | 0 | 0 | 0 | 0 | 249,722 |
| ROW | DIH | 15,460 | 0 | 0 | 0 | 0 | 15,460 |
| ROW | FINC | 24,201,449 | 0 | 0 | 0 | 0 | 24,201,449 |
| ENV | FINC | 0 | 250,000 | 0 | 0 | 0 | 250,000 |
| RRU | LF | 0 | 6,500,000 | 0 | 0 | 0 | 6,500,000 |
| RRU | FINC | 0 | 50,000 | 0 | 0 | 0 | 50,000 |
| Total | | 26,292,046 | 83,229,929 | 0 | 0 | 0 | 109,521,975 |

Prior Cost <2025: 34,164,454

Future Cost >2030: 0

Total Project Cost: 143,686,429

Project Description: TPO SIS Project Priority #5.
Widening of SR 30A (US 98) Panama City Beach Parkway from East of Richard Jackson Boulevard to Hathaway Bridge to 6 lanes.

2178752 - SR 390

SIS



From: SR368 23RD ST
To: E of CR2313 BALDWIN RD
Section: 2 - Capacity
Work Summary: ADD LANES & RECONSTRUCT
Lead Agency: FDOT
Length: 3.305 MI
LRTP #: Final Report p. 6-2

| Phase | Fund Source | 2024/25 | 2025/26 | 2026/27 | 2027/28 | 2028/29 | Total |
|-------|-------------|-----------|---------|---------|---------|---------|-----------|
| ROW | GMR | 2,113,683 | 0 | 0 | 0 | 0 | 2,113,683 |
| ROW | SIWR | 737,116 | 0 | 0 | 0 | 0 | 737,116 |
| Total | | 2,850,799 | 0 | 0 | 0 | 0 | 2,850,799 |

Prior Cost <2025: 0

Future Cost >2030: 0

Total Project Cost: 2,850,799

Project Description: Widening of SR 390 from SR 368 (23rd Street) to East of CR 2313 (Baldwin Road) to 6 lanes.

2179107 - SR 75 (US 231)

SIS



| | | | | | | | |
|---------------|-------------|-------------------------|------------|---------|------------|------------------------------|------------|
| From: | | SR 30A (US 98) 15TH ST | | | | | |
| To: | | SR 368 (23RD ST) | | | | | |
| Section: | | 2 - Capacity | | | | | |
| Work Summary: | | ADD LANES & RECONSTRUCT | | | Length: | 4.270 MI | |
| Lead Agency: | | FDOT | | | L RTP #: | #23 in Amended Report p. D-5 | |
| Phase | Fund Source | 2024/25 | 2025/26 | 2026/27 | 2027/28 | 2028/29 | Total |
| ROW | BNIR | 18,500,000 | 20,500,000 | 0 | 388,446 | 0 | 39,388,446 |
| ROW | DI | 0 | 0 | 0 | 3,593,936 | 0 | 3,593,936 |
| ROW | ACNP | 11,558,347 | 500,000 | 200,000 | 24,629,898 | 0 | 36,888,245 |
| ROW | NFP | 177,459 | 0 | 0 | 0 | 0 | 177,459 |
| Total | | 30,235,806 | 21,000,000 | 200,000 | 28,612,280 | 0 | 80,048,086 |

Prior Cost <2025: 108,164,268

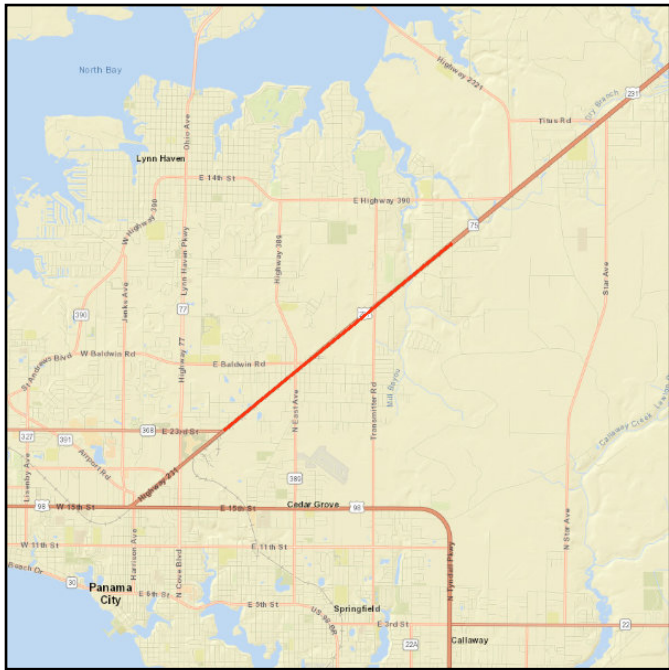
Future Cost >2030: 0

Total Project Cost: 188,212,354

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

2179108 - SR 75 (US 231)

SIS



From:

To:

Section:

Work Summary:

Lead Agency:

SR 368 (23RD STREET)

NORTH OF PIPE LINE RD

2 - Capacity

ADD LANES & RECONSTRUCT

FDOT

Length:

L RTP #:

4.642 MI

#27 in Amendment Report p. D-5

| Phase | Fund Source | 2024/25 | 2025/26 | 2026/27 | 2027/28 | 2028/29 | Total |
|-------|-------------|-----------|------------|------------|------------|------------|------------|
| ROW | BNIR | 100,000 | 10,810,500 | 0 | 15,091,554 | 0 | 26,002,054 |
| ROW | DI | 0 | 0 | 15,000,000 | 0 | 20,000,000 | 35,000,000 |
| ROW | DIH | 500,000 | 350,000 | 350,000 | 136,179 | 0 | 1,336,179 |
| ROW | ACNP | 3,500,000 | 500,000 | 928,000 | 0 | 0 | 4,928,000 |
| Total | | 4,100,000 | 11,660,500 | 16,278,000 | 15,227,733 | 20,000,000 | 67,266,233 |

Prior Cost <2025:

Future Cost >2030:

Total Project Cost:

Project Description:

7,578,439

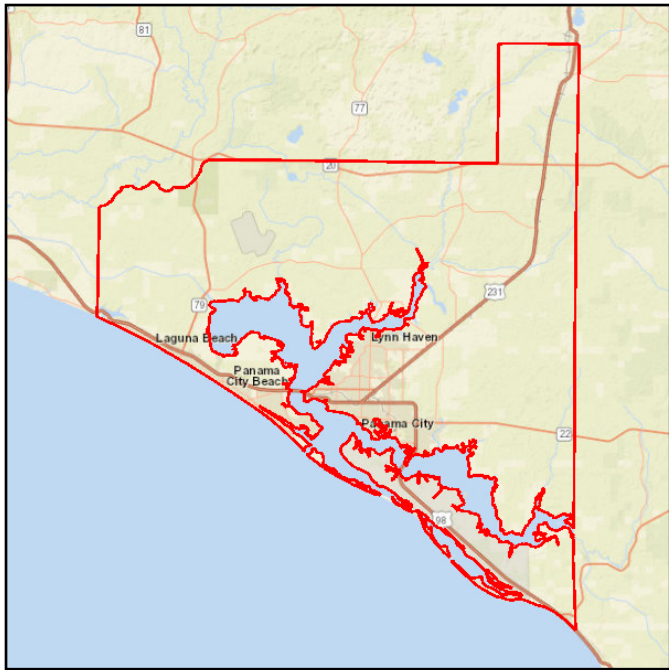
226,116,708

300,961,380

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

4084123 - BAY COUNTY

Non-SIS



| | | | | | | | |
|---------------|-------------|---------------------------|---------|---------|---------------------------------------|---------|-----------|
| From: | | COMPUTER BASED ATMS | | | | | |
| To: | | IMPLEMENTATION/OPERATIONS | | | | | |
| Section: | | 2 - Capacity | | | | | |
| Work Summary: | | ITS COMMUNICATION SYSTEM | | | Length: | | |
| Lead Agency: | | FDOT | | | LRTP #: #1 in Amendment Report p. D-3 | | |
| Phase | Fund Source | 2024/25 | 2025/26 | 2026/27 | 2027/28 | 2028/29 | Total |
| OPS | DDR | 600,000 | 600,000 | 600,000 | 600,000 | 600,000 | 3,000,000 |
| Total | | 600,000 | 600,000 | 600,000 | 600,000 | 600,000 | 3,000,000 |

Prior Cost <2025: 7,433,000

Future Cost >2030: 0

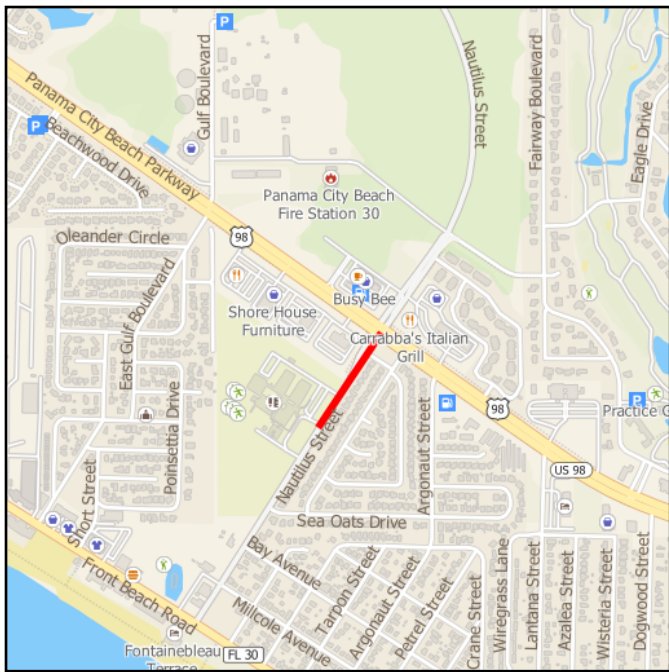
Total Project Cost: 10,433,000

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

Section 3 - Bike/ Pedestrian

4456142 - NAUTILUS STREET

Non-SIS



| | | | | | | | |
|---------------|----------------------|----------|---------------------|--|--|--|--|
| From: | SCHOOL ENTRANCE | | | | | | |
| To: | SR 30A BACK BEACH RD | | | | | | |
| Section: | 3 - Bike/ Pedestrian | | | | | | |
| Work Summary: | SIDEWALK | Length: | 0.176 MI | | | | |
| Lead Agency: | FDOT | L RTP #: | Final Report p. D-5 | | | | |

| Phase | Fund Source | 2024/25 | 2025/26 | 2026/27 | 2027/28 | 2028/29 | Total |
|-------|-------------|---------|---------|---------|---------|---------|---------|
| CEI | ACSS | 17,725 | 0 | 0 | 0 | 0 | 17,725 |
| CST | ACSS | 134,283 | 0 | 0 | 0 | 0 | 134,283 |
| Total | | 152,008 | 0 | 0 | 0 | 0 | 152,008 |

Prior Cost <2025: 0

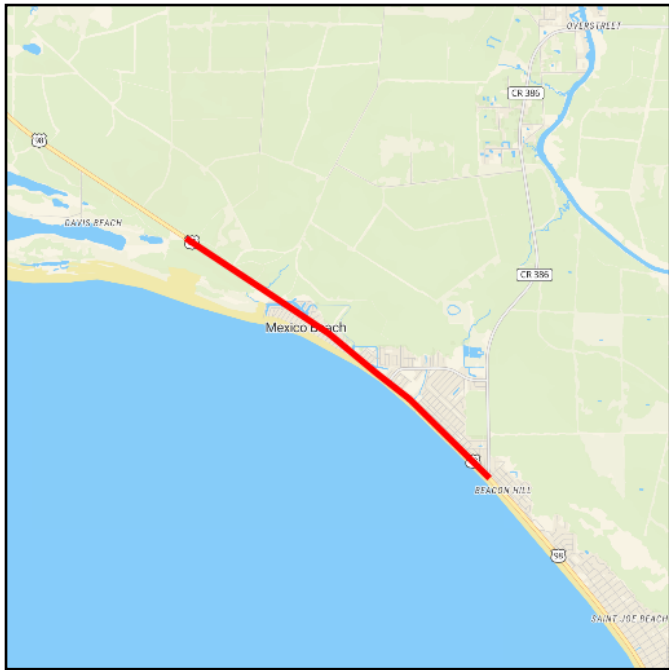
Future Cost >2030: 0

Total Project Cost: 152,008

Project Description: Safe Routes sidewalk on East Side of Nautilus Street from Surfside Middle School Entrance to SR 30A (Back Beach Road).

4473922 - SR 30 (US 98)

Non-SIS



From: CROOKED SOUND DRIVE
To: CR 386
Section: 3 - Bike/ Pedestrian
Work Summary: BIKE PATH/TRAIL
Lead Agency: FDOT

Length: 5.755 MI
L RTP #: Final Report p. F-9

| Phase | Fund Source | 2024/25 | 2025/26 | 2026/27 | 2027/28 | 2028/29 | Total |
|-------|-------------|---------|-----------|---------|---------|---------|-----------|
| PE | DIH | 0 | 1,000 | 0 | 0 | 0 | 1,000 |
| PE | TLWR | 0 | 3,500,000 | 0 | 0 | 0 | 3,500,000 |
| Total | | 0 | 3,501,000 | 0 | 0 | 0 | 3,501,000 |

Prior Cost <2025: 2,020,000

Future Cost >2030: 0

Total Project Cost: 5,521,000

Project Description: Bike Path/Trail on SR 30 (US 98) from Crooked Sound Drive to CR 386

Local5 - US 98

Non-SIS



From: @ FRANK BROWN PARK
To: PEDESTRIAN OVERPASS
Section: 3 - Bike/ Pedestrian
Work Summary: PEDESTRIAN SAFETY IMPROVEMENT
Lead Agency: Panama City
Length: 0.600 MI
LRTP #: #15 in Amendment Report p. D-13

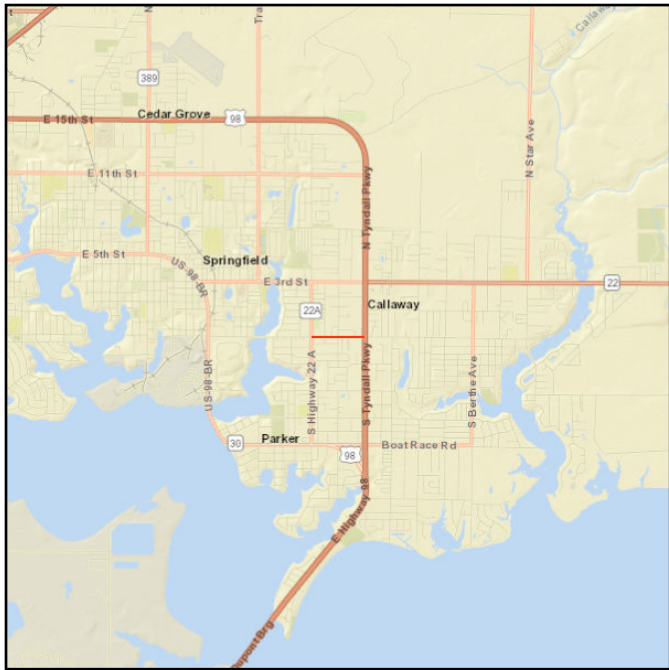
| Phase | Fund Source | 2024/25 | 2025/26 | 2026/27 | 2027/28 | 2028/29 | Total |
|-------|-------------|---------|---------|-----------|-----------|---------|-----------|
| CST | LF | 0 | 0 | 0 | 4,000,000 | 0 | 4,000,000 |
| PE | LF | 0 | 0 | 1,000,000 | 0 | 0 | 1,000,000 |
| Total | | 0 | 0 | 1,000,000 | 4,000,000 | 0 | 5,000,000 |

Prior Cost <2025: 0
Future Cost >2030: 0
Total Project Cost: 5,000,000
Project Description: TPO Non-SIS Project Priority #10.
Pedestrian Overpass on US 98 at Frank Brown Park.

Section 4 - Transportation Alternatives

4381062 - CR 3026 CHERRY STREET - WEST SIDE

Non-SIS



From: SR 22A (BOB LITTLE ROAD)
To: SR 30A (TYNDALL PARKWAY) US 98
Section: 4 - Transportation Alternatives
Work Summary: SIDEWALK
Lead Agency: City of Callaway

Length: 0.5 MI
LRTP #: Final Report p. F-9

| Phase | Fund Source | 2024/25 | 2025/26 | 2026/27 | 2027/28 | 2028/29 | Total |
|-------|-------------|---------|---------|---------|---------|---------|---------|
| CST | TALL | 86,698 | 0 | 0 | 0 | 0 | 86,698 |
| CST | TALT | 335,613 | 0 | 0 | 0 | 0 | 335,613 |
| Total | | 422,311 | 0 | 0 | 0 | 0 | 422,311 |

Prior Cost <2025: 45,250

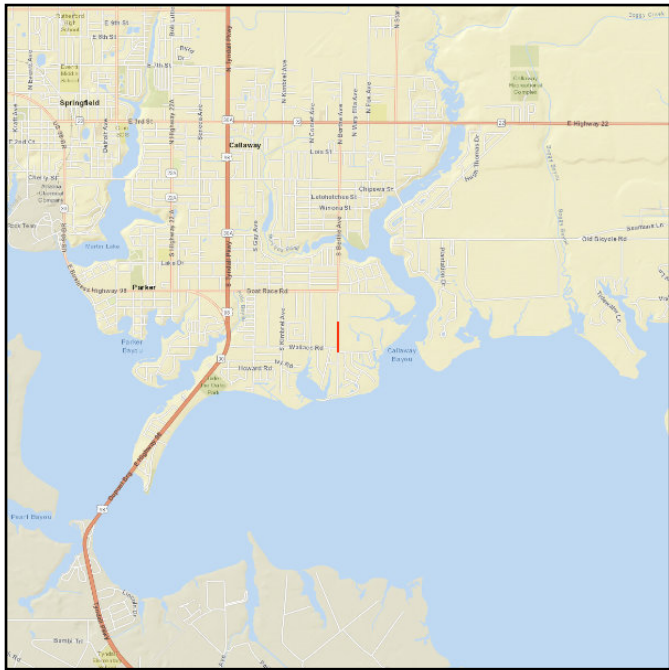
Future Cost >2030: 0

Total Project Cost: 467,561

Project Description: TPO Transportation Alternatives Program Fully Funded Project Priority.
Sidewalk on CR 3026 (Cherry Street) - West Side from SR 22A (Bob Little Road) to SR 30A (Tyndall Parkway) US 98.

4499181 - BERTHE AVE

Non-SIS



From: FORSYTHE DR
To: EAGLE LAKE WAY
Section: 4 - Transportation Alternatives
Work Summary: SIDEWALK
Lead Agency: City of Callaway

Length: 0.267 MI
LRTP #: Final Report p. F-9

| Phase | Fund Source | 2024/25 | 2025/26 | 2026/27 | 2027/28 | 2028/29 | Total |
|-------|-------------|---------|---------|---------|---------|---------|---------|
| CST | TALL | 0 | 0 | 361,195 | 0 | 0 | 361,195 |
| CST | TALT | 0 | 0 | 144,043 | 0 | 0 | 144,043 |
| PE | TALL | 64,000 | 0 | 0 | 0 | 0 | 64,000 |
| Total | | 64,000 | 0 | 505,238 | 0 | 0 | 569,238 |

Prior Cost <2025: 0

Future Cost >2030: 0

Total Project Cost: 569,238

Project Description: TPO Transportation Alternatives Project Priority #2 in FY 23-27.
Sidewalks on Berthe Avenue from Forsythe Drive to Eagle Lake Way.

4517231 - TENNESSEE AVENUE

Non-SIS



From: 14TH STREET
To: 5TH STREET
Section: 4 - Transportation Alternatives
Work Summary: SIDEWALK
Lead Agency: Lynn Haven
Length: 0.88 MI
LRTP #: Final Report p. F-9

| Phase | Fund Source | 2024/25 | 2025/26 | 2026/27 | 2027/28 | 2028/29 | Total |
|-------|-------------|---------|-----------|---------|---------|---------|-----------|
| CST | TALL | 0 | 367,760 | 0 | 0 | 0 | 367,760 |
| CST | TALT | 0 | 717,273 | 0 | 0 | 0 | 717,273 |
| Total | | 0 | 1,085,033 | 0 | 0 | 0 | 1,085,033 |

Prior Cost <2025: 91,900

Future Cost >2030: 0

Total Project Cost: 1,176,933

Project Description: TPO Transportation Alternatives Program Fully Funded Project Priority.
Sidewalks on Tennessee Avenue from 14th Street to 5th Street.

4536011 - PANAMA CITY RAILS WITH TRAILS

Non-SIS



From: 23RD STREET

To: FRANKFORD AVENUE

Section: 4 - Transportation Alternatives

Work Summary: BIKE PATH/TRAIL

Length: 2.149 MI

Lead Agency: Panama City

LRTP #: Final Report p. F-9

| Phase | Fund Source | 2024/25 | 2025/26 | 2026/27 | 2027/28 | 2028/29 | Total |
|-------|-------------|---------|---------|---------|---------|---------|---------|
| PLN | LF | 202,500 | 0 | 0 | 0 | 0 | 202,500 |
| PLN | TALL | 203,500 | 0 | 0 | 0 | 0 | 203,500 |
| Total | | 406,000 | 0 | 0 | 0 | 0 | 406,000 |

Prior Cost <2025: 0

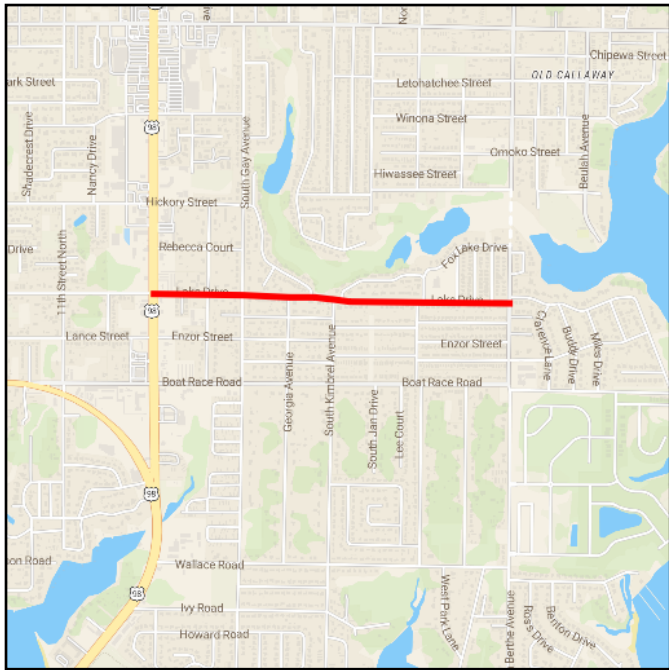
Future Cost >2030: 0

Total Project Cost: 406,000

Project Description: TPO Transportation Alternatives Project Priority #1.
Rails With Trails from 23rd Street to Frankford Avenue.

4536041 - LAKE DRIVE

Non-SIS



From: SR 30 (US 98)
To: S BERTHE AVENUE
Section: 4 - Transportation Alternatives
Work Summary: BIKE LANE/SIDEWALK
Lead Agency: City of Callaway
Length: 0.476 MI
L RTP #: Final Report p. F-9

| Phase | Fund Source | 2024/25 | 2025/26 | 2026/27 | 2027/28 | 2028/29 | Total |
|-------|-------------|---------|---------|---------|-----------|---------|-----------|
| CST | TALL | 0 | 0 | 0 | 367,572 | 0 | 367,572 |
| CST | TALT | 0 | 0 | 0 | 912,428 | 0 | 912,428 |
| PE | TALT | 0 | 174,000 | 0 | 0 | 0 | 174,000 |
| Total | | 0 | 174,000 | 0 | 1,280,000 | 0 | 1,454,000 |

Prior Cost <2025: 0
Future Cost >2030: 0
Total Project Cost: 1,454,000

Project Description: TPO Transportation Alternatives Project Priority #2.
Sidewalks on Lake Drive from SR 30 (US 98) to South Berthe Avenue.

Section 5 - TSM

2179109 - SR 75 (US 231)

SIS



From: @ CR 2315 STAR AVE / TITUS RD REALIGNMENT

To: INTERSECTION

Section: 5 - TSM

Work Summary: INTERSECTION IMPROVEMENT

Length: 0.266 MI

Lead Agency: FDOT

LRTP #: Final Report p. F-9

| Phase | Fund Source | 2024/25 | 2025/26 | 2026/27 | 2027/28 | 2028/29 | Total |
|-------|-------------|------------|---------|---------|---------|---------|------------|
| CST | DI | 21,265,718 | 0 | 0 | 0 | 0 | 21,265,718 |
| CST | DIH | 228,649 | 0 | 0 | 0 | 0 | 228,649 |
| CST | LF | 2,020,000 | 0 | 0 | 0 | 0 | 2,020,000 |
| ENV | DI | 150,000 | 0 | 0 | 0 | 0 | 150,000 |
| RRU | DI | 600,000 | 0 | 0 | 0 | 0 | 600,000 |
| Total | | 24,264,367 | 0 | 0 | 0 | 0 | 24,264,367 |

Prior Cost <2025: 1,297,260

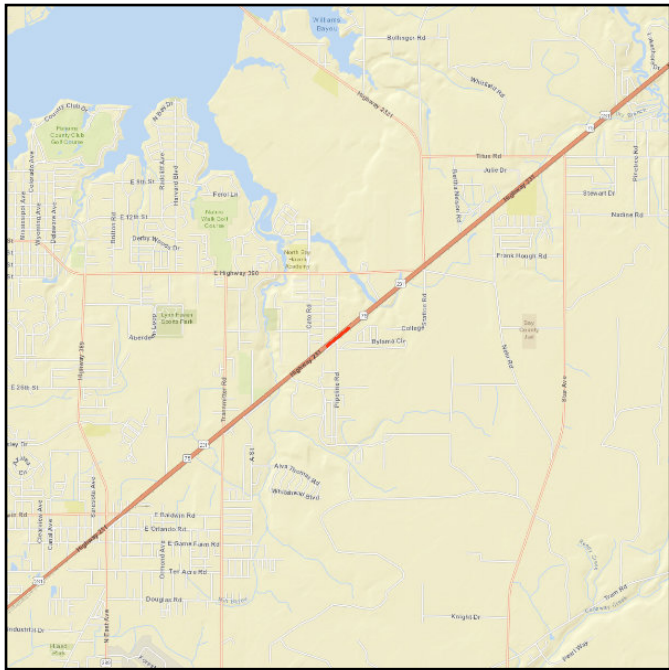
Future Cost >2030: 0

Total Project Cost: 25,561,627

Project Description: Realignment of SR 75 (US 231) at Titus Road and Star Avenue.
Does not include flyover; includes roundabout; 11 parcels required. New signal at Star/Titus. Eliminate existing crossing at Star.

4477881 - SR 75 (US 231)

SIS



From: @ PIPELINE ROAD
To: INTERSECTION
Section: 5 - TSM
Work Summary: INTERSECTION IMPROVEMENT
Lead Agency: FDOT
Length: 0.208 MI
LRTP #: Final Report p. F-9

| Phase | Fund Source | 2024/25 | 2025/26 | 2026/27 | 2027/28 | 2028/29 | Total |
|-------|-------------|-----------|---------|---------|---------|---------|-----------|
| CST | DDR | 4,150,167 | 0 | 0 | 0 | 0 | 4,150,167 |
| CST | DIH | 65,536 | 0 | 0 | 0 | 0 | 65,536 |
| CST | DS | 1,169,859 | 0 | 0 | 0 | 0 | 1,169,859 |
| CST | LF | 20,580 | 0 | 0 | 0 | 0 | 20,580 |
| RRU | DDR | 250,000 | 0 | 0 | 0 | 0 | 250,000 |
| Total | | 5,656,142 | 0 | 0 | 0 | 0 | 5,656,142 |

Prior Cost <2025: 604,215

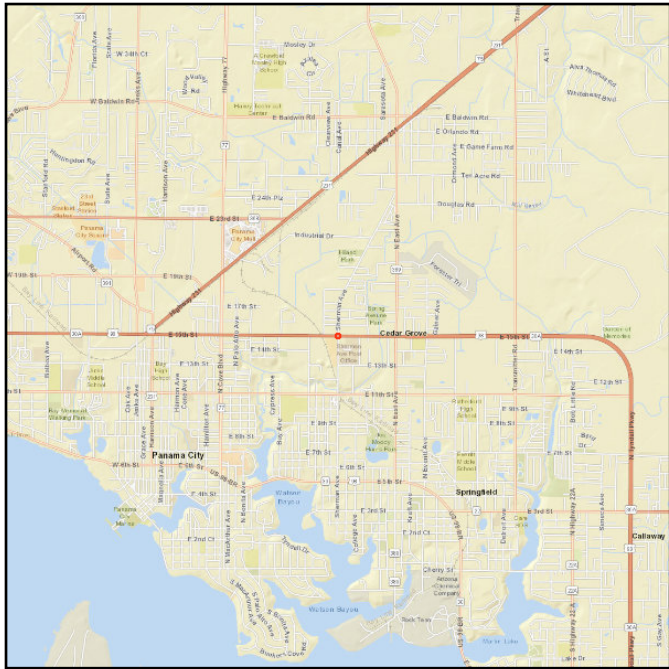
Future Cost >2030: 0

Total Project Cost: 6,260,357

Project Description: TPO TSM Fully Funded Project Priority.
Realign N/S approaches, Signalize intersection, and NB/SB left turn lanes on Pipeline Road.

4517521 - CR 2337 SHERMAN AVENUE

Non-SIS



From: @ SR 30A (US 98) 15TH STREET

To: INTERSECTION

Section: 5 - TSM

Work Summary: INTERSECTION IMPROVEMENT

Length: 0.132 MI

Lead Agency: Bay County

L RTP #: Final Report p. F-9

| Phase | Fund Source | 2024/25 | 2025/26 | 2026/27 | 2027/28 | 2028/29 | Total |
|--------------|-------------|----------------|----------|----------|----------|----------|----------------|
| CST | CIGP | 212,600 | 0 | 0 | 0 | 0 | 212,600 |
| CST | LF | 212,601 | 0 | 0 | 0 | 0 | 212,601 |
| Total | | 425,201 | 0 | 0 | 0 | 0 | 425,201 |

Prior Cost <2025: 0

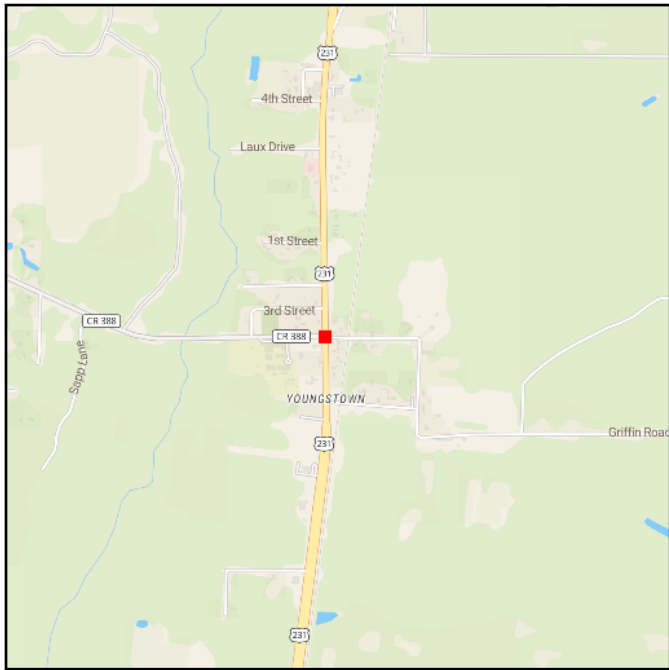
Future Cost >2030: 0

Total Project Cost: 425,201

Project Description: Intersection improvements at CR 2337 Sherman Avenue and SR 30A (US 98) 15th Street.

4527341 - SR 75 (US 231)

SIS



| | | | | | | | |
|---------------|-------------|-----------------|-----------|---------|---------|---------------------|-----------|
| From: | | @CR 388 | | | | | |
| To: | | INTERSECTION | | | | | |
| Section: | | 5 - TSM | | | | | |
| Work Summary: | | TRAFFIC SIGNALS | | | Length: | 0.01 MI | |
| Lead Agency: | | FDOT | | | LRTP #: | Final Report p. F-9 | |
| Phase | Fund Source | 2024/25 | 2025/26 | 2026/27 | 2027/28 | 2028/29 | Total |
| CST | DDR | 0 | 457,062 | 0 | 0 | 0 | 457,062 |
| CST | DIH | 0 | 7,212 | 0 | 0 | 0 | 7,212 |
| CST | CARL | 0 | 645,455 | 0 | 0 | 0 | 645,455 |
| ROW | DIH | 40,000 | 0 | 0 | 0 | 0 | 40,000 |
| ROW | DS | 201,100 | 0 | 0 | 0 | 0 | 201,100 |
| Total | | 241,100 | 1,109,729 | 0 | 0 | 0 | 1,350,829 |

Prior Cost <2025: 299,531

Future Cost >2030: 0

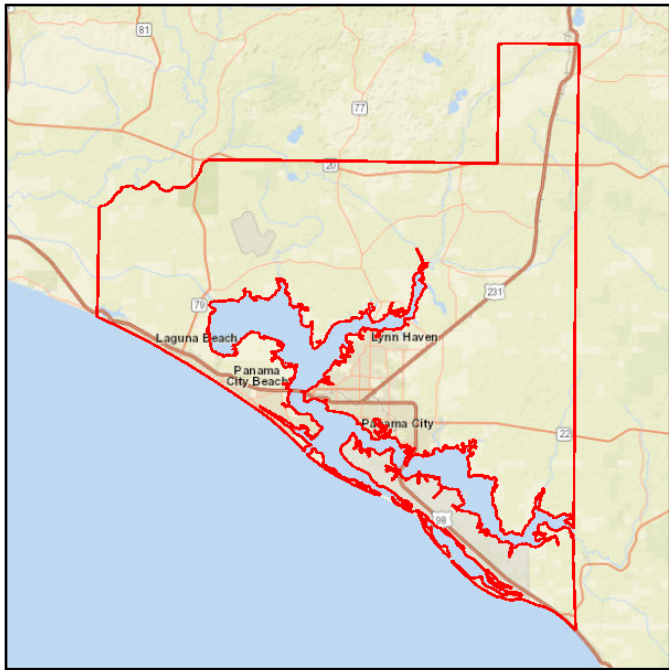
Total Project Cost: 1,650,360

Project Description: TPO TSM Project Priority #3.
Install Traffic Signal at SR 75 (US 231) and CR 388.

Section 6 - Miscellaneous

4367371 - BAY COUNTY

Non-SIS



| | | | | | | | |
|---------------|-------------|-----------------------------------|---------|---------|------------------------------|---------|-----------|
| From: | | MAINT & COMPENSATION | | | | | |
| To: | | OF TRAFFIC SIGNALS ON STATE ROADS | | | | | |
| Section: | | 6 - Miscellaneous | | | | | |
| Work Summary: | | TRAFFIC SIGNALS | | | Length: | | |
| Lead Agency: | | Bay County | | | LRTP #: Final Report p. F-10 | | |
| Phase | Fund Source | 2024/25 | 2025/26 | 2026/27 | 2027/28 | 2028/29 | Total |
| MNT | D | 0 | 0 | 0 | 924,189 | 976,000 | 1,900,189 |
| MNT | DDR | 0 | 0 | 0 | 98,988 | 0 | 98,988 |
| OPS | DDR | 567,754 | 585,902 | 604,649 | 0 | 0 | 1,758,305 |
| OPS | DITS | 283,374 | 292,020 | 303,280 | 0 | 0 | 878,674 |
| Total | | 851,128 | 877,922 | 907,929 | 1,023,177 | 976,000 | 4,636,156 |

Prior Cost <2025: 6,222,623

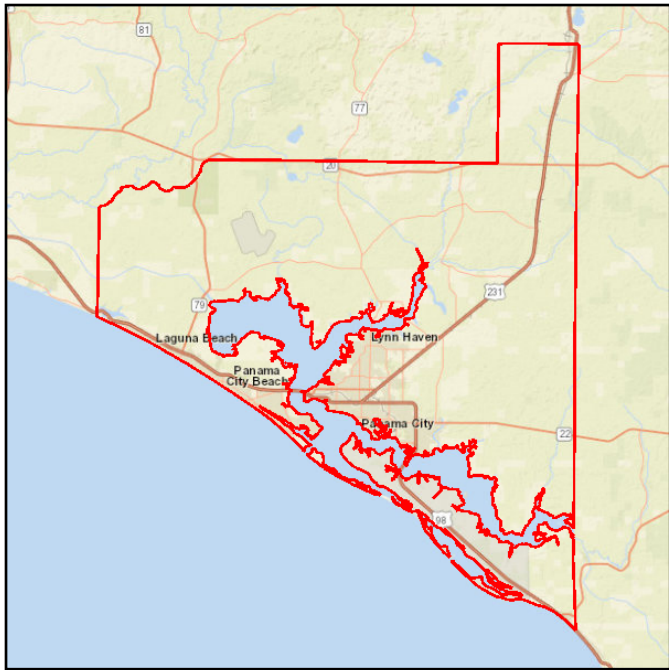
Future Cost >2030: 0

Total Project Cost: 10,858,779

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

4393205 - BAY COUNTY TPO

Non-SIS



| | | | | | | | |
|---------------|-------------|-------------------------|---------|---------|------------------------------|---------|-----------|
| From: | | FY 25-26 UPWP | | | | | |
| To: | | | | | | | |
| Section: | | 6 - Miscellaneous | | | | | |
| Work Summary: | | TRANSPORTATION PLANNING | | | Length: | | |
| Lead Agency: | | Bay County TPO | | | LRTP #: Final Report p. F-10 | | |
| Phase | Fund Source | 2024/25 | 2025/26 | 2026/27 | 2027/28 | 2028/29 | Total |
| PLN | PL | 581,945 | 586,458 | 0 | 0 | 0 | 1,168,403 |
| PLN | CM | 549,999 | 0 | 0 | 0 | 0 | 549,999 |
| Total | | 1,131,944 | 586,458 | 0 | 0 | 0 | 1,718,402 |

Prior Cost <2025: 0

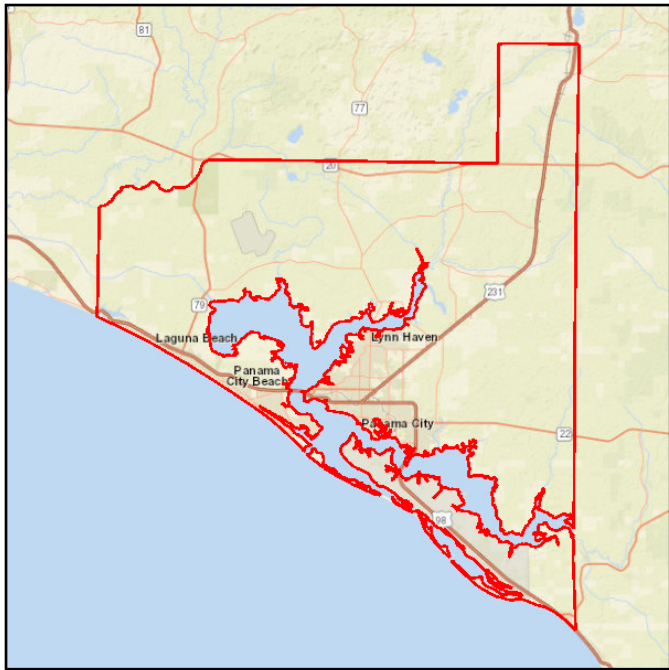
Future Cost >2030: 0

Total Project Cost: 1,718,402

Project Description: Transportation planning funds for the Bay TPO's FY 25-26 UPWP.

4393206 - BAY COUNTY TPO

Non-SIS



| | | | | | | | |
|---------------|-------------|-------------------------|---------|---------|------------------------------|---------|-----------|
| From: | | FY 27-28 UPWP | | | | | |
| To: | | | | | | | |
| Section: | | 6 - Miscellaneous | | | | | |
| Work Summary: | | TRANSPORTATION PLANNING | | | Length: | | |
| Lead Agency: | | Bay County TPO | | | LRTP #: Final Report p. F-10 | | |
| Phase | Fund Source | 2024/25 | 2025/26 | 2026/27 | 2027/28 | 2028/29 | Total |
| PLN | PL | 0 | 0 | 586,458 | 586,458 | 0 | 1,172,916 |
| Total | | 0 | 0 | 586,458 | 586,458 | 0 | 1,172,916 |

Prior Cost <2025: 0

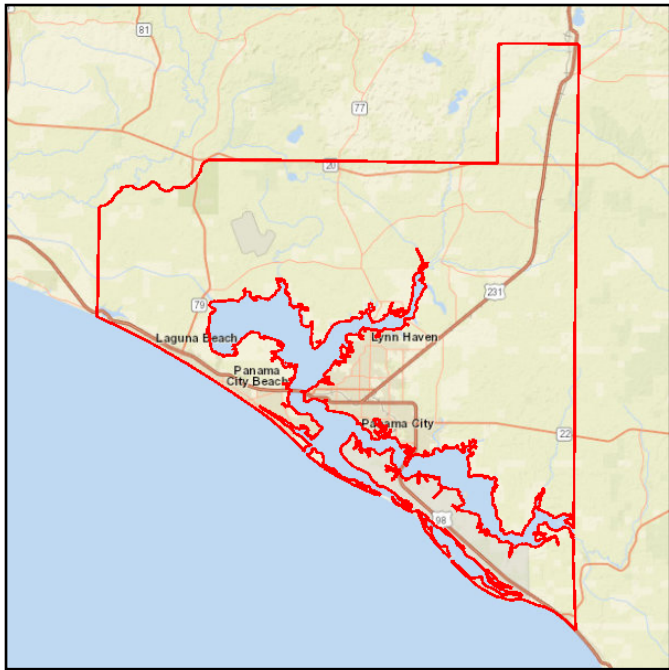
Future Cost >2030: 0

Total Project Cost: 1,172,916

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

4393207 - BAY COUNTY TPO

Non-SIS



| | | | | | | | |
|---------------|-------------|-------------------------|---------|---------|------------------------------|---------|---------|
| From: | | FY 29 UPWP | | | | | |
| To: | | | | | | | |
| Section: | | 6 - Miscellaneous | | | | | |
| Work Summary: | | TRANSPORTATION PLANNING | | | Length: | | |
| Lead Agency: | | Bay County TPO | | | LRTP #: Final Report p. F-10 | | |
| Phase | Fund Source | 2024/25 | 2025/26 | 2026/27 | 2027/28 | 2028/29 | Total |
| PLN | PL | 0 | 0 | 0 | 0 | 586,458 | 586,458 |
| Total | | 0 | 0 | 0 | 0 | 586,458 | 586,458 |

Prior Cost <2025: 0

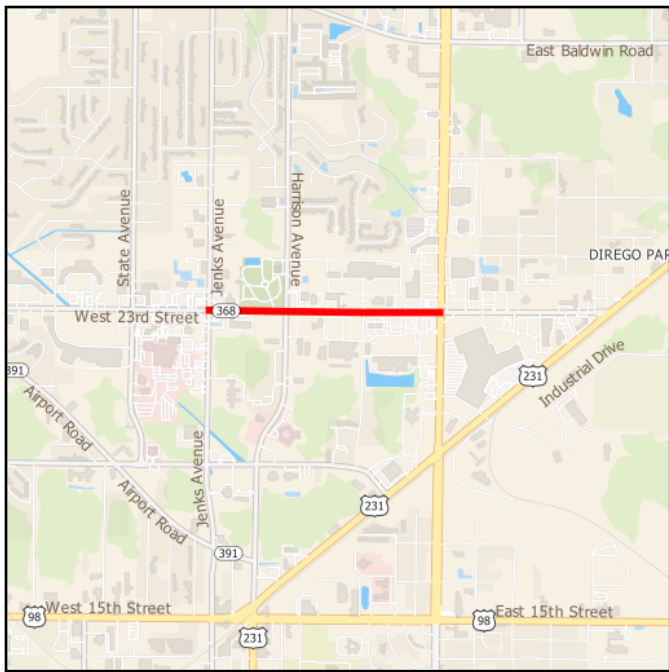
Future Cost >2030: 0

Total Project Cost: 586,458

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

4437161 - SR 368 23RD STREET

Non-SIS



| | | | | | | | |
|---------------|-------------|-------------------|---------|---------|---------|----------------------|--------|
| From: | | JENKS AVENUE | | | | | |
| To: | | SR 77 | | | | | |
| Section: | | 6 - Miscellaneous | | | | | |
| Work Summary: | | LIGHTING | | | Length: | 0.753 MI | |
| Lead Agency: | | FDOT | | | LRTP #: | Final Report p. F-10 | |
| Phase | Fund Source | 2024/25 | 2025/26 | 2026/27 | 2027/28 | 2028/29 | Total |
| CST | ACSS | 10,000 | 0 | 0 | 0 | 0 | 10,000 |
| Total | | 10,000 | 0 | 0 | 0 | 0 | 10,000 |

Prior Cost <2025: 0

Future Cost >2030: 0

Total Project Cost: 10,000

Project Description: Install lighting on SR 368 (23rd Street) from Jenks Avenue to SR 77.

4455942 - SR 30A (US 98) TYNDALL PKWY

SIS



| | | | | | | | |
|---------------|-------------|-------------------|---------|---------|---------|----------------------|-------|
| From: | | CALLAWAY COMMONS | | | | | |
| To: | | E OF SR 22 | | | | | |
| Section: | | 6 - Miscellaneous | | | | | |
| Work Summary: | | LIGHTING | | | Length: | 0.726 MI | |
| Lead Agency: | | FDOT | | | LRTP #: | Final Report p. F-10 | |
| Phase | Fund Source | 2024/25 | 2025/26 | 2026/27 | 2027/28 | 2028/29 | Total |
| RRU | ACSS | 5,000 | 0 | 0 | 0 | 0 | 5,000 |
| Total | | 5,000 | 0 | 0 | 0 | 0 | 5,000 |

Prior Cost <2025: 0

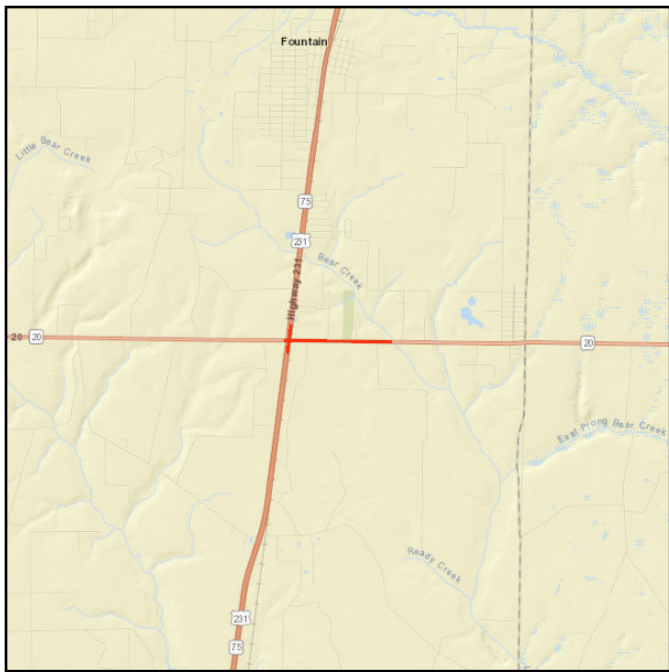
Future Cost >2030: 0

Total Project Cost: 5,000

Project Description: Install lighting on SR 30A (US 98) Tyndall Parkway from Callaway Commons to East of SR 22.

4456011 - SR 75 (US 231)

SIS



| | | | | | | | |
|----------------------|--------------------|-------------------|------------------|----------------|----------------|----------------------|------------------|
| From: | | @ SR 20 | | | | | |
| To: | | INTERSECTION | | | | | |
| Section: | | 6 - Miscellaneous | | | | | |
| Work Summary: | | SAFETY PROJECT | | | Length: | 1.405 MI | |
| Lead Agency: | | FDOT | | | LRTP #: | Final Report p. F-10 | |
| Phase | Fund Source | 2024/25 | 2025/26 | 2026/27 | 2027/28 | 2028/29 | Total |
| CST | ACSS | 0 | 1,424,621 | 0 | 0 | 0 | 1,424,621 |
| RRU | ACSS | 0 | 20,000 | 0 | 0 | 0 | 20,000 |
| Total | | 0 | 1,444,621 | 0 | 0 | 0 | 1,444,621 |

Prior Cost <2025: 188,300

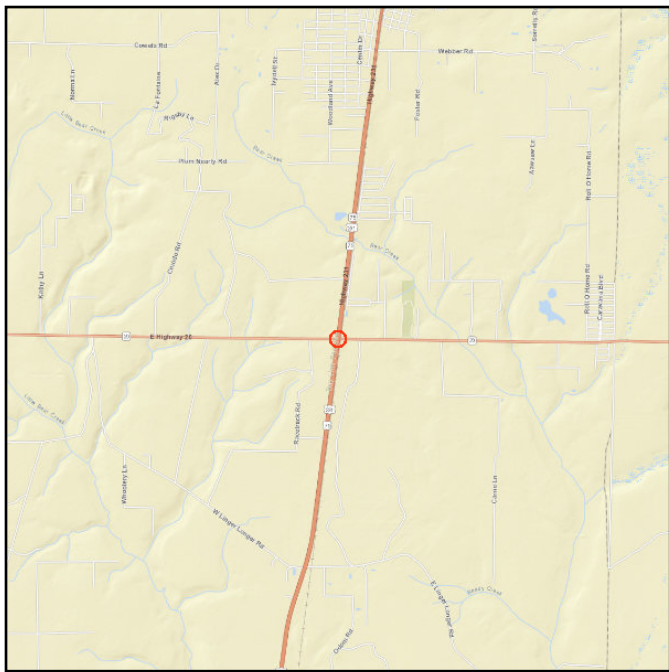
Future Cost >2030: 0

Total Project Cost: 1,632,921

Project Description: SR 75 (US 231) Intersection Safety Improvements at SR 20.

4456012 - SR 75 (US 231)

SIS



From: @SR 20
To: INTERSECTION
Section: 6 - Miscellaneous
Work Summary: LIGHTING
Lead Agency: FDOT
Length: 0.405 MI
LRTP #: Final Report p. F-10

| Phase | Fund Source | 2024/25 | 2025/26 | 2026/27 | 2027/28 | 2028/29 | Total |
|-------|-------------|---------|---------|---------|---------|---------|--------|
| RRU | ACSS | 0 | 25,000 | 0 | 0 | 0 | 25,000 |
| Total | | 0 | 25,000 | 0 | 0 | 0 | 25,000 |

Prior Cost <2025: 0

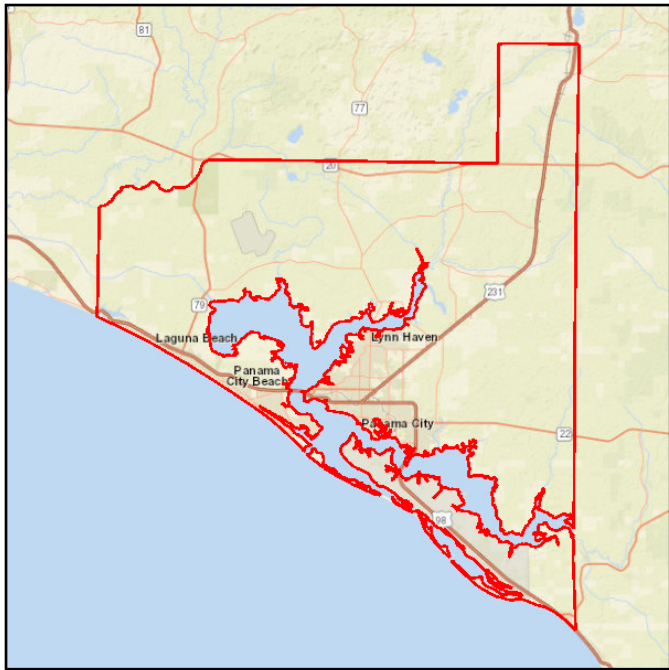
Future Cost >2030: 0

Total Project Cost: 25,000

Project Description: Install lighting at SR (US 231) at SR 20 intersection.

4483322 - PANAMA CITY OPERATIONS CENTER

Non-SIS



From: EMERGENCY GENERATOR COMPONENTS REPLACEMENT

To:

Section: 6 - Miscellaneous

Work Summary: FIXED CAPITAL OUTLAY

Length:

Lead Agency: FDOT

LRTP #: Final Report p. F-10

| Phase | Fund Source | 2024/25 | 2025/26 | 2026/27 | 2027/28 | 2028/29 | Total |
|-------|-------------|---------|---------|---------|---------|---------|--------|
| MNT | D | 2,200 | 2,200 | 2,400 | 2,400 | 2,400 | 11,600 |
| Total | | 2,200 | 2,200 | 2,400 | 2,400 | 2,400 | 11,600 |

Prior Cost <2025: 7,900

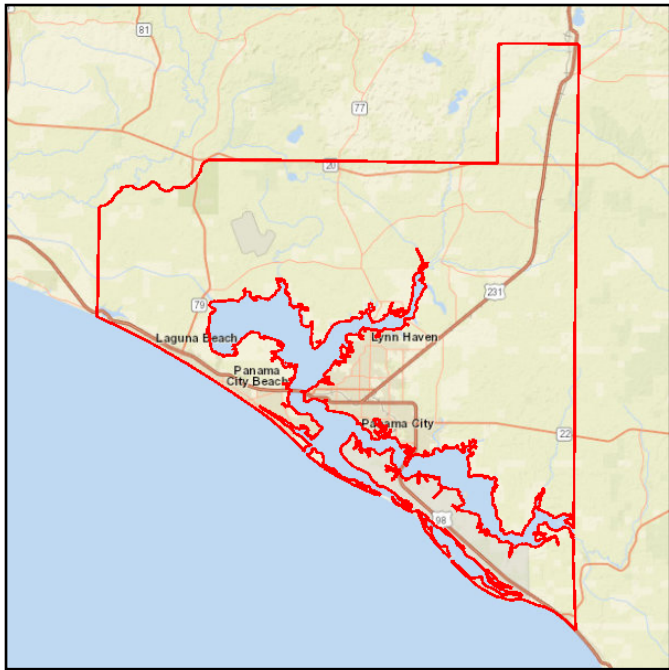
Future Cost >2030: 0

Total Project Cost: 19,500

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

4499661 - PANAMA CITY OPERATIONS CENTER

Non-SIS



| | | | | | | | |
|---------------|-------------|----------------------|---------|---------|------------------------------|---------|-------|
| From: | | PAINTING INTERIOR | | | | | |
| To: | | | | | | | |
| Section: | | 6 - Miscellaneous | | | | | |
| Work Summary: | | FIXED CAPITAL OUTLAY | | | Length: | | |
| Lead Agency: | | FDOT | | | LRTP #: Final Report p. F-10 | | |
| Phase | Fund Source | 2024/25 | 2025/26 | 2026/27 | 2027/28 | 2028/29 | Total |
| MNT | D | 0 | 1,500 | 0 | 2,500 | 0 | 4,000 |
| Total | | 0 | 1,500 | 0 | 2,500 | 0 | 4,000 |

Prior Cost <2025: 5,000

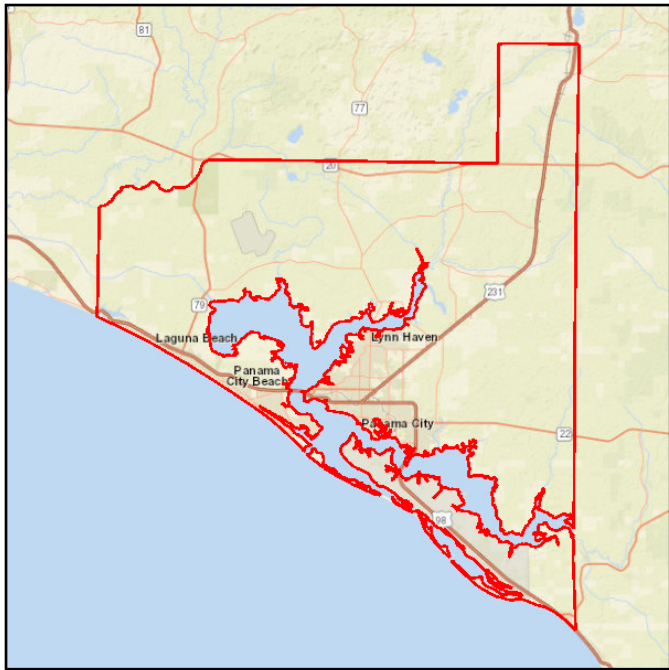
Future Cost >2030: 0

Total Project Cost: 9,000

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

4499671 - PANAMA CITY OPERATIONS CENTER

Non-SIS



From: PAINTING/CLEANING EXTERIOR

To:

Section: 6 - Miscellaneous

Work Summary: FIXED CAPITAL OUTLAY

Lead Agency: FDOT

Length:

LRTP #: Final Report p. F-10

| Phase | Fund Source | 2024/25 | 2025/26 | 2026/27 | 2027/28 | 2028/29 | Total |
|-------|-------------|---------|---------|---------|---------|---------|-------|
| MNT | D | 0 | 2,000 | 0 | 2,500 | 0 | 4,500 |
| Total | | 0 | 2,000 | 0 | 2,500 | 0 | 4,500 |

Prior Cost <2025: 3,500

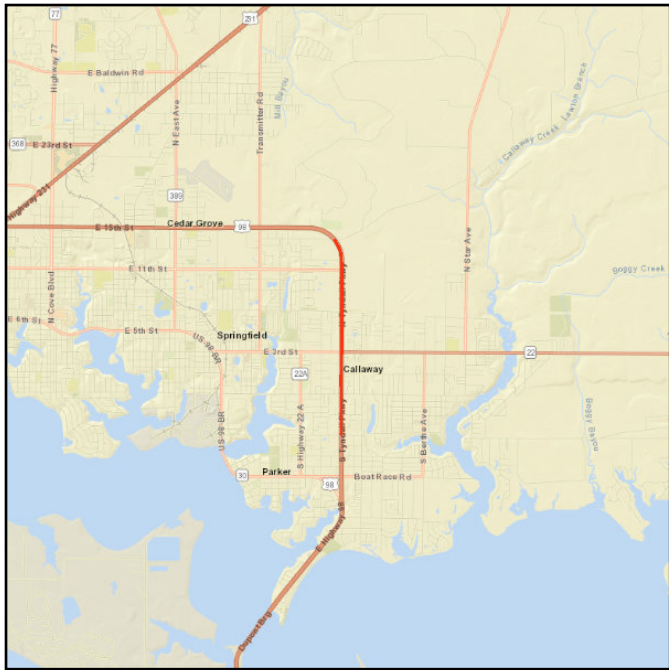
Future Cost >2030: 0

Total Project Cost: 8,000

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

4510011 - SR 30 (US 98) TYNDALL PARKWAY

SIS



From:

To:

Section:

Work Summary:

Lead Agency:

TRAM RD

HICKORY ST

6 - Miscellaneous

LIGHTING

FDOT

Length:

L RTP #:

2.408 MI

Final Report p. F-10

| Phase | Fund Source | 2024/25 | 2025/26 | 2026/27 | 2027/28 | 2028/29 | Total |
|-------|-------------|---------|---------|---------|---------|---------|---------|
| PE | ACSS | 225,000 | 0 | 0 | 0 | 0 | 225,000 |
| PE | DIH | 22,500 | 0 | 0 | 0 | 0 | 22,500 |
| Total | | 247,500 | 0 | 0 | 0 | 0 | 247,500 |

Prior Cost <2025: 0

Future Cost >2030: 0

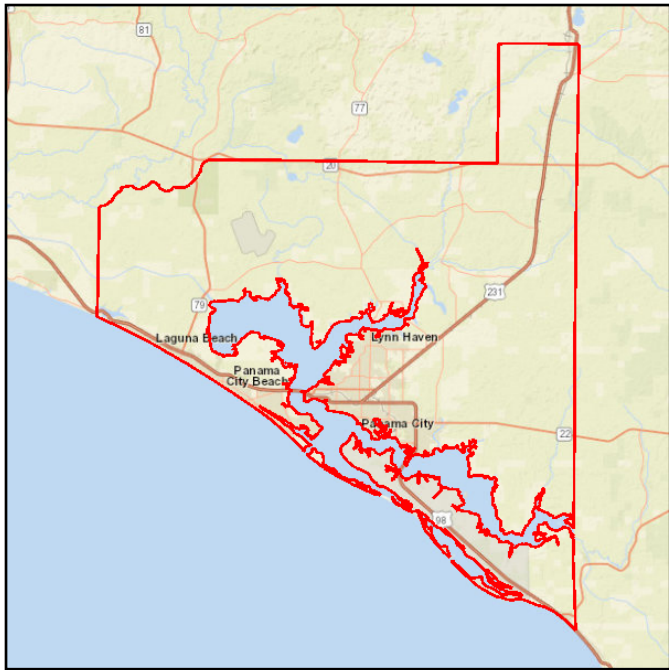
Total Project Cost: 247,500

Project Description: Install Lighting on SR 30 (US 98) Tyndall Parkway from Tram Road to Hickory Street.

Section 7 - Public Transportation

4142812 - BAY COUNTY TPO

Non-SIS



From:

To:

Section:

Work Summary:

Lead Agency:

SECTION 5339 CAPITAL

BAY TRANSPORTATION

7 - Public Transportation

CAPITAL FOR FIXED ROUTE

Bay County TPO

Length:

L RTP #:

#19 in Amendment Report p. D-4

| Phase | Fund Source | 2024/25 | 2025/26 | 2026/27 | 2027/28 | 2028/29 | Total |
|-------|-------------|---------|---------|---------|---------|---------|-----------|
| CAP | FTA | 425,546 | 425,546 | 425,546 | 425,546 | 0 | 1,702,184 |
| CAP | LF | 106,381 | 106,381 | 106,381 | 106,381 | 0 | 425,524 |
| Total | | 531,927 | 531,927 | 531,927 | 531,927 | 0 | 2,127,708 |

Prior Cost <2025: 8,160,989

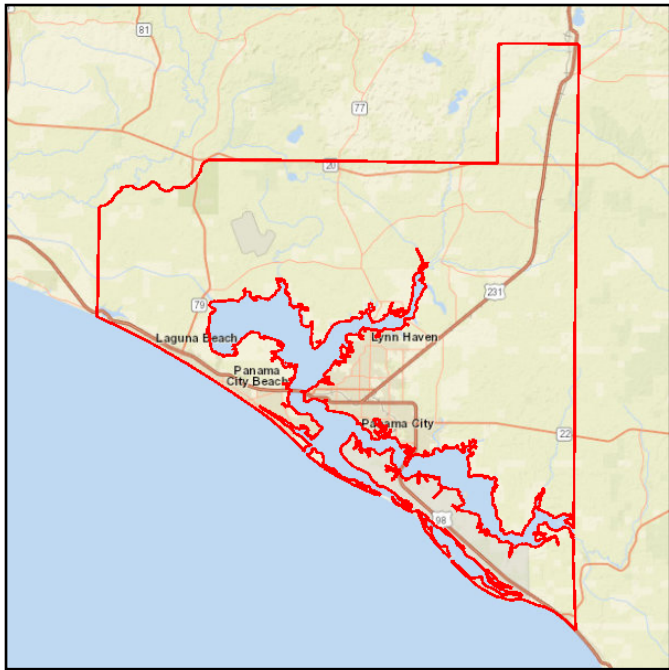
Future Cost >2030: 0

Total Project Cost: 10,288,697

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

4213675 - BAY COUNTY TPO

Non-SIS



From: TRANSIT
To: NON-URBANIZED AREA 5311
Section: 7 - Public Transportation
Work Summary: OPERATING/ADMIN. ASSISTANCE **Length:**
Lead Agency: Bay County TPO **LRTP #:** #19 in Amendment Report p. D-4

| Phase | Fund Source | 2024/25 | 2025/26 | 2026/27 | 2027/28 | 2028/29 | Total |
|-------|-------------|---------|---------|---------|---------|---------|-----------|
| OPS | DU | 280,000 | 285,000 | 295,000 | 310,000 | 325,000 | 1,495,000 |
| OPS | LF | 280,000 | 285,000 | 295,000 | 310,000 | 325,000 | 1,495,000 |
| Total | | 560,000 | 570,000 | 590,000 | 620,000 | 650,000 | 2,990,000 |

Prior Cost <2025: 984,115

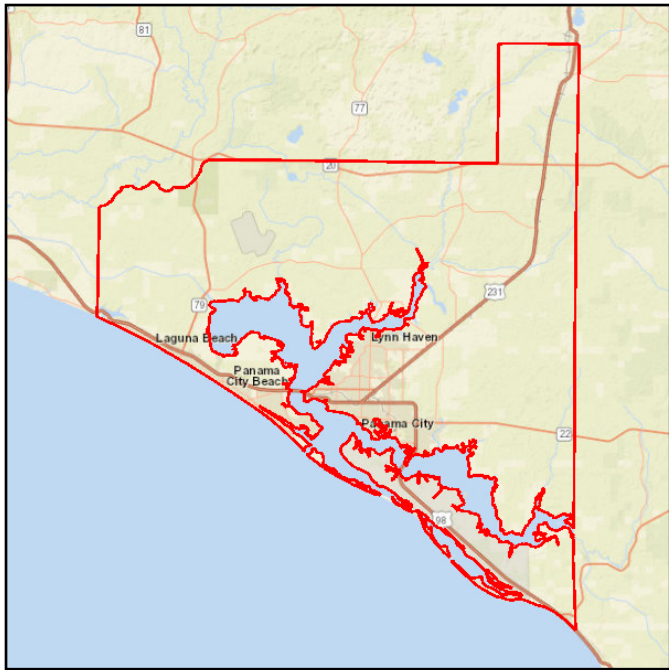
Future Cost >2030: 0

Total Project Cost: 3,974,115

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

4222461 - BAY COUNTY TPO

Non-SIS



From: TRANSIT
To: OPERATING ASSISTANCE
Section: 7 - Public Transportation
Work Summary: OPERATING FOR FIXED ROUTE
Lead Agency: Bay County TPO
Length:
LRTP #: #19 in Amendment Report p. D-4

| Phase | Fund Source | 2024/25 | 2025/26 | 2026/27 | 2027/28 | 2028/29 | Total |
|-------|-------------|-----------|-----------|-----------|-----------|-----------|-----------|
| OPS | DDR | 0 | 602,780 | 620,861 | 639,488 | 658,717 | 2,521,846 |
| OPS | LF | 585,222 | 602,780 | 620,861 | 639,488 | 658,717 | 3,107,068 |
| OPS | DPTO | 585,222 | 0 | 0 | 0 | 0 | 585,222 |
| Total | | 1,170,444 | 1,205,560 | 1,241,722 | 1,278,976 | 1,317,434 | 6,214,136 |

Prior Cost <2025: 11,806,996

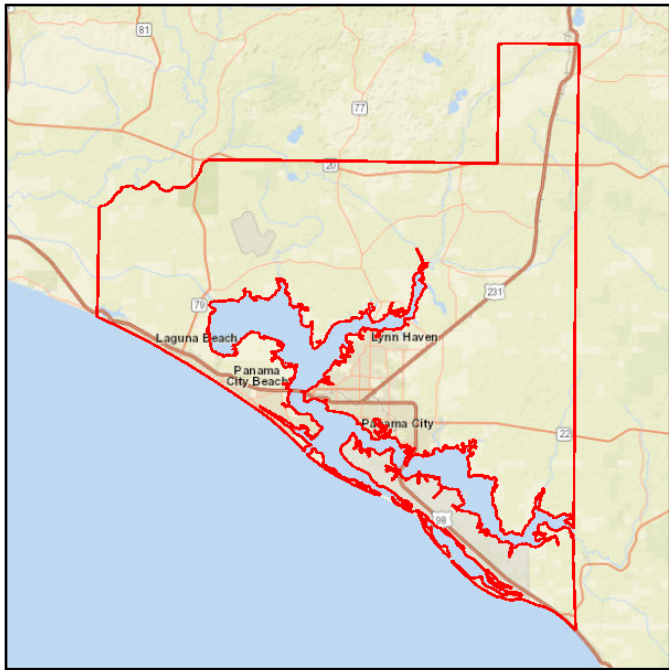
Future Cost >2030: 0

Total Project Cost: 18,021,132

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

4222473 - BAY COUNTY TPO

Non-SIS



From:

To:

Section:

Work Summary:

Lead Agency:

SECTION 5307 OPERATING

7 - Public Transportation

OPERATING FOR FIXED ROUTE

Bay County TPO

Length:

L RTP #:

#19 in Amendment Report p. D-4

| Phase | Fund Source | 2024/25 | 2025/26 | 2026/27 | 2027/28 | 2028/29 | Total |
|-------|-------------|-----------|-----------|-----------|-----------|---------|-----------|
| OPS | FTA | 700,000 | 700,000 | 700,000 | 700,000 | 0 | 2,800,000 |
| OPS | LF | 700,000 | 700,000 | 700,000 | 700,000 | 0 | 2,800,000 |
| Total | | 1,400,000 | 1,400,000 | 1,400,000 | 1,400,000 | 0 | 5,600,000 |

Prior Cost <2025: 12,600,000

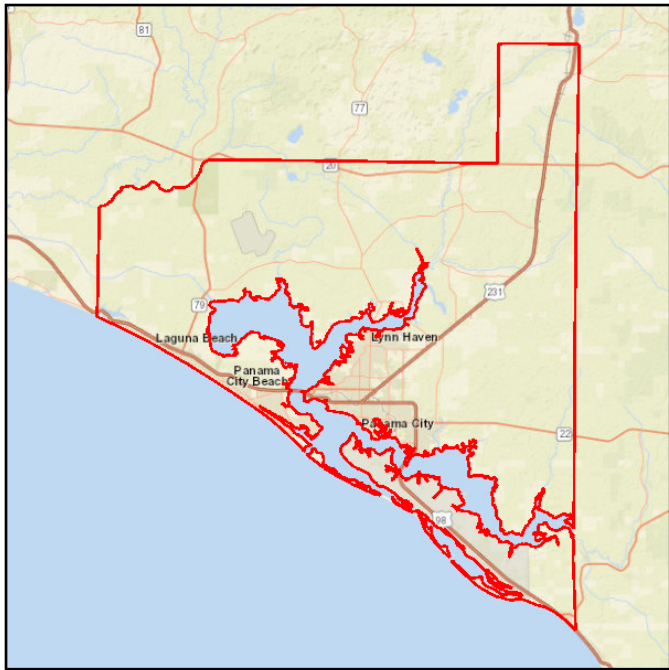
Future Cost >2030: 0

Total Project Cost: 18,200,000

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

4222483 - BAY COUNTY TPO

Non-SIS



| | | | | | | | |
|---------------|-------------|---------------------------|-----------|-----------|--|---------|-----------|
| From: | | SECTION 5307 CAPITAL | | | | | |
| To: | | | | | | | |
| Section: | | 7 - Public Transportation | | | | | |
| Work Summary: | | CAPITAL FOR FIXED ROUTE | | | Length: | | |
| Lead Agency: | | Bay County TPO | | | LRTP #: #19 in Amendment Report p. D-4 | | |
| Phase | Fund Source | 2024/25 | 2025/26 | 2026/27 | 2027/28 | 2028/29 | Total |
| CAP | FTA | 1,625,000 | 1,625,000 | 1,625,000 | 1,625,000 | 0 | 6,500,000 |
| CAP | LF | 406,250 | 406,250 | 406,250 | 406,250 | 0 | 1,625,000 |
| Total | | 2,031,250 | 2,031,250 | 2,031,250 | 2,031,250 | 0 | 8,125,000 |

Prior Cost <2025: 17,468,750

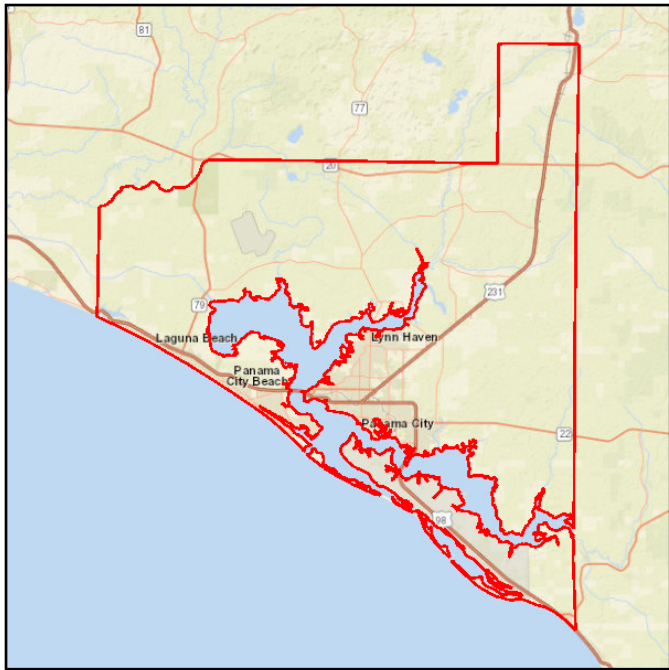
Future Cost >2030: 0

Total Project Cost: 25,593,750

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

4222491 - BAY COUNTY TPO

Non-SIS



From: TRANSIT CORRIDOR
To:
Section: 7 - Public Transportation
Work Summary: URBAN CORRIDOR IMPROVEMENTS **Length:**
Lead Agency: Bay County TPO **LRTP #:** #19 in Amendment Report p. D-4

| Phase | Fund Source | 2024/25 | 2025/26 | 2026/27 | 2027/28 | 2028/29 | Total |
|-------|-------------|---------|---------|---------|---------|---------|-----------|
| OPS | DDR | 0 | 270,000 | 270,000 | 270,000 | 270,000 | 1,080,000 |
| OPS | DPTO | 260,000 | 0 | 0 | 0 | 0 | 260,000 |
| Total | | 260,000 | 270,000 | 270,000 | 270,000 | 270,000 | 1,340,000 |

Prior Cost <2025: 2,595,620

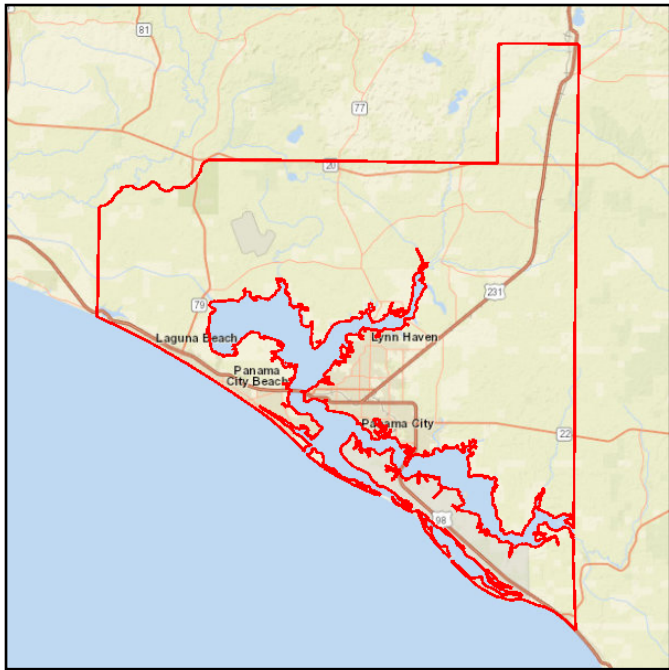
Future Cost >2030: 0

Total Project Cost: 3,935,620

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

4282091 - BAY COUNTY TPO

Non-SIS



From:

To:

Section:

Work Summary:

Lead Agency:

5307 CAPITAL

FLEX PREVENTATIVE MAINTENANCE

7 - Public Transportation

CAPITAL FOR FIXED ROUTE

Bay County TPO

Length:

L RTP #:

#4 in Amendment Report p. D-3

| Phase | Fund Source | 2024/25 | 2025/26 | 2026/27 | 2027/28 | 2028/29 | Total |
|-------|-------------|---------|---------|---------|---------|---------|-----------|
| CAP | FTAT | 350,000 | 350,000 | 350,000 | 350,000 | 0 | 1,400,000 |
| CAP | LFF | 87,500 | 87,500 | 87,500 | 87,500 | 0 | 350,000 |
| CAP | SL | 350,000 | 350,000 | 0 | 0 | 0 | 700,000 |
| Total | | 787,500 | 787,500 | 437,500 | 437,500 | 0 | 2,450,000 |

Prior Cost <2025: 5,034,375

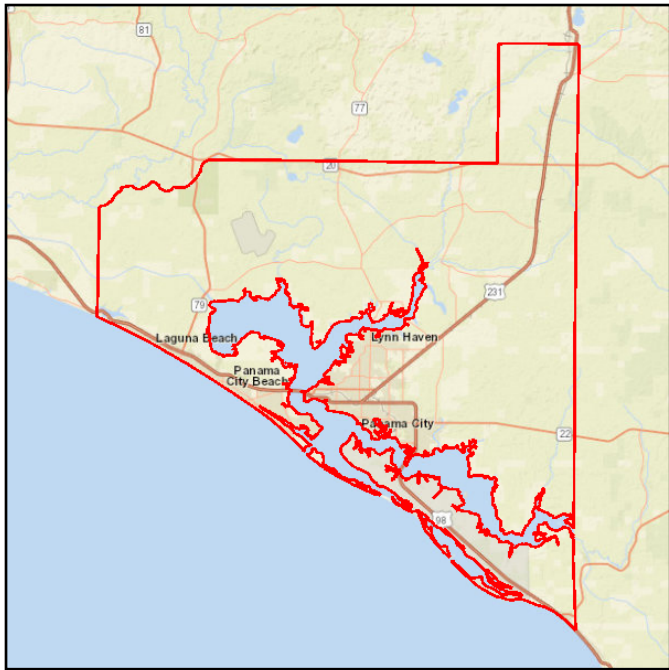
Future Cost >2030: 0

Total Project Cost: 7,484,375

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

4335091 - BAY COUNTY TPO

Non-SIS



| | | | | | | | |
|---------------|-------------|---------------------------|---------|---------|--|---------|---------|
| From: | | SECTION 5310 CAPITAL | | | | | |
| To: | | | | | | | |
| Section: | | 7 - Public Transportation | | | | | |
| Work Summary: | | CAPITAL FOR FIXED ROUTE | | | Length: | | |
| Lead Agency: | | Bay County TPO | | | LRTP #: #19 in Amendment Report p. D-4 | | |
| Phase | Fund Source | 2024/25 | 2025/26 | 2026/27 | 2027/28 | 2028/29 | Total |
| CAP | FTA | 166,815 | 166,815 | 166,815 | 166,815 | 0 | 667,260 |
| CAP | LF | 41,704 | 41,704 | 41,704 | 41,704 | 0 | 166,816 |
| Total | | 208,519 | 208,519 | 208,519 | 208,519 | 0 | 834,076 |

Prior Cost <2025: 3,209,633

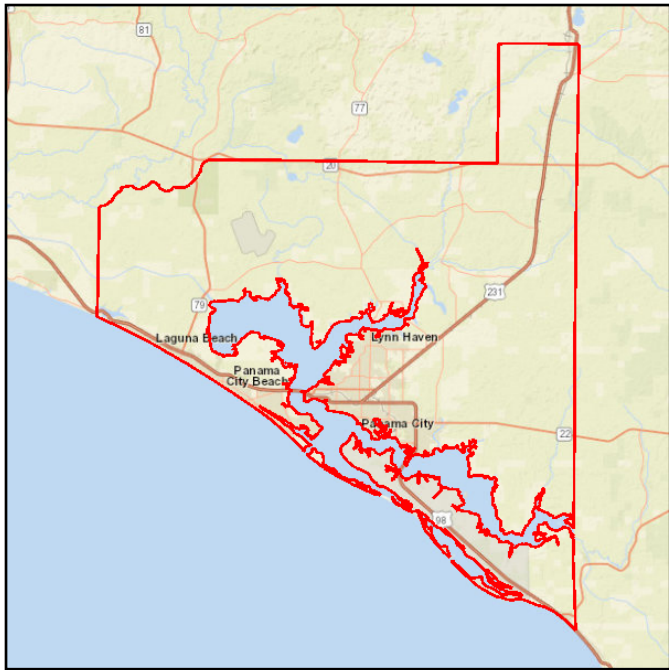
Future Cost >2030: 0

Total Project Cost: 4,043,709

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

4335092 - BAY COUNTY TPO

Non-SIS



| | | | | | | | |
|---------------|-------------|---------------------------|---------|---------|--|---------|---------|
| From: | | SECTION 5310 CAP / OPER | | | | | |
| To: | | | | | | | |
| Section: | | 7 - Public Transportation | | | | | |
| Work Summary: | | OPERATING FOR FIXED ROUTE | | | Length: | | |
| Lead Agency: | | Bay County TPO | | | LRTP #: #19 in Amendment Report p. D-4 | | |
| Phase | Fund Source | 2024/25 | 2025/26 | 2026/27 | 2027/28 | 2028/29 | Total |
| CAP | FTA | 100,000 | 100,000 | 100,000 | 100,000 | 0 | 400,000 |
| CAP | LF | 100,000 | 100,000 | 100,000 | 100,000 | 0 | 400,000 |
| Total | | 200,000 | 200,000 | 200,000 | 200,000 | 0 | 800,000 |

Prior Cost <2025: 2,200,000

Future Cost >2030: 0

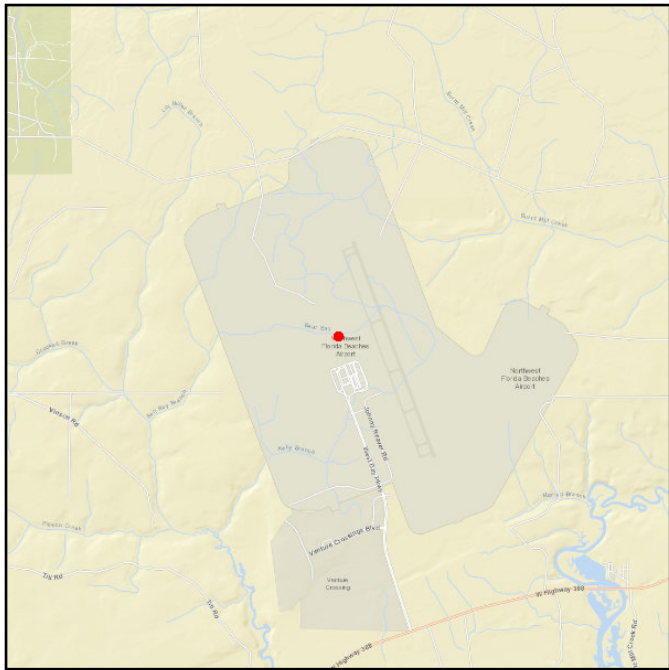
Total Project Cost: 3,000,000

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

Section 8 - Aviation

4485581 - NORTHWEST FL BEACHES

SIS



From: INTERNATIONAL AIRPORT
To: TERMINAL PARKING LOT EXPANSION
Section: 8 - Aviation
Work Summary: AVIATION REVENUE/OPERATIONAL
Lead Agency: Bay County
Length:
L RTP #: Final Report p. F-6

| Phase | Fund Source | 2024/25 | 2025/26 | 2026/27 | 2027/28 | 2028/29 | Total |
|-------|-------------|---------|---------|---------|---------|---------|---------|
| CAP | LF | 0 | 200,000 | 0 | 0 | 0 | 200,000 |
| CAP | DPTO | 0 | 200,000 | 0 | 0 | 0 | 200,000 |
| Total | | 0 | 400,000 | 0 | 0 | 0 | 400,000 |

Prior Cost <2025: 0

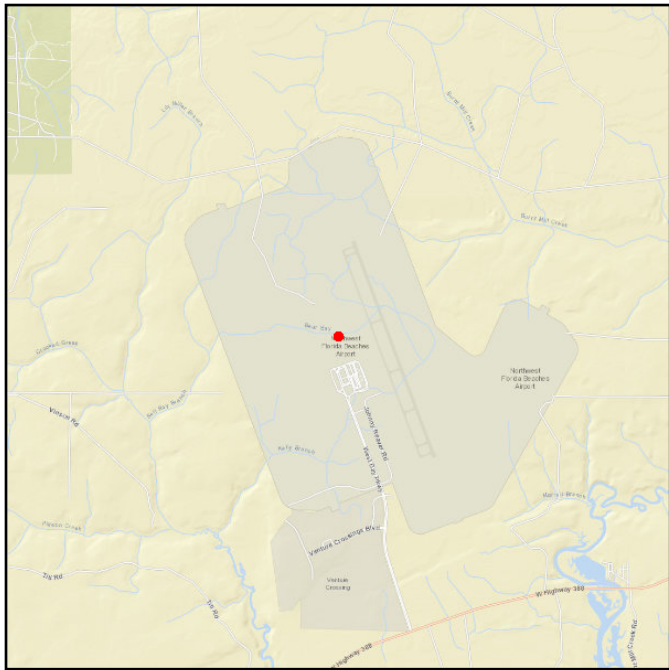
Future Cost >2030: 0

Total Project Cost: 400,000

Project Description: TPO Northwest Florida Beaches International Airport Project Priority in FY26.
Terminal Parking Lot Expansion at the Northwest Florida Beaches International Airport.

4485582 - NORTHWEST FL BEACHES

SIS



From: INTERNATIONAL AIRPORT
To: MAINTENANCE BLDG EXPANSION
Section: 8 - Aviation
Work Summary: AVIATION REVENUE/OPERATIONAL
Lead Agency: Bay County
Length:
L RTP #: Final Report p. F-6

| Phase | Fund Source | 2024/25 | 2025/26 | 2026/27 | 2027/28 | 2028/29 | Total |
|-------|-------------|---------|---------|---------|---------|---------|---------|
| CAP | DDR | 0 | 110,479 | 0 | 0 | 0 | 110,479 |
| CAP | LF | 0 | 250,000 | 0 | 0 | 0 | 250,000 |
| CAP | DPTO | 0 | 139,521 | 0 | 0 | 0 | 139,521 |
| Total | | 0 | 500,000 | 0 | 0 | 0 | 500,000 |

Prior Cost <2025: 0

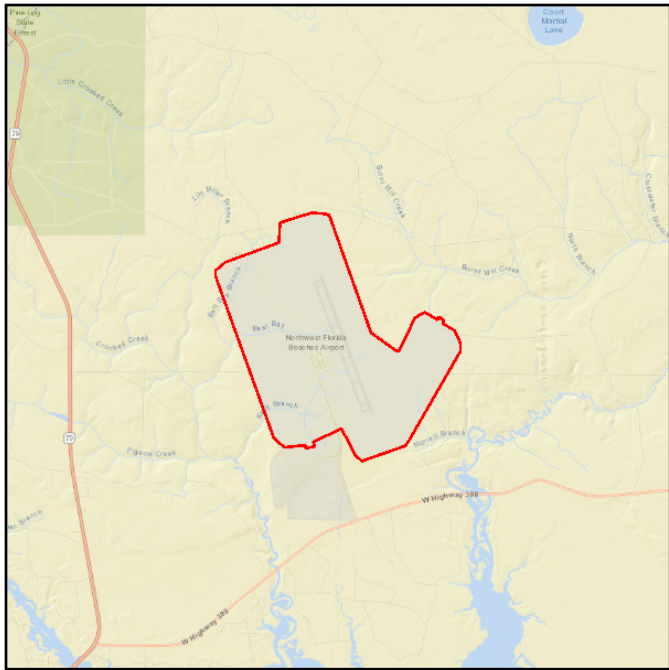
Future Cost >2030: 0

Total Project Cost: 500,000

Project Description: TPO Northwest Florida Beaches International Airport Project Priority #5 in FY26.
Maintenance Building Expansion at the Northwest Florida Beaches International Airport.

4498961 - NORTHWEST FL BEACHES

SIS



From: INTERNATIONAL AIRPORT
To: BOARDING BRIDGE REPLACEMENT
Section: 8 - Aviation
Work Summary: AVIATION PRESERVATION PROJECT **Length:**
Lead Agency: Bay County **LRTP #:** Final Report p. F-6

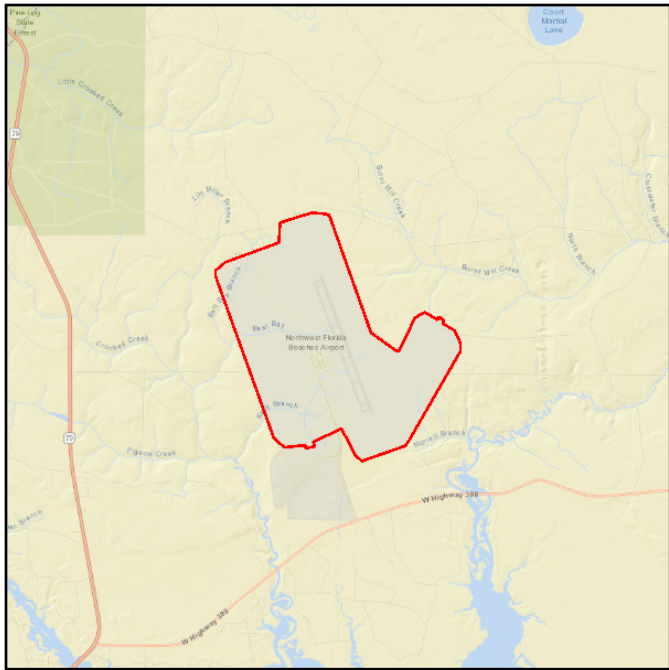
| Phase | Fund Source | 2024/25 | 2025/26 | 2026/27 | 2027/28 | 2028/29 | Total |
|-------|-------------|---------|---------|-----------|---------|---------|-----------|
| CAP | DDR | 0 | 0 | 75,000 | 0 | 0 | 75,000 |
| CAP | FAA | 0 | 0 | 1,350,000 | 0 | 0 | 1,350,000 |
| CAP | LF | 0 | 0 | 75,000 | 0 | 0 | 75,000 |
| Total | | 0 | 0 | 1,500,000 | 0 | 0 | 1,500,000 |

Prior Cost <2025: 0
Future Cost >2030: 0
Total Project Cost: 1,500,000

Project Description: TPO Northwest Florida Beaches International Airport Project Priority #1 in 27.
Boarding Bridge Replacement at Northwest Florida Beaches International Airport.

4498971 - NORTHWEST FL BEACHES

SIS



From: INTERNATIONAL AIRPORT
To: REHAB JOINT SEAL ON RW 16/34
Section: 8 - Aviation
Work Summary: AVIATION PRESERVATION PROJECT **Length:**
Lead Agency: Bay County **L RTP #:** Final Report p. F-6

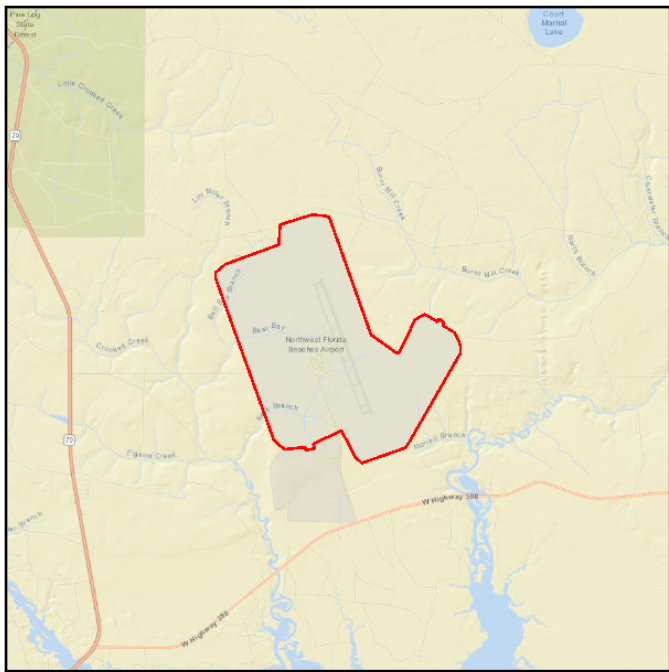
| Phase | Fund Source | 2024/25 | 2025/26 | 2026/27 | 2027/28 | 2028/29 | Total |
|-------|-------------|---------|---------|-----------|---------|---------|-----------|
| CAP | DDR | 0 | 0 | 150,000 | 0 | 0 | 150,000 |
| CAP | FAA | 0 | 0 | 2,700,000 | 0 | 0 | 2,700,000 |
| CAP | LF | 0 | 0 | 150,000 | 0 | 0 | 150,000 |
| Total | | 0 | 0 | 3,000,000 | 0 | 0 | 3,000,000 |

Prior Cost <2025: 0
Future Cost >2030: 0
Total Project Cost: 3,000,000

Project Description: TPO Northwest Florida Beaches International Airport Priority #7 in 27.
Rehab Joint Seal on Runway 16/34 at Northwest Florida Beaches International Airport.

4498991 - NORTHWEST FL BEACHES

SIS



From: INTERNATIONAL AIRPORT
To: TERMINAL SKYLIGHT REPLACEMENT
Section: 8 - Aviation
Work Summary: AVIATION PRESERVATION PROJECT **Length:**
Lead Agency: Bay County **LRTP #:** Final Report p. F-6

| Phase | Fund Source | 2024/25 | 2025/26 | 2026/27 | 2027/28 | 2028/29 | Total |
|-------|-------------|---------|---------|---------|---------|---------|---------|
| CAP | LF | 0 | 0 | 237,500 | 0 | 0 | 237,500 |
| CAP | DPTO | 0 | 0 | 237,500 | 0 | 0 | 237,500 |
| Total | | 0 | 0 | 475,000 | 0 | 0 | 475,000 |

Prior Cost <2025: 0

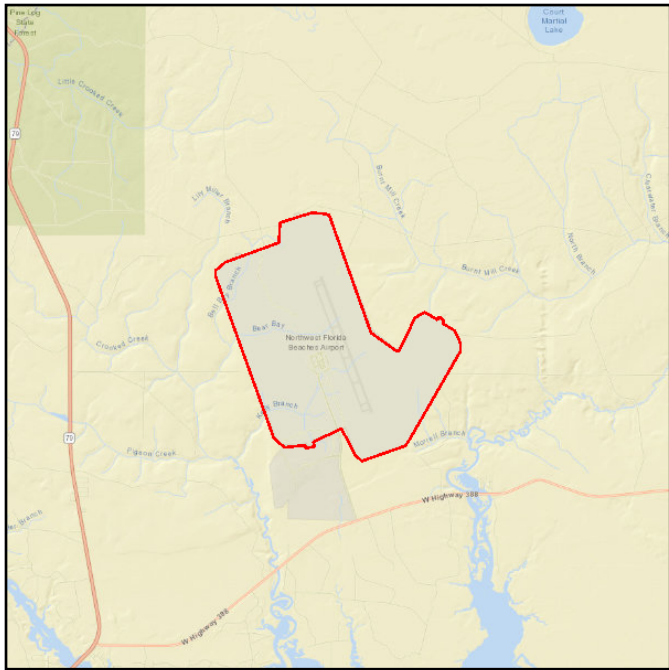
Future Cost >2030: 0

Total Project Cost: 475,000

Project Description: TPO Northwest Florida Beaches International Airport Project Priority #4 in 27.

4499001 - NORTHWEST FL BEACHES

SIS



| | | | | | | | |
|---------------|-------------|------------------------------------|---------|---------|-----------------------------|---------|---------|
| From: | | INTERNATIONAL AIRPORT | | | | | |
| To: | | SECURITY GATE/OPERATOR REPLACEMENT | | | | | |
| Section: | | 8 - Aviation | | | | | |
| Work Summary: | | AVIATION SECURITY PROJECT | | | Length: | | |
| Lead Agency: | | Bay County | | | LRTP #: Final Report p. F-6 | | |
| Phase | Fund Source | 2024/25 | 2025/26 | 2026/27 | 2027/28 | 2028/29 | Total |
| CAP | LF | 0 | 0 | 150,000 | 0 | 0 | 150,000 |
| CAP | DPTO | 0 | 0 | 150,000 | 0 | 0 | 150,000 |
| Total | | 0 | 0 | 300,000 | 0 | 0 | 300,000 |

Prior Cost <2025: 0

Future Cost >2030: 0

Total Project Cost: 300,000

Project Description: TPO Northwest Florida Beaches International Airport Project Priority #8 in 27.
Security Gate/Operator Replacement at Northwest Florida Beaches International Airport.

Section 9 - Resurfacing

4377632 - SR 79

SIS



| From: | | WEST BAY BRIDGE | | | | | |
|---------------|-------------|------------------------|---------|---------|---------|----------|----------------------|
| To: | | WASHINGTON COUNTY LINE | | | | | |
| Section: | | 9 - Resurfacing | | | | | |
| Work Summary: | | RESURFACING | | | | Length: | 8.647 MI |
| Lead Agency: | | FDOT | | | | L RTP #: | Final Report p. 7-43 |
| Phase | Fund Source | 2024/25 | 2025/26 | 2026/27 | 2027/28 | 2028/29 | Total |
| RRU | ACSS | 5,000 | 0 | 0 | 0 | 0 | 5,000 |
| CST | DDR | 2,679,729 | 0 | 0 | 0 | 0 | 2,679,729 |
| CST | DIH | 267,972 | 0 | 0 | 0 | 0 | 267,972 |
| CST | SL | 5,360,320 | 0 | 0 | 0 | 0 | 5,360,320 |
| CST | ACNR | 17,282,621 | 0 | 0 | 0 | 0 | 17,282,621 |
| CST | ACPR | 800,000 | 0 | 0 | 0 | 0 | 800,000 |
| Total | | 26,395,642 | 0 | 0 | 0 | 0 | 26,395,642 |

Prior Cost <2025: 1,578,286

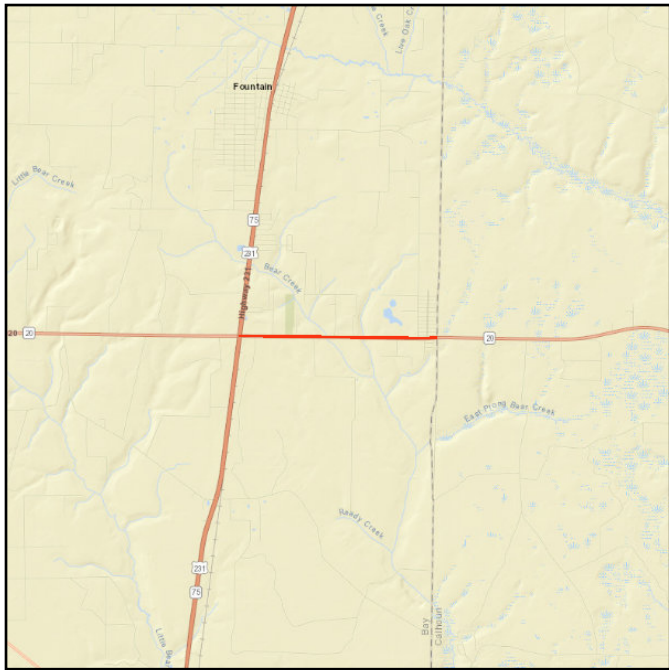
Future Cost >2030: 0

Total Project Cost: 27,973,928

Project Description: SR 79 Resurfacing from West Bay Bridge to Washington County Line.

4508051 - SR 20

Non-SIS



| From: | | SR 75 (US 231) | | | | | |
|----------------------|-------------|---------------------|------------------|----------|----------------|----------------------|------------------|
| To: | | CALHOUN COUNTY LINE | | | | | |
| Section: | | 9 - Resurfacing | | | | | |
| Work Summary: | | RESURFACING | | | Length: | 2.455 MI | |
| Lead Agency: | | FDOT | | | LRTP #: | Final Report p. 7-43 | |
| Phase | Fund Source | 2024/25 | 2025/26 | 2026/27 | 2027/28 | 2028/29 | Total |
| CST | DIH | 0 | 51,760 | 0 | 0 | 0 | 51,760 |
| CST | DS | 0 | 1,917,038 | 0 | 0 | 0 | 1,917,038 |
| CST | SL | 0 | 465,842 | 0 | 0 | 0 | 465,842 |
| CST | ACNR | 0 | 2,655,112 | 0 | 0 | 0 | 2,655,112 |
| RRU | DS | 0 | 20,000 | 0 | 0 | 0 | 20,000 |
| Total | | 0 | 5,109,752 | 0 | 0 | 0 | 5,109,752 |

Prior Cost <2025: 608,529

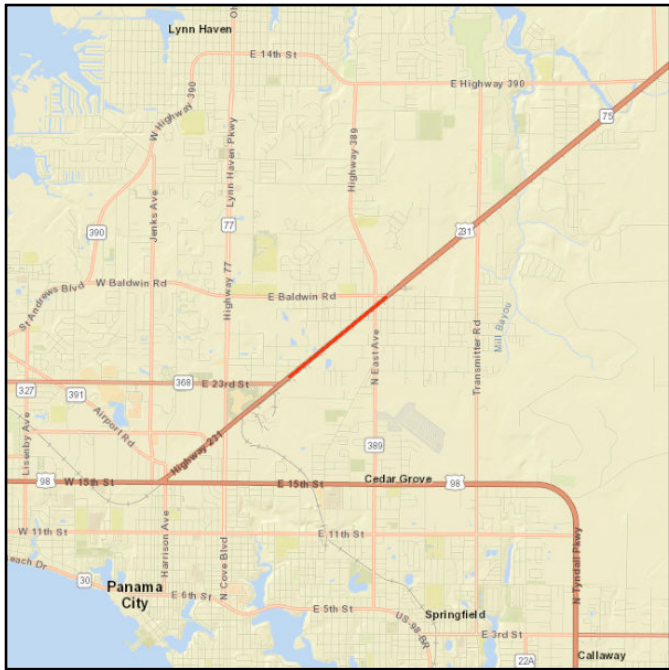
Future Cost >2030: 0

Total Project Cost: 5,718,281

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

4508101 - SR 75 (US 231)

SIS



From:

To:

Section:

Work Summary:

Lead Agency:

SR 368 (23RD STREET)

CR 2312 BALDWIN RD

9 - Resurfacing

RESURFACING

FDOT

Length:

L RTP #:

1.445 MI

Final Report p. 7-43

| Phase | Fund Source | 2024/25 | 2025/26 | 2026/27 | 2027/28 | 2028/29 | Total |
|-------|-------------|---------|-----------|---------|---------|---------|-----------|
| CST | DIH | 0 | 42,360 | 0 | 0 | 0 | 42,360 |
| CST | SL | 0 | 381,239 | 0 | 0 | 0 | 381,239 |
| CST | ACNR | 0 | 2,578,249 | 0 | 0 | 0 | 2,578,249 |
| Total | | 0 | 3,001,848 | 0 | 0 | 0 | 3,001,848 |

Prior Cost <2025:

619,940

Future Cost >2030:

0

Total Project Cost:

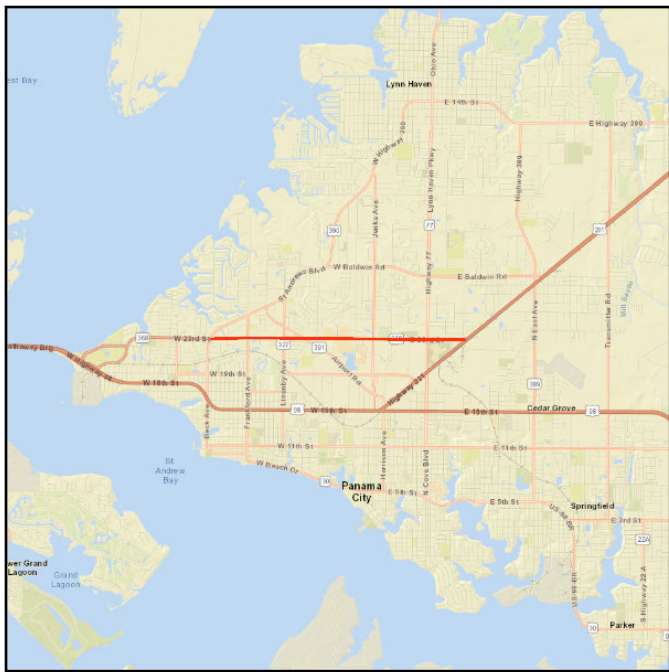
3,621,788

Project Description:

SR 75 (US 231) Resurfacing from SR 368 (23rd Street) to CR 2312 (Baldwin Road).

4508181 - SR 368 23RD ST

Non-SIS



| | | | | | | | |
|----------------------|--------------------|-----------------|------------------|-----------------|----------------|----------------------|------------------|
| From: | | SR 390 | | | | | |
| To: | | SR 75 (US 231) | | | | | |
| Section: | | 9 - Resurfacing | | | | | |
| Work Summary: | | RESURFACING | | Length: | | 4.596 MI | |
| Lead Agency: | | FDOT | | L RTP #: | | Final Report p. 7-43 | |
| Phase | Fund Source | 2024/25 | 2025/26 | 2026/27 | 2027/28 | 2028/29 | Total |
| CST | DDR | 0 | 7,060,870 | 0 | 0 | 0 | 7,060,870 |
| CST | DIH | 0 | 129,983 | 0 | 0 | 0 | 129,983 |
| CST | SL | 0 | 405,544 | 0 | 0 | 0 | 405,544 |
| RRU | ACSS | 0 | 6,000 | 0 | 0 | 0 | 6,000 |
| RRU | DS | 0 | 20,000 | 0 | 0 | 0 | 20,000 |
| Total | | 0 | 7,622,397 | 0 | 0 | 0 | 7,622,397 |

Prior Cost <2025: 1,683,561

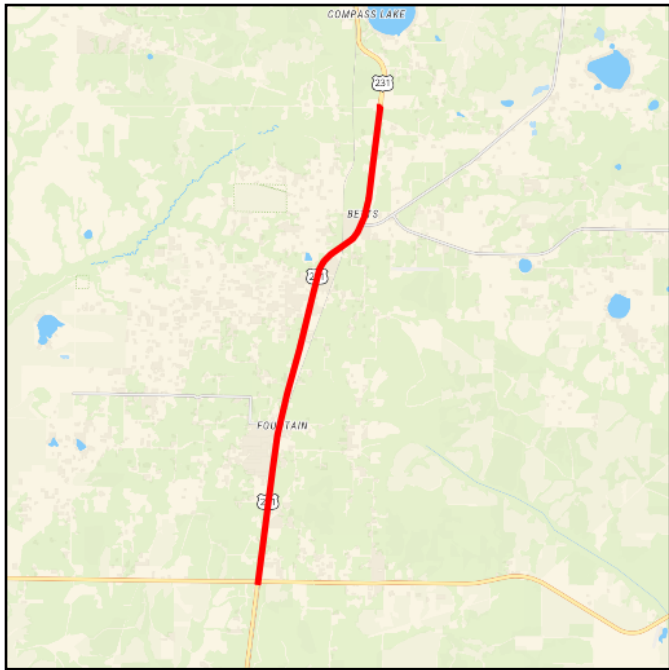
Future Cost >2030: 0

Total Project Cost: 9,305,958

Project Description: SR 368 (23rd Street) Resurfacing from SR 390 to SR 75 (US 231).

4529371 - SR 75 (US 231)

SIS



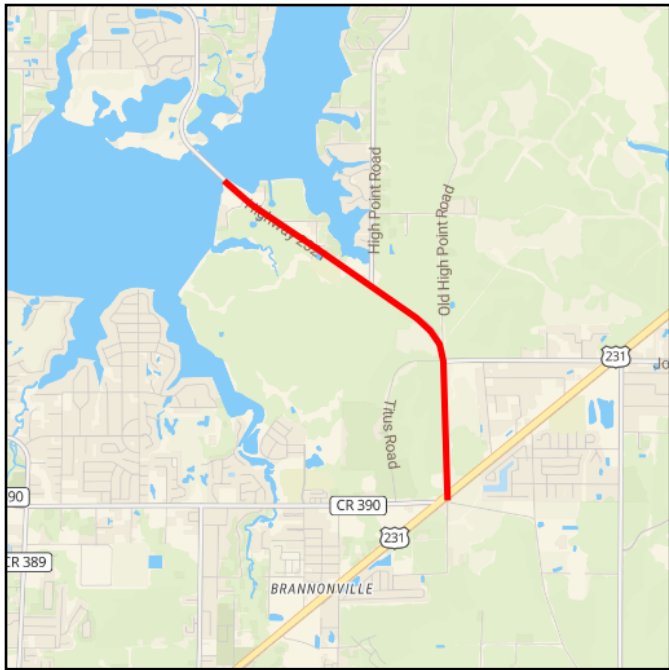
From: SR 20
To: JACKSON COUNTY LINE
Section: 9 - Resurfacing
Work Summary: RESURFACING
Lead Agency: FDOT
Length: 9.708 MI
LRTP #: Final Report p. 7-43

| Phase | Fund Source | 2024/25 | 2025/26 | 2026/27 | 2027/28 | 2028/29 | Total |
|-------|-------------|-----------|---------|------------|---------|---------|------------|
| CST | ACSS | 0 | 0 | 239,129 | 0 | 0 | 239,129 |
| CST | BRRP | 0 | 0 | 39,676 | 0 | 0 | 39,676 |
| CST | DIH | 0 | 0 | 333,870 | 0 | 0 | 333,870 |
| CST | DS | 0 | 0 | 2,975,144 | 0 | 0 | 2,975,144 |
| CST | ACNR | 0 | 0 | 18,115,754 | 0 | 0 | 18,115,754 |
| PE | DIH | 180,000 | 0 | 0 | 0 | 0 | 180,000 |
| PE | DS | 1,620,000 | 0 | 0 | 0 | 0 | 1,620,000 |
| Total | | 1,800,000 | 0 | 21,703,573 | 0 | 0 | 23,503,573 |

Prior Cost <2025: 0
Future Cost >2030: 0
Total Project Cost: 23,503,573
Project Description: SR 75 (US 231) Resurfacing from SR 20 to the Jackson County Line.

4538041 - CR 2321

Non-SIS



| | | | | | | | |
|---------------|-------------|------------------------|-----------|---------|---------|----------------------|-----------|
| From: | | SR 75 (US 231) | | | | | |
| To: | | DEER POINT LAKE BRIDGE | | | | | |
| Section: | | 9 - Resurfacing | | | | | |
| Work Summary: | | RESURFACING | | | Length: | 5.209 MI | |
| Lead Agency: | | FDOT | | | LRTP #: | Final Report p. 7-43 | |
| Phase | Fund Source | 2024/25 | 2025/26 | 2026/27 | 2027/28 | 2028/29 | Total |
| CST | SCOP | 0 | 175,768 | 0 | 0 | 0 | 175,768 |
| CST | GRSC | 0 | 332,540 | 0 | 0 | 0 | 332,540 |
| CST | SCED | 0 | 2,453,981 | 0 | 0 | 0 | 2,453,981 |
| CST | SCWR | 0 | 396,341 | 0 | 0 | 0 | 396,341 |
| Total | | 0 | 3,358,630 | 0 | 0 | 0 | 3,358,630 |

Prior Cost <2025: 0

Future Cost >2030: 0

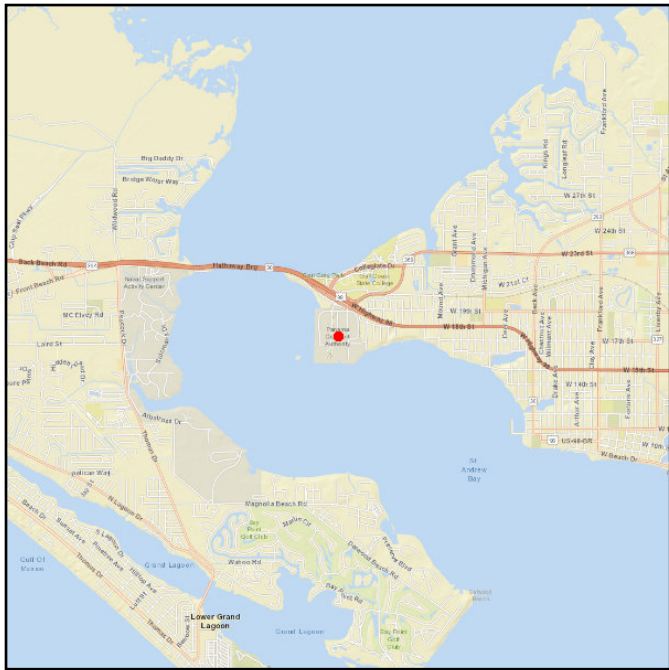
Total Project Cost: 3,358,630

Project Description: Resurfacing of CR 2321 from SR 75 (US 231) to Deer Point Lake Bridge.

Section 10 - Seaport

4387631 - PORT OF PANAMA CITY

SIS



From: TERMINAL IMPROVEMENTS

To:

Section: 10 - Seaport

Work Summary: SEAPORT CAPACITY PROJECT

Length:

Lead Agency: Panama City

LRTP #: Final Report p. F-6

| Phase | Fund Source | 2024/25 | 2025/26 | 2026/27 | 2027/28 | 2028/29 | Total |
|-------|-------------|------------|------------|------------|-----------|---------|------------|
| CAP | LF | 5,314,322 | 10,185,678 | 8,000,000 | 1,000,000 | 0 | 24,500,000 |
| CAP | GMR | 1,114,322 | 10,185,678 | 8,000,000 | 1,000,000 | 0 | 20,300,000 |
| CAP | DPTO | 1,200,000 | 0 | 0 | 0 | 0 | 1,200,000 |
| CAP | PORT | 3,000,000 | 0 | 0 | 0 | 0 | 3,000,000 |
| Total | | 10,628,644 | 20,371,356 | 16,000,000 | 2,000,000 | 0 | 49,000,000 |

Prior Cost <2025: 53,738,679

Future Cost >2030: 0

Total Project Cost: 102,738,679

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

Appendix A

Acronyms/Definitions

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

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

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

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

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

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

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

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

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

ECAT Escambia County Area Transit: Public transportation system.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

MPO See TPO

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

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

RTPO Regional Transportation Planning Organization:

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

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

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

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

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

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

TAP Transportation Alternatives Program. Provides funding for programs and projects defined as transportation alternatives, including on and off road pedestrian and bicycle facilities, infrastructure projects for improving non-driver access to public transportation and enhanced mobility, community improvement activities, and environmental mitigation, recreational trail program projects, safe

routes to school projects, and projects for the planning design or construction of boulevards and other roadways largely in the right-of-way of former Interstate System routes or other divided highways.

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

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

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

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

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

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

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

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

Appendix B

Phase and Fund Codes

| Code | Description | Fund Group | Fund Group Description |
|------|--------------------------------|------------|-------------------------------|
| ACBR | ADVANCE CONSTRUCTION (BRT) | F22 | NH - AC FUNDING |
| ACBZ | ADVANCE CONSTRUCTION (BRTZ) | F22 | NH - AC FUNDING |
| ACCM | ADVANCE CONSTRUCTION (CM) | F32 | O.F.A. - AC FUNDING |
| ACER | ADVANCE CONSTRUCTION (ER) | F32 | O.F.A. - AC FUNDING |
| ACFP | AC FREIGHT PROG (NFP) | F22 | NH - AC FUNDING |
| ACID | ADV CONSTRUCTION SAFETY (HSID) | F22 | NH - AC FUNDING |
| ACLD | ADV CONSTRUCTION SAFETY (HSLD) | F22 | NH - AC FUNDING |
| ACNP | ADVANCE CONSTRUCTION NHPP | F22 | NH - AC FUNDING |
| ACNR | AC NAT HWY PERFORM RESURFACING | F22 | NH - AC FUNDING |
| ACPR | AC - PROTECT GRANT PGM | F22 | NH - AC FUNDING |
| ACSA | ADVANCE CONSTRUCTION (SA) | F32 | O.F.A. - AC FUNDING |
| ACSL | ADVANCE CONSTRUCTION (SL) | F32 | O.F.A. - AC FUNDING |
| ACSM | STBG AREA POP. W/ 5K TO 49,999 | F32 | O.F.A. - AC FUNDING |
| ACSN | ADVANCE CONSTRUCTION (SN) | F32 | O.F.A. - AC FUNDING |
| ACSS | ADVANCE CONSTRUCTION (SS,HSP) | F22 | NH - AC FUNDING |
| ACSU | ADVANCE CONSTRUCTION (SU) | F32 | O.F.A. - AC FUNDING |
| ARDR | ARPA- SCETS MOTOR FUEL TAX | F49 | 100% FEDERAL NON-FHWA |
| ARPA | AMERICAN RESCUE PLAN ACT | F49 | 100% FEDERAL NON-FHWA |
| ART | ARTERIAL HIGHWAYS PROGRAMS | N11 | 100% STATE |
| ARTW | ARTERIAL WIDENING PROGRAM | N11 | 100% STATE |
| BNBR | AMENDMENT 4 BONDS (BRIDGES) | N31 | BONDS |
| BNDS | BOND - STATE | N31 | BONDS |
| BNIR | INTRASTATE R/W & BRIDGE BONDS | N31 | BONDS |
| BRP | STATE BRIDGE REPLACEMENT | N11 | 100% STATE |
| BRRP | STATE BRIDGE REPAIR & REHAB | N11 | 100% STATE |
| BRRR | BRIDGE REPAIR RAILROADS | N11 | 100% STATE |
| BRTZ | FED BRIDGE REPL - OFF SYSTEM | F21 | NH - REGULAR FUNDING |
| CARB | CARBON REDUCTION GRANT PGM | F31 | O.F.A. - REGULAR FUNDS |
| CARL | CARB FOR URB. LESS THAN 200K | F31 | O.F.A. - REGULAR FUNDS |
| CARM | CARB FOR SM. URB. 5K - 49,999 | F31 | O.F.A. - REGULAR FUNDS |
| CARN | CARB FOR RURAL AREAS < 5K | F31 | O.F.A. - REGULAR FUNDS |
| CARU | CARB FOR URB. AREA > THAN 200K | F31 | O.F.A. - REGULAR FUNDS |
| CD22 | CONGRESS GF EARMARKS HIP 2022 | F43 | 100% FEDERAL DEMO/EARMARK |
| CD23 | CONGRESS GF EARMARKS HIP 2023 | F43 | 100% FEDERAL DEMO/EARMARK |
| CIGP | COUNTY INCENTIVE GRANT PROGRAM | N12 | 100% STATE - SINGLE AUDIT ACT |
| CM | CONGESTION MITIGATION - AQ | F31 | O.F.A. - REGULAR FUNDS |
| D | UNRESTRICTED STATE PRIMARY | N11 | 100% STATE |
| DC | STATE PRIMARY PE CONSULTANTS | N11 | 100% STATE |
| DDR | DISTRICT DEDICATED REVENUE | N11 | 100% STATE |
| DEM | ENVIRONMENTAL MITIGATION | N11 | 100% STATE |
| DER | EMERGENCY RELIEF - STATE FUNDS | N11 | 100% STATE |
| DFTA | FED PASS-THROUGH \$ FROM FTA | F49 | 100% FEDERAL NON-FHWA |
| DI | ST. - S/W INTER/INTRASTATE HWY | N11 | 100% STATE |
| DIH | STATE IN-HOUSE PRODUCT SUPPORT | N11 | 100% STATE |
| DIOH | STATE 100% - OVERHEAD | N11 | 100% STATE |
| DIS | STRATEGIC INTERMODAL SYSTEM | N11 | 100% STATE |

| | | | |
|------|--------------------------------|-----|------------------------------|
| DITS | STATEWIDE ITS - STATE 100%. | N11 | 100% STATE |
| DL | LOCAL FUNDS - PTO - BUDGETED | N44 | LOCAL |
| DPTO | STATE - PTO | N11 | 100% STATE |
| DRA | REST AREAS - STATE 100% | N11 | 100% STATE |
| DS | STATE PRIMARY HIGHWAYS & PTO | N11 | 100% STATE |
| DSB0 | UNALLOCATED TO FACILITY | N41 | TOLL CAPITAL IMPROVEMENT |
| DSB1 | SKYWAY | N41 | TOLL CAPITAL IMPROVEMENT |
| DSB2 | EVERGLADES PKY/ALLIGATOR ALLEY | N41 | TOLL CAPITAL IMPROVEMENT |
| DSB3 | PINELLAS BAYWAY | N41 | TOLL CAPITAL IMPROVEMENT |
| DSB7 | MID-BAY BRIDGE AUTHORITY | N41 | TOLL CAPITAL IMPROVEMENT |
| DSBC | GARCON POINT BRIDGE | N41 | TOLL CAPITAL IMPROVEMENT |
| DSBD | I-95 EXPRESS LANES | N41 | TOLL CAPITAL IMPROVEMENT |
| DSBF | I-595 | N41 | TOLL CAPITAL IMPROVEMENT |
| DSBG | I-75 ML TOLL CAP IMPROVEMENT | N41 | TOLL CAPITAL IMPROVEMENT |
| DSBH | I-4 ML TOLL CAP IMPROVEMENT | N41 | TOLL CAPITAL IMPROVEMENT |
| DSBI | PALMETTO ML TOLL CAP IMPROVE | N41 | TOLL CAPITAL IMPROVEMENT |
| DSBJ | I-295 EXPRESS LANES - CAPITAL | N41 | TOLL CAPITAL IMPROVEMENT |
| DSBK | TAMPA BAY EXPRESS LANES | N41 | TOLL CAPITAL IMPROVEMENT |
| DSBT | TURNPIKE/REIMBURSED BY TOLL | N41 | TOLL CAPITAL IMPROVEMENT |
| DSBW | WEKIVA PARKWAY | N41 | TOLL CAPITAL IMPROVEMENT |
| DSPC | SERVICE PATROL CONTRACT | N11 | 100% STATE |
| DU | STATE PRIMARY/FEDERAL REIMB | F49 | 100% FEDERAL NON-FHWA |
| DUCA | TRANSIT CARES/CRRSAA ACT | F49 | 100% FEDERAL NON-FHWA |
| DWS | WEIGH STATIONS - STATE 100% | N11 | 100% STATE |
| EB | EQUITY BONUS | F31 | O.F.A. - REGULAR FUNDS |
| EM19 | GAA EARMARKS FY 2019 | N11 | 100% STATE |
| EM22 | GAA EARMARKS FY 2022 | N11 | 100% STATE |
| ER17 | 2017 EMERGENCY RELIEF EVENTS | F42 | 100% FEDERAL EMERGENCY FUNDS |
| ER19 | 2019 EMERGENCY RELIEF EVENTS | F42 | 100% FEDERAL EMERGENCY FUNDS |
| ER20 | 2020 EMERGENCY RELIEF EVENTS | F42 | 100% FEDERAL EMERGENCY FUNDS |
| ER22 | 2022 EMERGENCY RELIEF EVENTS | F42 | 100% FEDERAL EMERGENCY FUNDS |
| F001 | FEDERAL DISCRETIONARY - US19 | F33 | O.F.A. - DEMO/EARMARK FUNDS |
| FAA | FEDERAL AVIATION ADMIN | F49 | 100% FEDERAL NON-FHWA |
| FBD | FERRYBOAT DISCRETIONARY | F33 | O.F.A. - DEMO/EARMARK FUNDS |
| FCO | PRIMARY/FIXED CAPITAL OUTLAY | N11 | 100% STATE |
| FEDR | FEDERAL RESEARCH ACTIVITIES | F43 | 100% FEDERAL DEMO/EARMARK |
| FEMA | FED EMERGENCY MGT AGENCY | F49 | 100% FEDERAL NON-FHWA |
| FHPP | FEDERAL HIGH PRIORITY PROJECTS | F33 | O.F.A. - DEMO/EARMARK FUNDS |
| FINC | FINANCING CORP | N51 | FINC - FINANCING CORP. |
| FLAP | FEDERAL LANDS ACCESS PROGRAM | F41 | 100% FEDERAL FUNDS |
| FLEM | FL DIV OF EMERGENCY MANAGEMENT | N49 | OTHER NON-FEDERAL FUNDS |
| FRA | FEDERAL RAILROAD ADMINISTRATN | F49 | 100% FEDERAL NON-FHWA |
| FTA | FEDERAL TRANSIT ADMINISTRATION | F49 | 100% FEDERAL NON-FHWA |
| FTAT | FHWA TRANSFER TO FTA (NON-BUD) | F43 | 100% FEDERAL DEMO/EARMARK |
| GFBR | GEN FUND BRIDGE REPAIR/REPLACE | F21 | NH - REGULAR FUNDING |
| GFBZ | GENERAL FUND BRIDGE OFF-SYSTEM | F31 | O.F.A. - REGULAR FUNDS |
| GFEV | GEN. FUND EVEHICLE CHARG. PGM | F21 | NH - REGULAR FUNDING |

| | | | |
|------|---------------------------------|-----|------------------------------|
| GFNP | NP FEDERAL RELIEF GENERAL FUND | F31 | O.F.A. - REGULAR FUNDS |
| GFSA | GF STPBG ANY AREA | F31 | O.F.A. - REGULAR FUNDS |
| GFSL | GF STPBG <200K<5K (SMALL URB) | F31 | O.F.A. - REGULAR FUNDS |
| GFSN | GF STPBG <5K (RURAL) | F31 | O.F.A. - REGULAR FUNDS |
| GFSU | GF STPBG >200 (URBAN) | F31 | O.F.A. - REGULAR FUNDS |
| GMR | GROWTH MANAGEMENT FOR SIS | N11 | 100% STATE |
| GR23 | GAA EARMARKS FY2023 | N11 | 100% STATE |
| GR24 | GAA EARMARKS FY2024 | N11 | 100% STATE |
| GRSC | GROWTH MANAGEMENT FOR SCOP | N11 | 100% STATE |
| HP | FEDERAL HIGHWAY PLANNING | F31 | O.F.A. - REGULAR FUNDS |
| HPP | HIGH PRIORITY PROJECTS | F43 | 100% FEDERAL DEMO/EARMARK |
| HR | FEDERAL HIGHWAY RESEARCH | F31 | O.F.A. - REGULAR FUNDS |
| HSP | SAFETY (HIWAY SAFETY PROGRAM) | F21 | NH - REGULAR FUNDING |
| HSPT | SAFETY EDUCATIONAL-TRANSFERRED | F31 | O.F.A. - REGULAR FUNDS |
| LF | LOCAL FUNDS | N44 | LOCAL |
| LFB | LOCAL FUNDS BUDGET | N44 | LOCAL |
| LFBN | LOCAL TO RESERVE BNDS BUDGET | N31 | BONDS |
| LFD | "LF" FOR STTF UTILITY WORK | N11 | 100% STATE |
| LFF | LOCAL FUND - FOR MATCHING F/A | N44 | LOCAL |
| LFNE | LOCAL FUNDS NOT IN ESCROW | N44 | LOCAL |
| LFP | LOCAL FUNDS FOR PARTICIPATING | N44 | LOCAL |
| LFR | LOCAL FUNDS/REIMBURSABLE | N44 | LOCAL |
| LFRF | LOCAL FUND REIMBURSABLE-FUTURE | N44 | LOCAL |
| LFU | LOCAL FUNDS_ FOR UNFORSEEN WORK | N11 | 100% STATE |
| MCOR | MULTI-USE COR S.338.2278,F.S. | N11 | 100% STATE |
| NFP | NATIONAL FREIGHT PROGRAM | F21 | NH - REGULAR FUNDING |
| NFPD | NAT FREIGHT PGM-DISCRETIONARY | F31 | O.F.A. - REGULAR FUNDS |
| NH | PRINCIPAL ARTERIALS | F21 | NH - REGULAR FUNDING |
| NHBR | NATIONAL HIGWAYS BRIDGES | F21 | NH - REGULAR FUNDING |
| NHPP | IM, BRDG REPL, NATNL HWY-MAP21 | F21 | NH - REGULAR FUNDING |
| NHRE | NAT HWY PERFORM - RESURFACING | F21 | NH - REGULAR FUNDING |
| NHTS | NATIONAL HWY TRAFFIC SAFETY | F49 | 100% FEDERAL NON-FHWA |
| NSTP | NEW STARTS TRANSIT PROGRAM | N11 | 100% STATE |
| NSWR | 2015 SB2514A-NEW STARTS TRANST | N11 | 100% STATE |
| PKBD | TURNPIKE MASTER BOND FUND | N21 | TURNPIKE CAPITAL IMPROVEMENT |
| PKED | 2012 SB1998-TURNPIKE FEEDER RD | N11 | 100% STATE |
| PKER | TPK MAINTENANCE RESERVE-ER | N24 | TURNPIKE EMERGENCY |
| PKLF | LOCAL SUPPORT FOR TURNPIKE | N45 | LOCAL - TURNPIKE |
| PKM1 | TURNPIKE TOLL MAINTENANCE | N21 | TURNPIKE CAPITAL IMPROVEMENT |
| PKOH | TURNPIKE INDIRECT COSTS | N21 | TURNPIKE CAPITAL IMPROVEMENT |
| PKYI | TURNPIKE IMPROVEMENT | N21 | TURNPIKE CAPITAL IMPROVEMENT |
| PKYO | TURNPIKE TOLL COLLECTION/OPER. | N22 | TURNPIKE OPERATIONS |
| PKYR | TURNPIKE RENEWAL & REPLACEMENT | N21 | TURNPIKE CAPITAL IMPROVEMENT |
| PL | METRO PLAN (85% FA; 15% OTHER) | F41 | 100% FEDERAL FUNDS |
| PLH | PUBLIC LANDS HIGHWAY | F41 | 100% FEDERAL FUNDS |
| PLHD | PUBLIC LANDS HIGHWAY DISCR | F43 | 100% FEDERAL DEMO/EARMARK |
| POED | 2012 SB1998-SEAPORT INVESTMENT | N11 | 100% STATE |

| | | | |
|------|---------------------------------|-----|-------------------------------|
| PORB | PORT FUNDS RETURNED FROM BONDS | N11 | 100% STATE |
| PORT | SEAPORTS | N11 | 100% STATE |
| PROT | PROTECT GRANT PROGRAM | F21 | NH - REGULAR FUNDING |
| RBRP | REIMBURSABLE BRP FUNDS | N11 | 100% STATE |
| RECT | RECREATIONAL TRAILS | F31 | O.F.A. - REGULAR FUNDS |
| RED | REDISTR. OF FA (SEC 1102F) | F31 | O.F.A. - REGULAR FUNDS |
| REPE | REPURPOSED FEDERAL EARMARKS | F43 | 100% FEDERAL DEMO/EARMARK |
| RHH | RAIL HIGHWAY X-INGS - HAZARD | F31 | O.F.A. - REGULAR FUNDS |
| RHP | RAIL HIGHWAY X-INGS - PROT DEV | F31 | O.F.A. - REGULAR FUNDS |
| ROWR | ROW LEASE REVENUES | N11 | 100% STATE |
| S117 | STP EARMARKS - 2005 | F43 | 100% FEDERAL DEMO/EARMARK |
| SA | STP, ANY AREA | F31 | O.F.A. - REGULAR FUNDS |
| SABR | STP, BRIDGES | F21 | NH - REGULAR FUNDING |
| SAFE | SECURE AIRPORTS FOR FL ECONOMY | N11 | 100% STATE |
| SCED | 2012 SB1998-SMALL CO OUTREACH | N11 | 100% STATE |
| SCOP | SMALL COUNTY OUTREACH PROGRAM | N12 | 100% STATE - SINGLE AUDIT ACT |
| SCRA | SMALL COUNTY RESURFACING | N12 | 100% STATE - SINGLE AUDIT ACT |
| SCRC | SCOP FOR RURAL COMMUNITIES | N11 | 100% STATE |
| SCWR | 2015 SB2514A-SMALL CO OUTREACH | N12 | 100% STATE - SINGLE AUDIT ACT |
| SE | STP, ENHANCEMENT | F31 | O.F.A. - REGULAR FUNDS |
| SIB1 | STATE INFRASTRUCTURE BANK | N48 | OTHER SIB FUNDS |
| SIBF | FEDERAL FUNDED SIB | F49 | 100% FEDERAL NON-FHWA |
| SIWR | 2015 SB2514A-STRATEGIC INT SYS | N11 | 100% STATE |
| SL | STP, AREAS <= 200K | F31 | O.F.A. - REGULAR FUNDS |
| SM | STBG AREA POP. W/ 5K TO 49,999 | F31 | O.F.A. - REGULAR FUNDS |
| SN | STP, MANDATORY NON-URBAN <= 5K | F31 | O.F.A. - REGULAR FUNDS |
| SPN | PROCEED FROM SPONSOR AGREEMENT | N11 | 100% STATE |
| SR2S | SAFE ROUTES - INFRASTRUCTURE | F31 | O.F.A. - REGULAR FUNDS |
| SR2T | SAFE ROUTES - TRANSFER | F31 | O.F.A. - REGULAR FUNDS |
| SROM | SUNRAIL REVENUES FOR O AND M | N49 | OTHER NON-FEDERAL FUNDS |
| SSM | FED SUPPORT SERVICES/MINORITY | F41 | 100% FEDERAL FUNDS |
| ST10 | STP EARMARKS - 2010 | F43 | 100% FEDERAL DEMO/EARMARK |
| STED | 2012 SB1998-STRATEGIC ECON COR | N11 | 100% STATE |
| SU | STP, URBAN AREAS > 200K | F31 | O.F.A. - REGULAR FUNDS |
| TALL | TRANSPORTATION ALTS- <200K | F31 | O.F.A. - REGULAR FUNDS |
| TALM | TAP AREA POP. 5K TO 50,000 | F31 | O.F.A. - REGULAR FUNDS |
| TALN | TRANSPORTATION ALTS- < 5K | F31 | O.F.A. - REGULAR FUNDS |
| TALT | TRANSPORTATION ALTS- ANY AREA | F31 | O.F.A. - REGULAR FUNDS |
| TALU | TRANSPORTATION ALTS- >200K | F31 | O.F.A. - REGULAR FUNDS |
| TCP | FUEL TAX COMPLIANCE PROJECT | F41 | 100% FEDERAL FUNDS |
| TCSP | TRANS, COMMUNITY & SYSTEM PRES | F43 | 100% FEDERAL DEMO/EARMARK |
| TD24 | TD COMMISSION EARMARKS FY 2024 | N11 | 100% STATE |
| TDDR | TRANS DISADV - DDR USE | N49 | OTHER NON-FEDERAL FUNDS |
| TDED | TRANS DISADV TRUST FUND - \$10M | N49 | OTHER NON-FEDERAL FUNDS |
| TDPD | TD PAYROLL REDIST D FUNDS | N11 | 100% STATE |
| TDTF | TRANS DISADV - TRUST FUND | N49 | OTHER NON-FEDERAL FUNDS |
| TFBD | TOLL FACILITY BOND PROCEEDS | N41 | TOLL CAPITAL IMPROVEMENT |

| | | | |
|------|--------------------------------|-----|-------------------------------|
| TGR | TIGER/BUILD GRANT THROUGH FHWA | F43 | 100% FEDERAL DEMO/EARMARK |
| TIGR | TIGER/BUILD HIGHWAY GRANT | F49 | 100% FEDERAL NON-FHWA |
| TIMP | TRANSPORTATION IMPROVEMENTS | F33 | O.F.A. - DEMO/EARMARK FUNDS |
| TLWR | 2015 SB2514A-TRAIL NETWORK | N11 | 100% STATE |
| TM01 | SUNSHINE SKYWAY | N43 | TOLL MAINTENANCE |
| TM02 | EVERGLADES PARKWAY | N43 | TOLL MAINTENANCE |
| TM03 | PINELLAS BAYWAY | N43 | TOLL MAINTENANCE |
| TM06 | TAMPA-HILLSBOROUGH EXPR. AUTH. | N43 | TOLL MAINTENANCE |
| TM07 | MID-BAY BRIDGE AUTHORITY | N43 | TOLL MAINTENANCE |
| TM11 | ORLANDO-ORANGE CO. EXPR. SYSTE | N43 | TOLL MAINTENANCE |
| TMBC | GARCON POINT BRIDGE | N43 | TOLL MAINTENANCE |
| TMBD | I-95 EXPRESS LANES | N43 | TOLL MAINTENANCE |
| TMBG | I-75 ML TOLL MAINTENANCE | N43 | TOLL MAINTENANCE |
| TMBI | PALMETTO ML TOLL MAINTENANCE | N43 | TOLL MAINTENANCE |
| TMBJ | I-295 EXPRESS LANES - MAINT | N43 | TOLL MAINTENANCE |
| TMBK | TAMPA BAY EXPRESS LANES-MAINT | N43 | TOLL MAINTENANCE |
| TMBW | WEKIVA PARKWAY TOLL MAINT | N43 | TOLL MAINTENANCE |
| TO01 | SUNSHINE SKYWAY | N42 | TOLL OPERATIONS |
| TO02 | EVERGLADES PARKWAY | N42 | TOLL OPERATIONS |
| TO03 | PINELLAS BAYWAY | N42 | TOLL OPERATIONS |
| TO04 | MIAMI-DADE EXPRESSWAY AUTH. | N42 | TOLL OPERATIONS |
| TO06 | TAMPA-HILLSBOROUGH EXPR. AUTH. | N42 | TOLL OPERATIONS |
| TO07 | MID-BAY BRIDGE AUTHORITY | N42 | TOLL OPERATIONS |
| TO11 | ORLANDO-ORANGE CO. EXPR. SYST. | N42 | TOLL OPERATIONS |
| TOBC | GARCON POINT BRIDGE | N42 | TOLL OPERATIONS |
| TOBD | I-95 EXPRESS LANES | N42 | TOLL OPERATIONS |
| TOBF | I-595 | N42 | TOLL OPERATIONS |
| TOBG | I-75 ML TOLL OPERATIONS | N42 | TOLL OPERATIONS |
| TOBH | I-4 ML TOLL OPERATIONS | N42 | TOLL OPERATIONS |
| TOBI | PALMETTO ML TOLL OPERATIONS | N42 | TOLL OPERATIONS |
| TOBJ | I-295 EXPRESS LANES-OPERATING | N42 | TOLL OPERATIONS |
| TOBK | TAMPA BAY EXP LANES OPERATING | N42 | TOLL OPERATIONS |
| TOBW | WEKIVA PARKWAY TOLL OPERATIONS | N42 | TOLL OPERATIONS |
| TRIP | TRANS REGIONAL INCENTIVE PROGM | N12 | 100% STATE - SINGLE AUDIT ACT |
| TRWR | 2015 SB2514A-TRAN REG INCT PRG | N12 | 100% STATE - SINGLE AUDIT ACT |
| TSM | TRANSPORT SYSTEMS MANAGEMENT | F41 | 100% FEDERAL FUNDS |

Appendix C

Status Report for On-going Projects

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

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

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

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

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

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

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

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

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

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

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

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

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

| CFP Map # [Needs Plan #] | Project | FPID | From | To | Improvement | Phase | TIP FY20-24, & 21-25 | Fed Fund Codes | Fed Fund Amt. | 2026-2030 YOE* | 2031-2035 YOE* | 2036-2045 YOE* | FY 26-45 Totals | FY20-45 Totals (adding TIPs) | Beyond 2045 |
|--------------------------|---------------------|---------|----------------------|----------------------|----------------------------------|---------|----------------------|----------------|---------------|----------------|----------------|----------------|-----------------|------------------------------|--------------|
| 46 [A-51] | Minge Branch Drive] | 4517331 | Mill Bayou Boulevard | Titus Connector Road | Construct new 2 Lanes [Capacity] | PD&E | Complete | | | \$ | \$ | \$ | \$ | \$ | \$3,271,196 |
| | | | | | | PE | Complete | | | \$ | \$ | \$ | \$ | \$ | \$4,906,793 |
| | | | | | | RW | Complete | | | \$ | \$ | \$ | \$ | \$ | \$8,177,989 |
| | | | | | | CST/CEI | \$2,400,000 | | | \$ | \$ | \$ | \$ | \$2,400,000 | \$37,618,750 |

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

\$0,000.00 = PD&E

RW and CST+CEI Capacity \$

includes Local

includes Local

RW and CST+CEI Capacity Available Revenue (Non SIS + TMA / SU 2026-2045)
Adjusted down from YOE to Present Day 2018 Dollars

| | | | | | | | | |
|-------------------------|---------------|--------------|--------------|--------------|---------------|---------------|---------------|-----------------|
| Totals | 204,202,165 | \$37,724,035 | \$89,094,225 | \$88,324,503 | \$170,553,651 | \$347,972,378 | \$552,174,543 | \$1,803,891,601 |
| Box funds (Capacity \$) | \$ | | \$8,295,000 | \$9,300,000 | \$24,600,000 | \$41,820,000 | \$41,820,000 | |
| ATMS | \$950,000 | | \$3,960,000 | \$4,650,000 | \$12,300,000 | \$20,910,000 | \$21,860,000 | |
| ROW & CST | \$185,521,147 | | \$57,792,748 | \$65,543,455 | \$100,889,100 | \$224,225,303 | \$409,796,450 | |
| subtotal Capacity Funds | \$185,521,147 | | \$70,047,748 | \$79,493,455 | \$137,789,100 | \$286,955,303 | 473,476,450 | |
| | | | \$72,460,000 | \$78,170,000 | \$162,660,000 | | | |
| | | YOE | | | | \$313,290,000 | | |
| Balance difference | | | \$2,412,252 | \$1,088,797 | \$24,870,900 | | \$26,334,697 | |
| Local Funds (all) | \$172,764,586 | | \$5,000,000 | \$ | \$ | \$5,000,000 | \$177,764,586 | \$ |
| PE Funds (all) | \$4,854,517 | \$2,414,895 | \$11,368,886 | \$1,891,000 | \$15,655,139 | \$28,915,025 | \$33,769,542 | |

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

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

Transit Available Revenue (Non SIS + TMA / SU 2026-2045)

Adjusted down from YOE to Present Day 2018 Dollars

| | | | | |
|------------------|--------------|--------------|--------------|--------------|
| YOE | \$22,520,000 | \$24,670,000 | \$51,390,000 | \$98,580,000 |
| Present Day 2018 | \$17,060,606 | \$15,916,129 | \$25,068,293 | \$58,045,028 |

Available Funds (non-SIS+TMA and SU)

| YOE | Multiplier | Present Day Cost |
|--------------|------------|------------------|
| \$59,650,000 | 1.19 | \$50,126,050 |

FY 2021-2025

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

| | | | |
|--------------|---------------|------|---------------|
| FY 2026-2030 | \$72,460,000 | 1.32 | \$54,893,939 |
| FY 2031-2035 | \$78,170,000 | 1.55 | \$50,432,258 |
| | \$162,660,00 | | |
| FY 2036-2045 | 0 | 2.05 | \$79,346,341 |
| FY26-45 | \$313,290,000 | | \$184,672,539 |

| Available Funds (Transit) | YOE | Multiplier | Present Day Cost |
|------------------------------|--------------|------------|------------------|
| | \$17,860,000 | | |
| FY 2021-2025 | 0 | 1.19 | \$15,008,403 |
| FY 2026-2030 | \$22,520,000 | 1.32 | \$17,060,606 |
| FY 2031-2035 | \$24,670,000 | 1.55 | \$15,916,129 |
| FY 2036-2045 | \$51,390,000 | 2.05 | \$25,068,293 |
| FY26-45 | \$98,580,000 | | \$58,045,028 |

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

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

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

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

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

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

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

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

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

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

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

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

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

Color Code:

\$0,000.00 =
State and
Federal
Funds
\$0,000.00 =
PE Funds

\$0,000.00 =
Local Funds
\$0,000.00 =
PD&E
\$0,000.00 =
Federal
Funds Only
(from TIP)

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

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

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

Appendix D

Federally Obligated Projects for Fiscal Year 2024

**Bay County Transportation Planning Organization
Federally Obligated Projects List for Fiscal Year 2024**



Prepared for



Prepared by and staff to the Bay County TPO



October 4, 2024

Staff Contact

Gary Kramer, Transportation Planner IV

gary.kramer@ecrc.org

Purpose of this Report:

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

The purpose of this report is to report Federal funding obligations in the Bay County Transportation Planning Organization (TPO) that took place within the planning area during Fiscal Year (FY) 2023-2024, which covers October 1, 2023 to September 30, 2024. The Federal Highway Administration (FHWA) defines "obligation" as "the federal government's promise to pay a State for the Federal share of a project's eligible cost." Obligated projects were not necessarily initiated or completed during this year. The obligated amounts reflected in this report also may not be equal to the final project cost.

Background

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

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

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

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

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

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

Florida DOT federally authorized projects in FY 2024

| | | |
|--|--|--------------------------------------|
| ITEM NUMBER:217838 4 | PROJECT DESCRIPTION:SR 30A (US98) PC BCH PKWY FROM E OF NAUTILUS ST TO E OF R JACKSON BLVD | *SIS* |
| DISTRICT:03 | COUNTY:BAY | TYPE OF WORK:ADD LANES & RECONSTRUCT |
| ROADWAY ID:46160000 | PROJECT LENGTH: 2.511MI | LANES EXIST/IMPROVED/ADDED: 3/ 3/ 2 |
| FUND CODE | 2024 | |
| PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT | | |
| SA | 40,192 | |
| TOTAL 217838 4 | 40,192 | |
| TOTAL 217838 4 | 40,192 | |

| | | |
|---|--|--------------------------------------|
| ITEM NUMBER:217875 2 | PROJECT DESCRIPTION:SR 390 ST ANDREWS FROM SR 368 23RD ST TO E OF CR 2312 BALDWIN ROAD | *SIS* |
| DISTRICT:03 | COUNTY:BAY | TYPE OF WORK:ADD LANES & RECONSTRUCT |
| ROADWAY ID:46140000 | PROJECT LENGTH: 3.305MI | LANES EXIST/IMPROVED/ADDED: 4/ 2/ 4 |
| FUND CODE | 2024 | |
| PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT | | |
| NHPP | 1,779,986 | |
| TOTAL 217875 2 | 1,779,986 | |
| TOTAL 217875 2 | 1,779,986 | |

| | | |
|---|--|--------------------------------------|
| ITEM NUMBER:217910 7 | PROJECT DESCRIPTION:SR 75 (US 231) FROM SR 30A (US 98) 15TH ST TO SR 368 23RD STREET | *SIS* |
| DISTRICT:03 | COUNTY:BAY | TYPE OF WORK:ADD LANES & RECONSTRUCT |
| ROADWAY ID:46040000 | PROJECT LENGTH: 4.270MI | LANES EXIST/IMPROVED/ADDED: 2/ 2/ 1 |
| FUND CODE | 2024 | |
| PHASE: RIGHT OF WAY / RESPONSIBLE AGENCY: MANAGED BY FDOT | | |
| NHPP | 2,173,758 | |
| TOTAL 217910 7 | 2,173,758 | |
| TOTAL 217910 7 | 2,173,758 | |

| | | |
|---|--|-------------------------------------|
| ITEM NUMBER:217986 2 | PROJECT DESCRIPTION:SR 392A HUTCHISON BLVD FROM SR 30 (US 98A) TO SR 30 (US 98A) | *NON-SIS* |
| DISTRICT:03 | COUNTY:BAY | TYPE OF WORK:RESURFACING |
| ROADWAY ID:46010002 | PROJECT LENGTH: 3.069MI | LANES EXIST/IMPROVED/ADDED: 4/ 4/ 0 |
| FUND CODE | 2024 | |
| PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT | | |
| SA | 225,779 | |
| TOTAL 217986 2 | 225,779 | |
| TOTAL 217986 2 | 225,779 | |

HIGHWAYS
=====

| | | |
|---|--|-------------------------------------|
| ITEM NUMBER:410981 8 | PROJECT DESCRIPTION:SR 370 GULF COAST PARKWAY FROM SR 30A (US 98) TO CR 2315 STAR AVENUE | *NON-SIS* |
| DISTRICT:03 | COUNTY:BAY | TYPE OF WORK:NEW ROAD CONSTRUCTION |
| ROADWAY ID:46000000 | PROJECT LENGTH: 1.757MI | LANES EXIST/IMPROVED/ADDED: 0/ 0/ 2 |
| FUND CODE | 2024 | |
| PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT | | |
| HP | 118,460 | |
| TOTAL 410981 8 | 118,460 | |
| TOTAL 410981 8 | 118,460 | |

| | | |
|---|--|--------------------------------------|
| ITEM NUMBER:424464 5 | PROJECT DESCRIPTION:SR 388 FROM SR 79 TO E OF NWF BEACHES INTL AIRPORT | *NON-SIS* |
| DISTRICT:03 | COUNTY:BAY | TYPE OF WORK:ADD LANES & RECONSTRUCT |
| ROADWAY ID:46000000 | PROJECT LENGTH: 3.864MI | LANES EXIST/IMPROVED/ADDED: 0/ 0/ 4 |
| FUND CODE | 2024 | |
| PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT | | |
| NHPP | -27,219 | |
| TOTAL 424464 5 | -27,219 | |
| TOTAL 424464 5 | -27,219 | |

| | | |
|--|--|-------------------------------------|
| ITEM NUMBER:426238 1 | PROJECT DESCRIPTION:SCOTT ROAD OVER ECONFINA CREEK BRIDGE NO. 464423 | *NON-SIS* |
| DISTRICT:03 | COUNTY:BAY | TYPE OF WORK:BRIDGE REPLACEMENT |
| ROADWAY ID:46000033 | PROJECT LENGTH: .016MI | LANES EXIST/IMPROVED/ADDED: 2/ 1/ 0 |
| FUND CODE | 2024 | |
| PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT | | |
| BRTZ | 737,390 | |
| TOTAL 426238 1 | 737,390 | |
| TOTAL 426238 1 | 737,390 | |

| | | |
|---|--|-------------------------------------|
| ITEM NUMBER:426950 2 | PROJECT DESCRIPTION:SR 30 (US 98) FROM W OF CANAL PKWY TO GULF COUNTY LINE | *NON-SIS* |
| DISTRICT:03 | COUNTY:BAY | TYPE OF WORK:RESURFACING |
| ROADWAY ID:46030000 | PROJECT LENGTH: 3.683MI | LANES EXIST/IMPROVED/ADDED: 2/ 2/ 0 |
| FUND CODE | 2024 | |
| PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT | | |
| SL | 432,862 | |
| TOTAL 426950 2 | 432,862 | |
| TOTAL 426950 2 | 432,862 | |

| | | | |
|---|---|--------------------------------------|----------------------|
| PAGE | 3 | FLORIDA DEPARTMENT OF TRANSPORTATION | DATE RUN: 10/01/2024 |
| BAY TPO | | OFFICE OF WORK PROGRAM | TIME RUN: 15.20.41 |
| | | ANNUAL OBLIGATIONS REPORT | MBROBLTP |
| | | ===== | |
| | | HIGHWAYS | |
| | | ===== | |
| ITEM NUMBER:431684 1 | PROJECT DESCRIPTION:SR 30 (US 98) ELEVATED ROADWAY E TO W OF TYNDALL AFB ENTRANCE | | *NON-SIS* |
| DISTRICT:03 | COUNTY:BAY | TYPE OF WORK:INTERCHANGE - ADD LANES | |
| ROADWAY ID:46030000 | PROJECT LENGTH: 1.000MI | LANES EXIST/IMPROVED/ADDED: 2/ 2/ 2 | |
| FUND | | | |
| CODE | | 2024 | |
| PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT | | | |
| NHPP | | 179,840 | |
| TOTAL 431684 1 | | 179,840 | |
| TOTAL 431684 1 | | 179,840 | |
| ITEM NUMBER:435518 4 | PROJECT DESCRIPTION:CR 30 FRONT BEACH ROAD FROM TWIN LAKES DR TO EAST LAKESHORE DR - PH I | | *NON-SIS* |
| DISTRICT:03 | COUNTY:BAY | TYPE OF WORK:SIDEWALK | |
| ROADWAY ID:46010000 | PROJECT LENGTH: 1.213MI | LANES EXIST/IMPROVED/ADDED: 2/ 0/ 0 | |
| FUND | | | |
| CODE | | 2024 | |
| PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT | | | |
| SA | | -4,266 | |
| SL | | -736 | |
| TOTAL 435518 4 | | -5,002 | |
| TOTAL 435518 4 | | -5,002 | |
| ITEM NUMBER:435518 5 | PROJECT DESCRIPTION:CR 30 FRONT BEACH ROAD FROM KELLY STREET TO TWIN LAKES DRIVE - PH II | | *NON-SIS* |
| DISTRICT:03 | COUNTY:BAY | TYPE OF WORK:SIDEWALK | |
| ROADWAY ID:46010000 | PROJECT LENGTH: 1.171MI | LANES EXIST/IMPROVED/ADDED: 2/ 0/ 0 | |
| FUND | | | |
| CODE | | 2024 | |
| PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT | | | |
| SL | | -4,968 | |
| TOTAL 435518 5 | | -4,968 | |
| TOTAL 435518 5 | | -4,968 | |
| ITEM NUMBER:437759 1 | PROJECT DESCRIPTION:SR 30A (US 98) PCB PARKWAY FROM WALTON COUNTY LINE TO HEATHER DRIVE | | *SIS* |
| DISTRICT:03 | COUNTY:BAY | TYPE OF WORK:RESURFACING | |
| ROADWAY ID:46160000 | PROJECT LENGTH: 6.922MI | LANES EXIST/IMPROVED/ADDED: 3/ 3/ 0 | |
| FUND | | | |
| CODE | | 2024 | |
| PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT | | | |
| SL | | 518,119 | |
| TOTAL 437759 1 | | 518,119 | |
| TOTAL 437759 1 | | 518,119 | |

| | | | |
|--|--|--------------------------------------|----------------------|
| PAGE | 4 | FLORIDA DEPARTMENT OF TRANSPORTATION | DATE RUN: 10/01/2024 |
| BAY TPO | | OFFICE OF WORK PROGRAM | TIME RUN: 15.20.41 |
| | | ANNUAL OBLIGATIONS REPORT | MBROBLTP |
| | | ===== | |
| | | HIGHWAYS | |
| | | ===== | |
| ITEM NUMBER:437762 1 | PROJECT DESCRIPTION:SR 75 (US 231) FROM SR 30 (BUS 98) 6TH ST TO SR 30A (US 98) 15TH ST | | *NON-SIS* |
| DISTRICT:03 | COUNTY:BAY | TYPE OF WORK:RESURFACING | |
| ROADWAY ID:46040000 | PROJECT LENGTH: 1.098MI | LANES EXIST/IMPROVED/ADDED: 4/ 4/ 0 | |
| FUND | | | |
| CODE | 2024 | | |
| ----- | ----- | | |
| PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT | | | |
| SA | 139,664 | | |
| SL | -29,122 | | |
| TOTAL 437762 1 | 110,542 | | |
| TOTAL 437762 1 | 110,542 | | |
| ITEM NUMBER:437763 1 | PROJECT DESCRIPTION:SR 79 FROM SR 30A (US 98) BACK BEACH RD TO N OF WEST BAY ICWW BRIDGE | | *SIS* |
| DISTRICT:03 | COUNTY:BAY | TYPE OF WORK:RESURFACING | |
| ROADWAY ID:46090000 | PROJECT LENGTH: 5.097MI | LANES EXIST/IMPROVED/ADDED: 2/ 2/ 0 | |
| FUND | | | |
| CODE | 2024 | | |
| ----- | ----- | | |
| PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT | | | |
| NHRE | 300,078 | | |
| SA | 82,263 | | |
| TOTAL 437763 1 | 382,341 | | |
| TOTAL 437763 1 | 382,341 | | |
| ITEM NUMBER:437763 2 | PROJECT DESCRIPTION:SR 79 FROM WEST BAY BRIDGE TO WASHINGTON COUNTY LINE | | *SIS* |
| DISTRICT:03 | COUNTY:BAY | TYPE OF WORK:RESURFACING | |
| ROADWAY ID:46090000 | PROJECT LENGTH: 8.700MI | LANES EXIST/IMPROVED/ADDED: 2/ 2/ 0 | |
| FUND | | | |
| CODE | 2024 | | |
| ----- | ----- | | |
| PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT | | | |
| PROT | 1,383,281 | | |
| SL | 1,000,000 | | |
| TOTAL 437763 2 | 2,383,281 | | |
| TOTAL 437763 2 | 2,383,281 | | |
| ITEM NUMBER:438106 1 | PROJECT DESCRIPTION:CR 3026 CHERRY ST FROM SR 30A (US 98) TYNDALL PKWY TO CR 2315 STAR AVE | | *NON-SIS* |
| DISTRICT:03 | COUNTY:BAY | TYPE OF WORK:SIDEWALK | |
| ROADWAY ID:46503000 | PROJECT LENGTH: 1.504MI | LANES EXIST/IMPROVED/ADDED: 1/ 1/ 0 | |
| FUND | | | |
| CODE | 2024 | | |
| ----- | ----- | | |
| PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY CALLAWAY, CITY OF | | | |
| CARB | 668,244 | | |
| CARL | 313,267 | | |
| TALL | 932,319 | | |
| TALT | 639,430 | | |
| PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT | | | |
| TALT | 500 | | |
| TOTAL 438106 1 | 2,553,760 | | |
| TOTAL 438106 1 | 2,553,760 | | |

| | | | |
|--|---|--------------------------------------|----------------------|
| PAGE | 5 | FLORIDA DEPARTMENT OF TRANSPORTATION | DATE RUN: 10/01/2024 |
| BAY TPO | | OFFICE OF WORK PROGRAM | TIME RUN: 15.20.41 |
| | | ANNUAL OBLIGATIONS REPORT | MBROBLTP |
| | | ===== | |
| | | HIGHWAYS | |
| | | ===== | |
| ITEM NUMBER:438111 2 | PROJECT DESCRIPTION:SR 30 (US 98B) FROM MORRIS DR TO MUNICIPAL PARK ENTRANCE | | *NON-SIS* |
| DISTRICT:03 | COUNTY:BAY | TYPE OF WORK:SIDEWALK | |
| ROADWAY ID:46020000 | PROJECT LENGTH: .750MI | LANES EXIST/IMPROVED/ADDED: 2/ 2/ 0 | |
| FUND | | | |
| CODE | 2024 | | |
| PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT | | | |
| TALT | -119,992 | | |
| TOTAL 438111 2 | -119,992 | | |
| TOTAL 438111 2 | -119,992 | | |
| ITEM NUMBER:439380 1 | PROJECT DESCRIPTION:SCOTT'S FERRY RD OVER BEAR CREEK BRIDGE NO. 464419 | | *NON-SIS* |
| DISTRICT:03 | COUNTY:BAY | TYPE OF WORK:BRIDGE REPLACEMENT | |
| ROADWAY ID:46000036 | PROJECT LENGTH: .038MI | LANES EXIST/IMPROVED/ADDED: 2/ 2/ 0 | |
| FUND | | | |
| CODE | 2024 | | |
| PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT | | | |
| BRTZ | 787,441 | | |
| TOTAL 439380 1 | 787,441 | | |
| TOTAL 439380 1 | 787,441 | | |
| ITEM NUMBER:439725 1 | PROJECT DESCRIPTION:SR 77 FROM END OF CURB & GUTTER SOUTHPORT TO S OF WASHINGTON CO. LINE | | *NON-SIS* |
| DISTRICT:03 | COUNTY:BAY | TYPE OF WORK:RESURFACING | |
| ROADWAY ID:46060000 | PROJECT LENGTH: 10.215MI | LANES EXIST/IMPROVED/ADDED: 2/ 2/ 0 | |
| FUND | | | |
| CODE | 2024 | | |
| PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT | | | |
| NHRE | 738,000 | | |
| SA | -105,000 | | |
| TOTAL 439725 1 | 633,000 | | |
| TOTAL 439725 1 | 633,000 | | |
| ITEM NUMBER:439744 1 | PROJECT DESCRIPTION:SR 20 FROM WASHINGTON COUNTY LINE TO SR 77 | | *NON-SIS* |
| DISTRICT:03 | COUNTY:BAY | TYPE OF WORK:RESURFACING | |
| ROADWAY ID:46050000 | PROJECT LENGTH: 7.702MI | LANES EXIST/IMPROVED/ADDED: 2/ 2/ 0 | |
| FUND | | | |
| CODE | 2024 | | |
| PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT | | | |
| NHRE | 3,903,682 | | |
| TOTAL 439744 1 | 3,903,682 | | |
| TOTAL 439744 1 | 3,903,682 | | |

| | | | |
|--|---|--------------------------------------|-------------------------------------|
| PAGE | 6 | FLORIDA DEPARTMENT OF TRANSPORTATION | DATE RUN: 10/01/2024 |
| BAY TPO | | OFFICE OF WORK PROGRAM | TIME RUN: 15.20.41 |
| | | ANNUAL OBLIGATIONS REPORT | MBROBLTP |
| | | ===== | |
| | | HIGHWAYS | |
| | | ===== | |
| ITEM NUMBER:439892 1 | PROJECT DESCRIPTION:SR 75 (US 231) @ CR 2327 TRANSMITTER ROAD INTERSECTION | | *SIS* |
| DISTRICT:03 | COUNTY:BAY | | TYPE OF WORK:ADD TURN LANE(S) |
| ROADWAY ID:46040000 | PROJECT LENGTH: .538MI | | LANES EXIST/IMPROVED/ADDED: 4/ 0/ 0 |
| FUND CODE | | 2024 | |
| PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT | | | |
| NHPP | | 12,603 | |
| PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT | | | |
| NHPP | | 2,261,631 | |
| TOTAL 439892 1 | | 2,274,234 | |
| TOTAL 439892 1 | | 2,274,234 | |
| ITEM NUMBER:440149 1 | PROJECT DESCRIPTION:SR 390 E 14TH STREET FROM E OF SR 77 OHIO AVE TO SR 75 (US 231) | | *SIS* |
| DISTRICT:03 | COUNTY:BAY | | TYPE OF WORK:RESURFACING |
| ROADWAY ID:46600000 | PROJECT LENGTH: 4.060MI | | LANES EXIST/IMPROVED/ADDED: 2/ 2/ 0 |
| FUND CODE | | 2024 | |
| PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT | | | |
| SA | | 1,376,083 | |
| TOTAL 440149 1 | | 1,376,083 | |
| TOTAL 440149 1 | | 1,376,083 | |
| ITEM NUMBER:440487 1 | PROJECT DESCRIPTION:SR 390 OVER MILL BAYOU BRIDGE NO. 460020 | | *SIS* |
| DISTRICT:03 | COUNTY:BAY | | TYPE OF WORK:BRIDGE REPLACEMENT |
| ROADWAY ID:46600000 | PROJECT LENGTH: .333MI | | LANES EXIST/IMPROVED/ADDED: 2/ 2/ 0 |
| FUND CODE | | 2024 | |
| PHASE: RIGHT OF WAY / RESPONSIBLE AGENCY: MANAGED BY FDOT | | | |
| NHBR | | 2,111,890 | |
| PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT | | | |
| NHBR | | 28,402 | |
| TOTAL 440487 1 | | 2,140,292 | |
| TOTAL 440487 1 | | 2,140,292 | |
| ITEM NUMBER:441732 2 | PROJECT DESCRIPTION:SR 30 FRONT BEACH ROAD FROM WATKINS ST TO KILGORE RD | | *NON-SIS* |
| DISTRICT:03 | COUNTY:BAY | | TYPE OF WORK:LIGHTING |
| ROADWAY ID:46010000 | PROJECT LENGTH: 1.058MI | | LANES EXIST/IMPROVED/ADDED: 2/ 0/ 0 |
| FUND CODE | | 2024 | |
| PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: RESPONSIBLE AGENCY NOT AVAILABLE | | | |
| HSP | | 14,300 | |
| TOTAL 441732 2 | | 14,300 | |
| TOTAL 441732 2 | | 14,300 | |

| | | | |
|--|--|--------------------------------------|--|
| PAGE | 7 | FLORIDA DEPARTMENT OF TRANSPORTATION | DATE RUN: 10/01/2024 |
| BAY TPO | | OFFICE OF WORK PROGRAM | TIME RUN: 15.20.41 |
| | | ANNUAL OBLIGATIONS REPORT | MBROBLTP |
| | | ===== | |
| | | HIGHWAYS | |
| | | ===== | |
| ITEM NUMBER:441742 2 | PROJECT DESCRIPTION:ALF COLEMAN ROAD FROM SR 392A HUTCHISON BLVD TO SR 30A (US 98) | | *NON-SIS* |
| DISTRICT:03 | COUNTY:BAY | | TYPE OF WORK:PEDESTRIAN SAFETY IMPROVEMENT |
| ROADWAY ID:46590000 | PROJECT LENGTH: .594MI | | LANES EXIST/IMPROVED/ADDED: 2/ 2/ 0 |
| FUND | | 2024 | |
| CODE | | | |
| ----- | | ----- | |
| PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY CITY OF PANAMA CITY BEACH | | | |
| HSP | | 55,695 | |
| PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT | | | |
| HSP | | 1,363 | |
| TOTAL 441742 2 | | 57,058 | |
| TOTAL 441742 2 | | 57,058 | |
| ITEM NUMBER:441742 3 | PROJECT DESCRIPTION:ALF COLEMAN ROAD FROM SR 392A HUTCHISON BLVD TO SR 30A (US 98) | | *NON-SIS* |
| DISTRICT:03 | COUNTY:BAY | | TYPE OF WORK:LIGHTING |
| ROADWAY ID:46590000 | PROJECT LENGTH: .594MI | | LANES EXIST/IMPROVED/ADDED: 2/ 0/ 0 |
| FUND | | 2024 | |
| CODE | | | |
| ----- | | ----- | |
| PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY GULF POWER COMPANY | | | |
| HSP | | 56,925 | |
| TOTAL 441742 3 | | 56,925 | |
| TOTAL 441742 3 | | 56,925 | |
| ITEM NUMBER:441881 2 | PROJECT DESCRIPTION:AIRPORT RD @ 19TH STREET INTERSECTION | | *NON-SIS* |
| DISTRICT:03 | COUNTY:BAY | | TYPE OF WORK:INTERSECTION IMPROVEMENT |
| ROADWAY ID:46110000 | PROJECT LENGTH: .238MI | | LANES EXIST/IMPROVED/ADDED: 2/ 2/ 0 |
| FUND | | 2024 | |
| CODE | | | |
| ----- | | ----- | |
| PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT | | | |
| SA | | 39,502 | |
| SL | | -11,327 | |
| TOTAL 441881 2 | | 28,175 | |
| TOTAL 441881 2 | | 28,175 | |
| ITEM NUMBER:442667 1 | PROJECT DESCRIPTION:SR 30 (US 98) OVER ST ANDREWS BAY ICWW BRIDGE NO. 460019 | | *NON-SIS* |
| DISTRICT:03 | COUNTY:BAY | | TYPE OF WORK:BRIDGE REPLACEMENT |
| ROADWAY ID:46020000 | PROJECT LENGTH: .520MI | | LANES EXIST/IMPROVED/ADDED: 2/ 2/ 0 |
| FUND | | 2024 | |
| CODE | | | |
| ----- | | ----- | |
| PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT | | | |
| NHBR | | 1,403,373 | |
| PHASE: RIGHT OF WAY / RESPONSIBLE AGENCY: MANAGED BY FDOT | | | |
| NHBR | | 3,658,282 | |
| PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT | | | |
| NHBR | | 1,000 | |
| SA | | 1,170,000 | |
| TOTAL 442667 1 | | 6,232,655 | |
| TOTAL 442667 1 | | 6,232,655 | |

| | | | |
|---|--|--|----------------------|
| PAGE | 8 | FLORIDA DEPARTMENT OF TRANSPORTATION | DATE RUN: 10/01/2024 |
| BAY TPO | | OFFICE OF WORK PROGRAM | TIME RUN: 15.20.41 |
| | | ANNUAL OBLIGATIONS REPORT | MBROBLTP |
| | | ===== | |
| | | HIGHWAYS | |
| | | ===== | |
| ITEM NUMBER:442917 1 | PROJECT DESCRIPTION:CR 2302 BRIDGE STREET OVER FANNING BAYOU BRIDGE NO. 460024 | | *NON-SIS* |
| DISTRICT:03 | COUNTY:BAY | TYPE OF WORK:BRIDGE REPLACEMENT | |
| ROADWAY ID:46630000 | PROJECT LENGTH: .019MI | LANES EXIST/IMPROVED/ADDED: 2/ 2/ 0 | |
| FUND CODE | | 2024 | |
| PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT | | | |
| BRTZ | | 1,439,230 | |
| TOTAL 442917 1 | | 1,439,230 | |
| TOTAL 442917 1 | | 1,439,230 | |
| ITEM NUMBER:443876 1 | PROJECT DESCRIPTION:SR 30 (US 98) 18TH ST FROM BALTIMORE AVE TO GRANT AVE | | *SIS* |
| DISTRICT:03 | COUNTY:BAY | TYPE OF WORK:SAFETY PROJECT | |
| ROADWAY ID:46020000 | PROJECT LENGTH: .446MI | LANES EXIST/IMPROVED/ADDED: 2/ 2/ 0 | |
| FUND CODE | | 2024 | |
| PHASE: RAILROAD AND UTILITIES / RESPONSIBLE AGENCY: MANAGED BY FDOT | | | |
| HSP | | 1,737 | |
| PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT | | | |
| HSP | | 44,339 | |
| TOTAL 443876 1 | | 46,076 | |
| TOTAL 443876 1 | | 46,076 | |
| ITEM NUMBER:443877 1 | PROJECT DESCRIPTION:SR 75 (US 231) FROM CR 2293 TITUS RD TO CR 2315 STAR AVE | | *SIS* |
| DISTRICT:03 | COUNTY:BAY | TYPE OF WORK:SAFETY PROJECT | |
| ROADWAY ID:46040000 | PROJECT LENGTH: .077MI | LANES EXIST/IMPROVED/ADDED: 2/ 2/ 0 | |
| FUND CODE | | 2024 | |
| PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT | | | |
| HSP | | 11,533 | |
| PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT | | | |
| HSP | | 255,403 | |
| TOTAL 443877 1 | | 266,936 | |
| TOTAL 443877 1 | | 266,936 | |
| ITEM NUMBER:444029 1 | PROJECT DESCRIPTION:CR 2297 ALLANTON RD FROM POSTON ROAD TO BLUE HERON DRIVE | | *NON-SIS* |
| DISTRICT:03 | COUNTY:BAY | TYPE OF WORK:SIGNING/PAVEMENT MARKINGS | |
| ROADWAY ID:46570000 | PROJECT LENGTH: .730MI | LANES EXIST/IMPROVED/ADDED: 2/ 2/ 0 | |
| FUND CODE | | 2024 | |
| PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY BAY COUNTY BOARD OF COUNTY COMM | | | |
| HSP | | 21,048 | |
| PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT | | | |
| HSP | | 872 | |
| TOTAL 444029 1 | | 21,920 | |
| TOTAL 444029 1 | | 21,920 | |

| | | | |
|---|---|--------------------------------------|----------------------|
| PAGE | 9 | FLORIDA DEPARTMENT OF TRANSPORTATION | DATE RUN: 10/01/2024 |
| BAY TPO | | OFFICE OF WORK PROGRAM | TIME RUN: 15.20.41 |
| | | ANNUAL OBLIGATIONS REPORT | MBROBLTP |
| | | ===== | |
| | | HIGHWAYS | |
| | | ===== | |
| ITEM NUMBER:444040 1 | PROJECT DESCRIPTION:SR 30A (US 98) PC BEACH PKWY AT ALLISON AVE | | *SIS* |
| DISTRICT:03 | COUNTY:BAY | TYPE OF WORK:SAFETY PROJECT | |
| ROADWAY ID:46160000 | PROJECT LENGTH: .040MI | LANES EXIST/IMPROVED/ADDED: 2/ 2/ 0 | |
| FUND | | | |
| CODE | 2024 | | |
| ----- | ----- | | |
| PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT | | | |
| HSP | -236 | | |
| PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT | | | |
| HSP | 100,819 | | |
| TOTAL 444040 1 | 100,583 | | |
| TOTAL 444040 1 | 100,583 | | |
| ITEM NUMBER:444220 1 | PROJECT DESCRIPTION:SR 392A HUTCHISON BLVD FROM SR 30 FRONT BEACH RD TO CLARA AVE | | *NON-SIS* |
| DISTRICT:03 | COUNTY:BAY | TYPE OF WORK:SIDEWALK | |
| ROADWAY ID:46010002 | PROJECT LENGTH: .375MI | LANES EXIST/IMPROVED/ADDED: 4/ 0/ 0 | |
| FUND | | | |
| CODE | 2024 | | |
| ----- | ----- | | |
| PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT | | | |
| SR2T | -995 | | |
| PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT | | | |
| SR2T | -179,571 | | |
| TOTAL 444220 1 | -180,566 | | |
| TOTAL 444220 1 | -180,566 | | |
| ITEM NUMBER:444220 2 | PROJECT DESCRIPTION:CLARA AVE FROM SR 30 FRONT BEACH RD TO SR 30A (US 98) BACK BEACH RD | | *NON-SIS* |
| DISTRICT:03 | COUNTY:BAY | TYPE OF WORK:SIDEWALK | |
| ROADWAY ID:46590001 | PROJECT LENGTH: .916MI | LANES EXIST/IMPROVED/ADDED: 2/ 2/ 0 | |
| FUND | | | |
| CODE | 2024 | | |
| ----- | ----- | | |
| PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT | | | |
| SR2T | -687 | | |
| PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT | | | |
| SR2T | -41,359 | | |
| TOTAL 444220 2 | -42,046 | | |
| TOTAL 444220 2 | -42,046 | | |
| ITEM NUMBER:444818 5 | PROJECT DESCRIPTION:SR 368 (23RD ST) CORRIDOR - SIGNAL REPAIRS HURRICANE MICHAEL | | *NON-SIS* |
| DISTRICT:03 | COUNTY:BAY | TYPE OF WORK:EMERGENCY OPERATIONS | |
| ROADWAY ID:46001000 | PROJECT LENGTH: 2.812MI | LANES EXIST/IMPROVED/ADDED: 4/ 2/ 0 | |
| FUND | | | |
| CODE | 2024 | | |
| ----- | ----- | | |
| PHASE: GRANTS AND MISCELLANEOUS / RESPONSIBLE AGENCY: MANAGED BY FDOT | | | |
| ER19 | 333,651 | | |
| TOTAL 444818 5 | 333,651 | | |
| TOTAL 444818 5 | 333,651 | | |

| | | |
|---|---|-------------------------------------|
| PAGE 10 | FLORIDA DEPARTMENT OF TRANSPORTATION | DATE RUN: 10/01/2024 |
| BAY TPO | OFFICE OF WORK PROGRAM | TIME RUN: 15.20.41 |
| | ANNUAL OBLIGATIONS REPORT | MBROBLTP |
| | ===== | |
| | HIGHWAYS | |
| | ===== | |
| ITEM NUMBER:444818 7 | PROJECT DESCRIPTION:SR 30 & SR30A CORRIDOR - SIGNAL REPAIRS | HURRICANE MICHAEL |
| DISTRICT:03 | COUNTY:BAY | |
| ROADWAY ID:46020003 | PROJECT LENGTH: 7.006MI | |
| | | *SIS* |
| | | TYPE OF WORK:EMERGENCY OPERATIONS |
| | | LANES EXIST/IMPROVED/ADDED: 4/ 2/ 0 |
| FUND CODE | 2024 | |
| PHASE: GRANTS AND MISCELLANEOUS / RESPONSIBLE AGENCY: MANAGED BY FDOT | | |
| ER19 | | 28,519 |
| TOTAL 444818 7 | | 28,519 |
| TOTAL 444818 7 | | 28,519 |
| ITEM NUMBER:445088 1 | PROJECT DESCRIPTION:SR 20 CORRIDOR BAY COUNTY SIGN REPAIR HURRICANE MICHAEL | *NON-SIS* |
| DISTRICT:03 | COUNTY:BAY | |
| ROADWAY ID:46050000 | PROJECT LENGTH: 25.871MI | |
| | | TYPE OF WORK:EMERGENCY OPERATIONS |
| | | LANES EXIST/IMPROVED/ADDED: 2/ 2/ 0 |
| FUND CODE | 2024 | |
| PHASE: GRANTS AND MISCELLANEOUS / RESPONSIBLE AGENCY: MANAGED BY FDOT | | |
| ER19 | | -3 |
| TOTAL 445088 1 | | -3 |
| TOTAL 445088 1 | | -3 |
| ITEM NUMBER:445141 1 | PROJECT DESCRIPTION:SR 20 OVER ECONFINA CREEK, BRIDGE NO. 460037 AND 460034 | *NON-SIS* |
| DISTRICT:03 | COUNTY:BAY | |
| ROADWAY ID:46050000 | PROJECT LENGTH: .295MI | |
| | | TYPE OF WORK:BRIDGE REPLACEMENT |
| | | LANES EXIST/IMPROVED/ADDED: 2/ 2/ 0 |
| FUND CODE | 2024 | |
| PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT | | |
| NHBR | | 11,955 |
| TOTAL 445141 1 | | 11,955 |
| TOTAL 445141 1 | | 11,955 |
| ITEM NUMBER:445594 1 | PROJECT DESCRIPTION:SR 30A (US 98) TYNDALL PKWY FROM CALLAWAY COMMONS TO E OF SR 22 | *NON-SIS* |
| DISTRICT:03 | COUNTY:BAY | |
| ROADWAY ID:46020003 | PROJECT LENGTH: .726MI | |
| | | TYPE OF WORK:LIGHTING |
| | | LANES EXIST/IMPROVED/ADDED: 2/ 2/ 0 |
| FUND CODE | 2024 | |
| PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT | | |
| HSP | | 12,723 |
| TOTAL 445594 1 | | 12,723 |
| TOTAL 445594 1 | | 12,723 |

| | | |
|--|--|-------------------------------------|
| PAGE 11 | FLORIDA DEPARTMENT OF TRANSPORTATION | DATE RUN: 10/01/2024 |
| BAY TPO | OFFICE OF WORK PROGRAM | TIME RUN: 15.20.41 |
| | ANNUAL OBLIGATIONS REPORT | MBROBLTP |
| | ===== | |
| | HIGHWAYS | |
| | ===== | |
| ITEM NUMBER:445601 1 | PROJECT DESCRIPTION:SR 75 (US 231) AT SR 20 INTERSECTION SAFETY IMPROVEMENTS | *SIS* |
| DISTRICT:03 | COUNTY:BAY | TYPE OF WORK:SAFETY PROJECT |
| ROADWAY ID:46050000 | PROJECT LENGTH: 1.405MI | LANES EXIST/IMPROVED/ADDED: 2/ 2/ 0 |
| FUND CODE | 2024 | |
| PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT | | |
| HSP | 188,300 | |
| TOTAL 445601 1 | 188,300 | |
| TOTAL 445601 1 | 188,300 | |
| ITEM NUMBER:445631 1 | PROJECT DESCRIPTION:SR 75 (US 231) FROM CR 2301 TO N CAMPFLOWERS RD | *SIS* |
| DISTRICT:03 | COUNTY:BAY | TYPE OF WORK:RESURFACING |
| ROADWAY ID:46040000 | PROJECT LENGTH: 5.850MI | LANES EXIST/IMPROVED/ADDED: 2/ 2/ 0 |
| FUND CODE | 2024 | |
| PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT | | |
| NHRE | 12,193,096 | |
| TOTAL 445631 1 | 12,193,096 | |
| TOTAL 445631 1 | 12,193,096 | |
| ITEM NUMBER:450976 1 | PROJECT DESCRIPTION:CR 389/EAST 12TH STREET FROM SR 390 TO PENNSYLVANIA AVENUE | *NON-SIS* |
| DISTRICT:03 | COUNTY:BAY | TYPE OF WORK:PAVE SHOULDERS |
| ROADWAY ID:46500000 | PROJECT LENGTH: 1.585MI | LANES EXIST/IMPROVED/ADDED: 2/ 0/ 0 |
| FUND CODE | 2024 | |
| PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT | | |
| HSP | 2,177,365 | |
| TOTAL 450976 1 | 2,177,365 | |
| TOTAL 450976 1 | 2,177,365 | |
| ITEM NUMBER:451723 1 | PROJECT DESCRIPTION:TENNESSEE AVENUE FROM 14TH STREET TO 5TH STREET | *NON-SIS* |
| DISTRICT:03 | COUNTY:BAY | TYPE OF WORK:SIDEWALK |
| ROADWAY ID:46650006 | PROJECT LENGTH: .880MI | LANES EXIST/IMPROVED/ADDED: 2/ 0/ 0 |
| FUND CODE | 2024 | |
| PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY CITY OF LYNN HAVEN | | |
| TALL | 90,900 | |
| PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT | | |
| TALL | 1,000 | |
| TOTAL 451723 1 | 91,900 | |
| TOTAL 451723 1 | 91,900 | |
| TOTAL DIST: 03 | 45,672,613 | |
| TOTAL HIGHWAYS | 45,672,613 | |

ITEM NUMBER:439320 4

DISTRICT:03

ROADWAY ID:

PROJECT DESCRIPTION:BAY COUNTY (PANAMA CITY) TPO FY 2022/2023-2023/2024 UPWP

COUNTY:BAY

PROJECT LENGTH: .000

NON-SIS

TYPE OF WORK:TRANSPORTATION PLANNING

LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

| FUND CODE | 2024 |
|---|---------|
| PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: RESPONSIBLE AGENCY NOT AVAILABLE | |
| PL | 359,380 |
| TOTAL 439320 4 | 359,380 |
| TOTAL 439320 4 | 359,380 |

ITEM NUMBER:439320 5

DISTRICT:03

ROADWAY ID:

PROJECT DESCRIPTION:BAY COUNTY (PANAMA CITY) TPO FY 2024/2025-2025/2026 UPWP

COUNTY:BAY

PROJECT LENGTH: .000

NON-SIS

TYPE OF WORK:TRANSPORTATION PLANNING

LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

| FUND CODE | 2024 |
|--|-----------|
| PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY WEST FLORIDA REGIONAL PLANNING | |
| CM | 549,999 |
| PL | 209,870 |
| TOTAL 439320 5 | 759,869 |
| TOTAL 439320 5 | 759,869 |
| TOTAL DIST: 03 | 1,119,249 |
| TOTAL PLANNING | 1,119,249 |

GRAND TOTAL

46,791,862

Public Transportation federally authorized projects in FY 2024

| Grand Number | Amount of FTA Award | Executed | Obligated in FFY2023 |
|----------------|---------------------|------------|----------------------|
| FL-2017-096-00 | \$2,256,065.00 | 8/8/2017 | \$0.00 |
| FL-2018-086-00 | \$2,283,835.00 | 8/3/2018 | \$0.00 |
| FL-2021-058-00 | \$2,104,704.00 | 8/18/2021 | \$639,433.00 |
| FL-2021-074-00 | \$6,138,797.00 | 9/15/2021 | \$1,784,503.00 |
| FL-2022-044-00 | \$2,707,622.00 | 7/25/2022 | \$1,673,071.00 |
| FL-2022-053-00 | \$187,500.00 | 9/16/2022 | \$187,500.00 |
| FL-2023-077-00 | \$895,558.00 | 9/20/2023 | \$0.00 |
| FL-2023-093-00 | \$187,500.00 | 9/25/2023 | \$0.00 |
| FL-2024-001-00 | \$2,748,448.00 | 12/14/2023 | \$66,244.00 |
| Total | \$19,510,029.00 | | \$4,350,751.00 |

The Bay County TPO had the following obligated public transportation projects at the end of Federal Fiscal Year 2024.

| | |
|------|--|
| 5305 | \$84,358 (These funds are included with PL funds in the consolidated grant.) |
|------|--|

Appendix E

BAY COUNTY TPO PROJECT PRIORITIES FY 2025-29

FY 2025 - FY 2029 Bay County TPO Project Priorities

Prepared for

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

Prepared by

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



Approved: August 2, 2023



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

Bay County Transportation Planning Organization



FY 2025 - 2029 Project Priorities Document

Prepared by



Emerald Coast Regional Council

Staff to the Bay County Transportation Planning Organization

The Bay County Transportation Planning Organization can be reached at:

**Post Office Box 11399
Pensacola, Florida 32524-1399
Phone:
(800) 226-8914
(850) 332-7976**

**4081 E. Olive Road, Suite A
Pensacola, Florida 32514
Fax:
(850) 637-1923**

Staff contact for this report: Gary Kramer, Transportation Planner IV gary.kramer@ecrc.org

Table of Contents

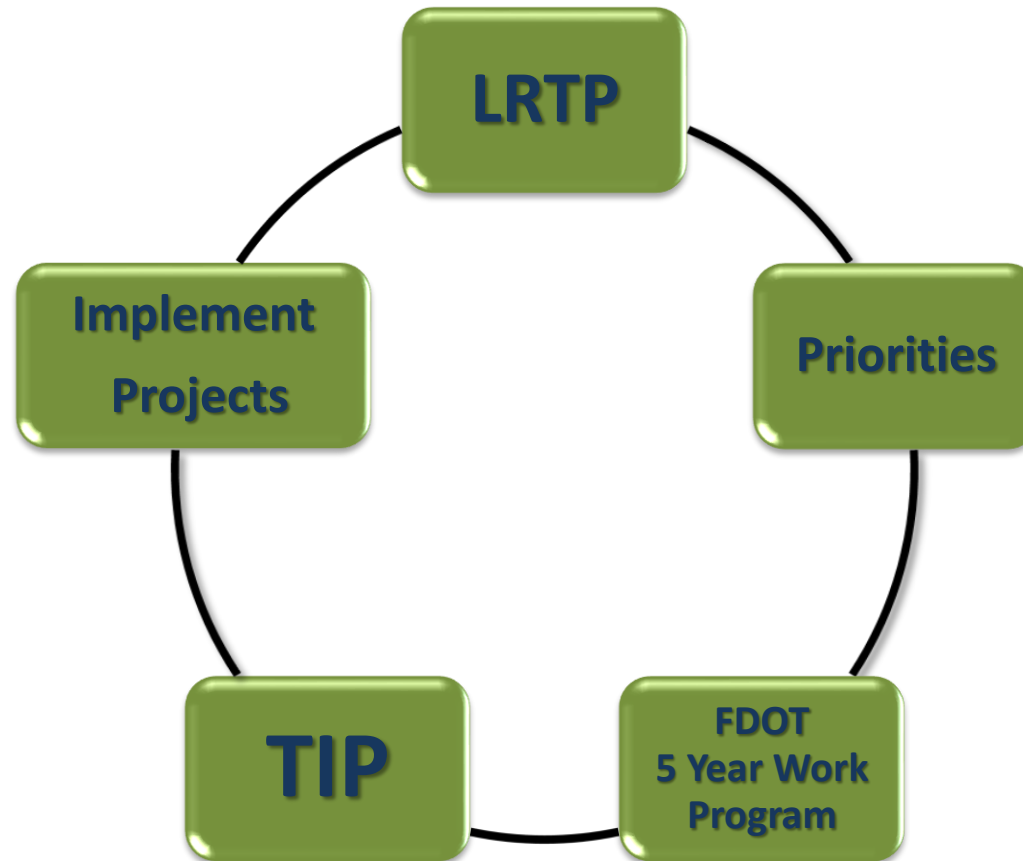
| <u>Section</u> | <u>Page Numbers</u> |
|--|---------------------|
| INTRODUCTION | 1 |
| METHODOLOGY | 2 |
| PUBLIC INVOLVEMENT..... | 2 |
| Table 1: FY 25 - 29 Non-Strategic Intermodal Systems (Non-SIS) Project Priorities | 4 |
| Table 2: FY 25 - 29 Strategic Intermodal System (SIS) Project Priorities | 5 |
| Table 3: FY 25 - 29 Transportation Systems Management (TSM) Project Priorities | 6 |
| Table 4: FY 25 - 29 Transportation Alternatives (TA) Project Priorities | 7 |
| Table 5: FY 25 - 29 Bay County Public Transportation Project Priorities by Grant | 8 |
| Table 6: FY 25 - 29 Aviation Project Priorities – Northwest Florida Beaches International Airport..... | 10 |
| Table 7: FY 25 - 29 Seaport Project Priorities – Port Panama City..... | 14 |

List of Appendices

- Appendix A – Evaluation Criteria
- Appendix B – Public Outreach Report and Public Comments
- Appendix C – Resolution BAY 23-26

INTRODUCTION

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



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

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

METHODOLOGY

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

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

PUBLIC INVOLVEMENT

Public Outreach for the FY 2025-2029 Project Priorities took place from June 8, 2023 — July 21, 2023 and a Public Outreach Report is included in Appendix B. In addition, two TPO and Advisory Committee workshops (May 11 and July 13, 2023) were held in person and one public workshop (July 13, 2023) was a hybrid, in person as well as virtual, as part of the development of the FY 2025-2029 Project Priorities. Each of the workshops and the public outreach were advertised in the Florida-Administrative Register. An e-mail notice was also sent to the TPO and Advisory Committee Members. News releases were distributed to media outlets and meeting information was promoted through social media sites. Flyers were created and emailed to members of the TPO and advisory committees

Comments from the public involvement opportunities were identified in the TPO and Advisory Committee Members June and August agenda enclosures. A Public Forum was also held at the TPO meeting in August, but no public comments occurred under the Public Forum. The comments from the public involvement opportunities are included in Appendix B. The Project Priorities Tables from drafts through adoption were posted on the web site for review and

comment. The Project Priorities were a review item at the June TPO Meeting and were approved at the August TPO Meeting (see Resolution Bay 23-26 in Appendix C) with the following changes:

TABLE 1 NON-SIS PROJECT:

- **Priority 10. US 98 Pedestrian Overpass at North Pier Park Drive.** *Changed the location of this project to Frank Brown Park and the priority was changed to PE from PD&E.*

TABLE 2 SIS PROJECT:

- **Priority 10. SR30 (US 98) from Walton County Line to SR79 (South Arnold Street).** *Walton County Limit was changed to West of Philips Inlet Bridge to SR 79 (South Arnold Street).*

Table 1- FY 25-29 Non-Strategic Intermodal System (Non-SIS) Project Priorities

| Priority Rank | Project Name/Limits | FDOT WPI# | Programmed Funding | | | | | | Project/Strategy | Length (miles) | Funding Sought |
|---------------|--|-----------|--------------------|-----------|-----------|-----------|-----------|-----------|--|----------------|-----------------------------------|
| | | | Phase | 2024 | 2025 | 2026 | 2027 | 2028 | | | |
| 1 | ITS | 4084123 | Phase | 2024 | 2025 | 2026 | 2027 | 2028 | Operations and Maintenance of the current ITS System | NA | \$700,000 (Annual Setaside Funds) |
| | | | OPS | \$500,000 | \$600,000 | \$600,000 | \$600,000 | \$600,000 | | | |
| 2 | SR 22 (Wewa Highway) SR 30A (US 98) Tyndall Pkwy. to Star Avenue | 4258031 | Phase | 2024 | 2025 | 2026 | 2027 | 2028 | Widen to 4 Lanes | 1.509 | ROW |
| | | | | | | | | | | | |
| 3 | Harvard Boulevard SR 390 to Issac Byrd Park | NA | Phase | 2024 | 2025 | 2026 | 2027 | 2028 | CST. of Sidewalks or Bicycle Lanes | 1.55 | \$350,000 (Annual Setaside Funds) |
| | | | | | | | | | | | |
| 4 | Public Transportation Capital Improvements | 4282091 | Phase | 2024 | 2025 | 2026 | 2027 | 2028 | Flex Funds | NA | \$350,000 (Annual Setaside Funds) |
| | | | CAP-SL | \$350,000 | \$350,000 | \$350,000 | \$350,000 | \$350,000 | | | |
| 5 | Corridor Management/Complete Streets Studies | NA | Phase | 2024 | 2025 | 2026 | 2027 | 2028 | Corridor Management/Complete Streets Study | 7.4 | \$150,000 (Annual Setaside Funds) |
| | | | | * | ** | | | | | | |
| 6 | Corridor Management/Complete Streets Implementation | NA | Phase | 2024 | 2025 | 2026 | 2027 | 2028 | Corridor Management/Complete Streets Construction | 7.4 | \$500,000 (Annual Setaside Funds) |
| | | | | | | | | | | | |
| 7 | Project Submission on this request next year and ranked just like TA projects. | NA | Phase | 2024 | 2025 | 2026 | 2027 | 2028 | Regional Trail Program | NA | \$150,000 (Annual Setaside Funds) |
| | | | | | | | | | | | |
| 8 | CR 389 (East Avenue) CR 2312 (Baldwin Road to SR 390) | NA | Phase | 2024 | 2025 | 2026 | 2027 | 2028 | Widen to 4 Lanes | 2 | PD&E |
| | | | | | | | | | | | |
| 9 | Star Avenue SR 22 (Wewa Highway) to US 231 (SR 75) | NA | Phase | 2024 | 2025 | 2026 | 2027 | 2028 | Widen to 4 Lanes (ROW and CST not in 2045 CFP) | 6.7 | PD&E |
| | | | | | | | | | | | |
| 10 | Elevated US 98 Pedestrian Structure US 98 at Frank Brown Park | NA | Phase | 2024 | 2025 | 2026 | 2027 | 2028 | Construct New Elevated Crosswalk | 0.6 | PE |
| | | | | | | | | | | | |
| 11 | Roundabout Harrison Street at 6th Street | NA | Phase | 2024 | 2025 | 2026 | 2027 | 2028 | Construct New Roundabout | 0.27 | PE |
| | | | | | | | | | | | |
| 12 | Bay Parkway Phase III Clara Avenue to Chip Seal Parkway | NA | Phase | 2024 | 2025 | 2026 | 2027 | 2028 | Construct New Roadway (ROW and CST not in 2045 CFP) | 5.3 | ROW |
| | | | | | | | | | | | |

*Bicycle/Pedestrian Plan Study.

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

PD&E - Project Development and Environment Study

PE - Preliminary Engineering (Design)

ROW - Right-of-Way

CST - Construction

SIS - Strategic Intermodal System (FDOT roadway designation)

FULLY FUNDED PROJECTS NOT YET CONSTRUCTED

| | | | Phase | 2023 | 2024 | 2025 | 2026 | 2027 | | | |
|--|--|--|-------|------|------|------|------|------|--|--|--|
| | | | | | | | | | | | |

Table 2 - FY 25-29 Strategic Intermodal System (SIS) Project Priorities

| Priority Rank | Project Name/Limits | FDOT WPI# | Programmed Funding | | | | | | Project/Strategy | County | Length (miles) | Funding Sought |
|---------------|--|-----------|--------------------|-------------|--------------|--------------|-------------|--------------|---|--------|----------------|----------------|
| 1 | SR 75 (US 231) US 98 (15th St.) to SR 368 (23rd St.) | 2179107 | Phase | 2024 | 2025 | 2026 | 2027 | 2028 | Widen to 6 Lanes ¹ | BAY | 4.27 | CST |
| | | | ROW | \$9,037,720 | \$19,000,000 | \$21,000,000 | \$200,000 | \$28,612,280 | | | | |
| 2 | SR 75 (US 231) SR 368 (23rd St.) to North of Pipeline Rd. | 2179108 | Phase | 2024 | 2025 | 2026 | 2027 | 2028 | Widen to 6 Lanes ² | BAY | 4.642 | CST |
| | | | ROW | \$3,300,080 | \$4,100,000 | \$1,660,500 | \$1,278,000 | \$227,733 | | | | |
| 3 | SR 75 (US 231) N. of Pipeline Rd. to N. of Penny Rd. | 2179103 | Phase | 2024 | 2025 | 2026 | 2027 | 2028 | Widen to 6 Lanes | BAY | 6.12 | ROW |
| | | | | | | | | | | | | |
| 4 | SR 30A (US 98) PC Beach Parkway E. of R. Jackson Blvd. to Hathaway Bridge | 2178385 | Phase | 2024 | 2025 | 2026 | 2027 | 2028 | Widen to 6 Lanes | BAY | 5.275 | CST Continued |
| | | | CST | | | | | \$68,797,980 | | | | |
| 5 | SR 390 SR 77 to US 231 | 4212252 | Phase | 2024 | 2025 | 2026 | 2027 | 2028 | Widen to 6 Lanes (CST not in 2045 CFP) | BAY | 4.308 | ROW |
| | | | PE | \$6,600,000 | | | | | | | | |
| 6 | US 98 at Thomas Drive | 2179951 | Phase | 2024 | 2025 | 2026 | 2027 | 2028 | Interchange (CST not in 2045 CFP) | BAY | 1.412 | PE |
| | | 2199952 | | | | | | | | | | |
| 7 | SR 368 (23rd St.) US 98 (15th St.) to SR 390 | 4410371 | Phase | 2024 | 2025 | 2026 | 2027 | 2028 | Widen to 6 Lanes | BAY | 1.812 | PE |
| | | | | | | | | | | | | |
| 8 | East Avenue Port Entrance to SR 30 (US 98B) 5th St. | 4403004 | Phase | 2024 | 2025 | 2026 | 2027 | 2028 | Enhanced 2 Lane Capacity | BAY | 1.115 | PE |
| | | | | | | | | | | | | |
| 9 | SR 389 (East Avenue) SR 30 (US 98B) 5th St. to Sherman Av. | 4403003 | Phase | 2024 | 2025 | 2026 | 2027 | 2028 | Enhanced 2 Lane Capacity | BAY | 2.189 | PE |
| | | | | | | | | | | | | |
| 10 | SR 30 (US 98) W. of Philips Inlet Bridge to SR 79 | 4210123 | Phase | 2024 | 2025 | 2026 | 2027 | 2028 | Widen to 6 Lanes | BAY | 7.077 | PE |
| | | | | | | | | | | | | |
| 11 | Transmitter Road C Street to US 98 (SR 30) | NA | Phase | 2024 | 2025 | 2026 | 2027 | 2028 | Widen to 4 Lanes (ROW and CST not in 2045 CFP) | BAY | 2.12 | PD&E |
| | | | | | | | | | | | | |

¹ Includes adding flyover ramps on US 98 at the intersection of US 231 and on SR 77 (Martin Luther King, Jr. Boulevard) over US 231. Martin Luther King, Jr. Boulevard will be widened from four to six lanes from East 23rd Street to 15th Street. It will bridge over US 231 and the Bay Line Railroad.

² Include features such as widening SR 389 (East Avenue) from Sherman Avenue to Baldwin Road and Transmitter Road from C Street to Brooke Lane from two to four lanes. Additionally, a new six lane bridge will be built over Mill Bayou.

ABBREVIATIONS:

PD&E - Project Development and Environment Study

PE - Preliminary Engineering (Design)

ROW - Right-of-Way

CST - Construction

SIS - Strategic Intermodal System (FDOT roadway designation)

FULLY FUNDED PROJECTS NOT YET CONSTRUCTED

| | | | | | | | | | | | | |
|--|--|--|-------|------|------|------|------|------|--|--|--|--|
| | | | Phase | 2024 | 2025 | 2026 | 2027 | 2028 | | | | |
| | | | | | | | | | | | | |

Table 3 - FY 25-29 Transportation System Management (TSM) Project Priorities

| Recommended Rank | Previous Rank | Major Street | Minor Street | Proposed Improvements | Study Date | Cost Estimate |
|------------------|---|--|--------------|--|------------|--|
| 1 | 1 | Operations and Maintenance of the curent ITS System. (Fund with TSM Funds if this project cannot be funded with Capacity Funds and fund the maintenance of the system first; LRTP Capacity Priority #1). | | | NA | \$700,000 |
| | FDOT Comments: No comments provided. | | | | | |
| | | | | | | |
| Recommended Rank | Previous Rank | Major Street | Minor Street | Proposed Improvements | Study Date | Cost Estimate |
| 2 | 3 | SR 390 | Cato Road | 1- Dual EBLT 2- Reconstruct WBRT 3- Reconstruct signal | 5/29/2018 | \$759,846 for CST \$547,000 for ROW |
| | FDOT Comments: Part of Right-of-Way needs could be granted by school. | | | | | |
| | | | | | | |
| Recommended Rank | Previous Rank | Major Street | Minor Street | Proposed Improvements | Study Date | Cost Estimate |
| 3 | 0 | SR 75 (US 231) | CR 388 | 1 - Construct Traffic Signal | 11/15/2019 | \$972,065 for CST \$241,300 for ROW |
| | FDOT Comments: No comments provided. | | | | | |

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

FULLY FUNDED PROJECTS NOT YET CONSTRUCTED

| | | | | | | | | | | |
|-------------------------------------|---------|-------|-----------|-------------|------|------|------|-----------------------|-----|-------|
| SR 390 (Beck Avenue) 19th Street | 4418801 | Phase | 2024 | 2025 | 2026 | 2027 | 2028 | Traffic Signal Update | BAY | 0.294 |
| | | CST | \$845,919 | | | | | | | |
| SR 75 (US 231) Pipeline Road | 4477881 | Phase | 2024 | 2025 | 2026 | 2027 | 2028 | Intersection | BAY | 0.272 |
| | | CST | | \$2,896,777 | | | | | | |

Table 4 - FY 25-29 Transportation Alternatives (TA) Project Priorities

| Priority | FDOT WPI# | Project | Limits | Description | Phases |
|----------|-----------|---|--|---|----------|
| 1 | NA | Rails with Trails Project (Panama City) | Bayline Railroad from Hathaway Bridge to Frankford Avenue. | Planning and design of a multi-use trail along the Bayline Railroad tracks from the central portion of Panama City to its western end.Planning and design of a multi-use trail along the Bayline Railroad tracks from the central portion of Panama City to its western end. | PE |
| 2 | NA | Lake Drive (Callaway) | US 98 Tyndall Parkway to South Berthe Avenue | Design and Construction of a 6' buffered concrete ADA compliant sidewalk on the north side of Lake Drive from US 98/Tyndall Parkway to S Berthe Avenue, approximately one mile, and associated drainage improvements, detectable warning areas, driveways and pedestrian ramps. | PE & CST |

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

FULLY FUNDED PROJECTS NOT YET CONSTRUCTED

| | | | | | | | | | | |
|--|---------|-------|-------------|-----------|-------------|------|------|-----------|-----|-------|
| Cherry Street (CR 3026) SR 30A (US 98) Tyndall Pkwy. to Star Av. | 4381061 | Phase | 2024 | 2025 | 2026 | 2027 | 2028 | Sidewalks | BAY | 1.504 |
| | | CST | \$1,885,516 | | | | | | | |
| CR 3026 (Cherry Street) - West Side Bob Little to SR 30A (US 98) Tyndall Pkwy. | 4381062 | Phase | 2024 | 2025 | 2026 | 2027 | 2028 | Sidewalks | BAY | 0.5 |
| | | CST | | \$422,311 | | | | | | |
| TENNESSEE AVENUE 14TH Street to 5th Street | 4517231 | Phase | 2024 | 2025 | 2026 | 2027 | 2028 | Sidewalks | BAY | 0.88 |
| | | PE | \$91,900 | | | | | | | |
| | | CST | | | \$1,109,980 | | | | | |

Table 5: FY 25 - 29 Bay County Public Transportation Project Priorities by Grant

| FDOT Item Segment# | Funding Source | % | Project Description | Proposed FY 25 2024-2025 | Proposed FY 26 2025-2026 | Proposed FY 27 2026-2027 | Proposed FY 28 2027-2028 | Proposed FY 29 2028-2029 |
|-----------------------|-----------------------------------|------------|---|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|
| NA | TD – Bay Trip & Equip Local Funds | 90% 10% | Paratransit Services - Provide non sponsored trips to transportation disadvantaged | 472,668 52,519 | 472,668 52,519 | 472,668 52,519 | 472,668 52,519 | 472,668 52,519 |
| NA | TD – Bay Planning | 100% | For Planning agency to provide transportation planning related service | 23,736 | 23,736 | 23,736 | 23,736 | 23,736 |
| 421719 | FTA 5305 Toll Revenue Credit | 80% 20% | Bay County TPO Planning grant funds | 82,235 20,559 | 82,235 20,559 | 82,235 20,559 | 82,235 20,559 | 82,235 20,559 |
| 422248-3 | FTA 5307 Toll Revenue Credit | 80% 20% | Capital – prev. maint., replacement vehicles, expansion, vehicles, signage, shelters, transit centers, misc. equip, security and training | 2,000,000 500,000 | 2,000,000 500,000 | 2,000,000 500,000 | 2,000,000 500,000 | 2,000,000 500,000 |
| 428209-1 ¹ | FTA 5307 FLEX Toll Revenue Credit | 80% 20% | Capital – prev. maint., replacement vehicles, expansion, vehicles, signage, shelters, transit centers, misc. equip, security and training | 350,000 87,500 | 350,000 87,500 | 350,000 87,500 | 350,000 87,500 | 350,000 87,500 |
| 422247-3 | FTA 5307 Local Funds | 50% 50% | Operating Assistance (Operating costs for equipment and facilities & JARC Projects) | 700,000 700,000 | 700,000 700,000 | 700,000 700,000 | 700,000 700,000 | 700,000 700,000 |

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

Table 5: FY 25 - 29 Bay County Public Transportation Project Priorities by Grant

| FDOT Item Segment# | Funding Source | % | Project Description | Proposed FY 25 2024-2025 | Proposed FY 26 2025-2026 | Proposed FY 27 2026-2027 | Proposed FY 28 2027-2028 | Proposed FY 29 2028-2029 |
|---------------------------|----------------------------------|-------------------|--|---------------------------------|---------------------------------|---------------------------------|---------------------------------|---------------------------------|
| 414281-2 | FTA 5339 Toll Revenue Credit | 80% 20% | Capital – bus and bus related facilities | 425,542 106,385 | 425,542 106,385 | 425,542 106,385 | 425,542 106,385 | 425,542 106,385 |
| 433509-1 | FTA 5310 State Local Funds | 80% 10% 10% | Capital – Enhanced Mobility of Seniors and Individuals with Disabilities | 166,815 20,852 20,852 | 166,815 20,852 20,852 | 166,815 20,852 20,852 | 166,815 20,852 20,852 | 166,815 20,852 20,852 |
| 433509-2 | FTA 5310 Local Funds | 50% 50% | Operating – Enhanced Mobility of Seniors and Individuals with Disabilities | 100,000 100,000 | 100,000 100,000 | 100,000 100,000 | 100,000 100,000 | 100,000 100,000 |
| 422246-1 | FDOT Block Grant Local Funds | 50% 50% | Operating Assistance – Block Grant | 465,808 465,808 | 479,781 479,781 | 494,175 494,175 | 509,000 509,000 | 509,000 509,000 |
| 421367-5 | FDOT 5311 Local Funds | 50% 50% | Operating - Rural Assistance | 205,000 205,000 | 215,000 215,000 | 225,000 225,000 | 230,000 230,000 | 230,000 230,000 |
| 422249-1 | FDOT | 100% | Urban Corridor | 250,000 | 260,000 | 270,000 | 270,000 | 270,000 |

**Table 6: FY 25 - 29 Aviation Project Priorities – Northwest Florida Beaches International Airport
2025**

| Priority | FDOT Item-Segment | Project Description | FAA Funding | State Funding | Local Funding | Total Cost |
|----------|-------------------|--|-------------------|------------------|------------------|------------|
| | | | Estimated Funding | | | |
| 1 | N/A | Environmental Mitigation (8 of 8) | 129,308 | | 14,368 | 143,676 |
| 2 | N/A | Hurricane Mitigation (5 of 6) | | | 646,449 | 646,449 |
| 3 | N/A | Environmental Assessment – Crosswind Runway 3/21 | 450,00 | 25,000 | 25,000 | 500,000 |
| 4 | N/A | West Bay Parkway Rehabilitaiton | 5,400,000 | | 600,000 | 6,000,000 |
| 5 | N/A | Screening Checkpoint Expansion – Construction | 6,604,416 | 366,912 | 366,912 | 7,338,240 |
| 6 | N/A | Terminal Loop Road Phase II – Construction | | 2,300,000 | 2,300,000 | 4,600,000 |
| 7 | N/A | Taxiway D Rehabilitation – Design | 1,620,000 | 90,000 | 90,000 | 180,000 |
| 8 | N/a | East Airfield Development – Design | 4,500,000 | 250,000 | 250,000 | 5,000,000 |
| 9 | N/A | Security System Upgrade | 1,800,000 | | 200,000 | 2,000,000 |

**Table 6: FY 25 - 29 Aviation Project Priorities – Northwest Florida Beaches International Airport
2026**

| Priority | FDOT Item-Segment | Project Description | FAA Funding | State Funding | Local Funding | Total Cost |
|----------|-------------------|--|-------------------|------------------|------------------|------------|
| | | | Estimated Funding | | | |
| 1 | N/A | Hurricane Mitigation (6 of 6) | | | 646,449 | 646,449 |
| 2 | N/A | Runway 21 RPZ Property Acquisition | 319,500 | | 35,500 | 355,000 |
| 3 | N/A | East Airfield Development Phase I – Construction | 15,750,000 | 875,000 | 875,000 | 17,500,000 |
| 4 | N/A | Taxiway “D” Rehabilitation – Construction | 10,939,500 | 1,215,500 | 1,215,500 | 12,155,000 |
| 5 | N/A | Airport Maintenance Building Expansion | | 250,000 | 250,000 | 500,000 |
| 6 | N/A | CBP International Facility – Design/Construction | 2,700,000 | 1,500,000 | 1,800,000 | 6,000,000 |
| 7 | N/A | Fuel Farm Expansion – Design | | 343,725 | 343,725 | 687,450 |
| 8 | N/A | Taxilane “F” Rehabilitation – Design | 270,000 | 15,000 | 15,000 | 300,000 |
| 9 | N/A | Crosswind Runway – Design | 567,000 | 1,216,500 | 1,216,500 | 3,000,000 |
| 10 | N/A | Replacement ARFF Vehicle and Extrication Equipment | 697,500 | 38,750 | 38,750 | 775,000 |

**Table 6: FY 25 - 29 Aviation Project Priorities – Northwest Florida Beaches International Airport
2027**

| Priority | FDOT Item-Segment | Project Description | FAA Funding | State Funding | Local Funding | Total Cost |
|----------|-------------------|--|-------------------|------------------|------------------|------------|
| | | | Estimated Funding | | | |
| 1 | N/A | Replacement PBBs (Gates 1 and 2) | 1,350,000 | 75,000 | 75,000 | 1,500,00 |
| 2 | N/A | General Aviation T-Hangar – Construction (Buildings 2 & 3) | | 475,000 | 475,000 | 950,000 |
| 3 | N/A | Taxiway “F” Rehabilitation – Construction | 2,160,000 | 120,000 | 120,000 | 2,400,000 |
| 4 | N/A | Terminal Skylight Replacement | | 237,500 | 237,500 | 475,000 |
| 5 | N/A | Fuel Farm Expansion – Construction | 4,124,700 | 229,150 | 229,150 | 4,583,000 |
| 6 | N/A | East Airfield Development Phase II – Construction | 15,750,000 | 875,000 | 875,000 | 17,500,000 |
| 7 | N/A | Runway 16/34 Join Seal | 2,700,000 | 150,000 | 150,000 | 3,000,000 |
| 8 | N/A | Security Gate/Gate Operator Replacement | | 150,000 | 150,000 | 300,000 |
| 9 | N/A | Crosswind Runway –Phase I – Construction | 4,014,000 | 10,035,000 | 8,251,000 | 22,300,000 |

**Table 6: FY 25 - 29 Aviation Project Priorities – Northwest Florida Beaches International Airport
2028**

| Priority | FDOT Item-Segment | Project Description | FAA Funding | State Funding | Local Funding | Total Cost |
|----------|-------------------|--|-------------------|------------------|------------------|------------|
| | | | Estimated Funding | | | |
| 1 | N/A | Replaement PBB for Gate 6 | 675,000 | 37,500 | 37,500 | 750,000 |
| 2 | N/A | Terminal Building Emergency Power Generator | | 955,000 | 955,000 | 1,910,000 |
| 3 | N/A | Capital Equipment | | 300,000 | 300,000 | 600,000 |
| 4 | N/A | Boom Lift | | 50,000 | 50,000 | 100,000 |
| 5 | N/A | Pave Internal Service Road (Security Road) –Phase I – Construction | 4,832,100 | 268,450 | 268,450 | 5,369,000 |
| 6 | N/A | Crosswind Runway –Phase II – Construction | 4,460,000 | 8,920,000 | 8,920,000 | 22,300,000 |

2029

| Priority | FDOT Item-Segment | Project Description | FAA Funding | State Funding | Local Funding | Total Cost |
|----------|-------------------|---|-------------------|------------------|------------------|------------|
| | | | Estimated Funding | | | |
| 1 | N/A | Master Plan Update | 900,000 | 50,000 | 50,000 | 1,000,000 |
| 2 | N/A | Terminal Ramp Rehabilitation – Design/Construction | 4,947,300 | 274,850 | 274,850 | 5,497,000 |
| 3 | N/A | Public Safety Building/Airport Operations Center Expansion | 1,485,000 | 82,500 | 82,500 | 1,650,000 |
| 4 | N/A | West Bay Parkway Landscaping/Irrigation Development | | 500,000 | 500,000 | 1,000,000 |

Table 7: FY 25 - 29 Seaport Project Priorities – Port Panama City**2025**

| Priority | Program | Description | Local | State | Total |
|----------|---------|---|-----------|------------|------------|
| 1 | TBD | East Terminal Berth Two | 4,000,000 | 12,000,000 | 16,000,000 |
| 2 | TBD | East Terminal Expansion Phase 2 Warehouse | 8,000,000 | 8,000,000 | 16,000,000 |
| 3 | TBD | East Avenue Row Aquisition (SIS) | TBD | TBD | TBD |

2026

| Priority | Program | Description | Local | State | Total |
|----------|---------|--|-----------|-----------|-----------|
| 1 | TBD | East Avenue Row Construction (SIS) | TBD | TBD | TBD |
| 2 | TBD | East Terminal Cargo Laydown and Rail Expansion | 2,000,000 | 2,000,000 | 4,000,000 |
| 3 | TBD | West Terminal Container Expansion | 2,000,000 | 2,000,000 | 4,000,000 |
| 4 | TBD | West Terminal Truck Staging Improvements | 1,000,000 | 1,000,000 | 2,000,000 |

2027

| Priority | Program | Description | Local | State | Total |
|----------|---------|-----------------------------------|---------|-----------|-----------|
| 1 | TBD | West Terminal Dredging | 500,000 | 1,500,000 | 2,000,000 |
| 2 | TBD | East Avenue Row Construction(SIS) | TBD | TBD | TBD |
| 3 | TBD | IDC Facility Improvements | 400,000 | 400,000 | 800,000 |

2028

| Priority | Program | Description | Local | State | Total |
|----------|---------|------------------------------|-----------|-----------|-----------|
| 1 | TBD | East Terminal ROW | TBD | TBD | TBD |
| 2 | TBD | Container Terminal Expansion | 1,000,000 | 1,000,000 | 2,000,000 |
| 3 | TBD | Port Rail Improvements | 700,000 | 700,000 | 1,400,000 |

2029

| Priority | Program | Description | Local | State | Total |
|----------|---------|-------------------------|---------|---------|---------|
| 1 | TBD | Port Master Plan Update | 300,000 | 300,000 | 600,000 |
| 2 | TBD | East Avenue ROW | TBD | TBD | TBD |

Appendix A – Evaluation Criteria

2045 LONG RANGE TRANSPORTATION PLAN EVALUATION CRITERIA

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

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

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

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

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

TRANSPORTATION SYSTEMS MANAGEMENT (TSM) CRITERIA

| | |
|---|----------|
| A. Level of Service (LOS) Issue Addressed | |
| Current Deficiency | 5 Points |
| Five Year Deficiency | 3 Points |
| Ten Year Deficiency | 1 Point |
| Not deficient | 0 Points |
| B. Regional Significant Roadway (defined as a roadway that is included in the model for the metropolitan area's transportation network) | |
| Yes | 2 Points |
| No | 1 Point |
| C. Crash Rate | |
| Safety Ratio Greater than 2.00 | 3 Points |
| Safety Ratio from 1.00 to 2.00 | 2 Points |
| Safety Ratio less than 1.00 | 1 Point |
| D. Has an existing TPO priority | |
| Yes | 2 Points |
| No | 1 Point |
| E. Significant Freight Corridor | |
| Designated NHS Intermodal Connector or Truck | |
| Traffic more than 10% Annual Average Daily Traffic (AADT) | 3 Points |
| Truck Traffic 8-10% AADT | 2 Points |
| Truck Traffic 5-7.99% AADT | 1 Point |
| F. Local Project Support | |
| Wide Support = Resolutions of support from 2 local governments + 2 letters of support from community organizations | 5 Points |
| Moderate Support = Resolutions of support from 2 local government or 1 local government resolution + 1 letter of support from community organization | 4 Points |
| No demonstrated support beyond 1 local government sponsor resolution | 3 Points |

TRANSPORTATION ALTERNATIVES (TA) PROJECT CRITERIA

| | Evaluation Category | Scoring (Maximum Points Possible) | Project Score |
|--------------|---|--|--------------------------|
| Criterion 1 | Safety | 25 | |
| Criterion 2 | Connectivity | 15 | |
| Criterion 3 | Location Efficiency | 10 | |
| Criterion 4 | Public Support | 15 | |
| Criterion 5 | Proximity to School | 15 | |
| Criterion 6 | Design Quality | 10 | |
| Criterion 7 | Environmental/Archaeological Projects/ Historic Preservation | 10 | |
| | Total | 100 | |
| Bonus Points | Age of Project <i>1 point per year, capped at 5 years</i> | 5 | |
| | Total Points Possible | 105 | |

Appendix B – Public Outreach Report and Public Comments



BAY COUNTY 2023 TRANSPORTATION PROJECT PRIORITIES *Public Outreach Summary Report*

TPO staff held a public workshop, virtual open house and used social media to encourage public participation. The public workshop was held to provide an opportunity for the community to ask transportation planners questions about the priorities process. The public comment period for project priorities ran from June 8 until July 31. During this time, surveys were distributed, and presentations were given to community groups across the region. The survey, virtual open house, and recorded public workshop could be found on the Emerald Coast Regional Council website.



Public Survey Results

*online & print 205



Email Promotion

Local Media 124
Contacts Interested Parties 192



Social Media Analytics Summary

Virtual Public Workshop

Post Reach 68
Post Engagement 1

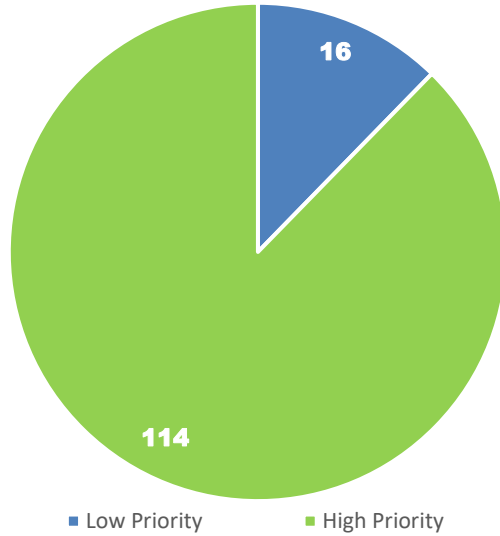


Public Survey Post

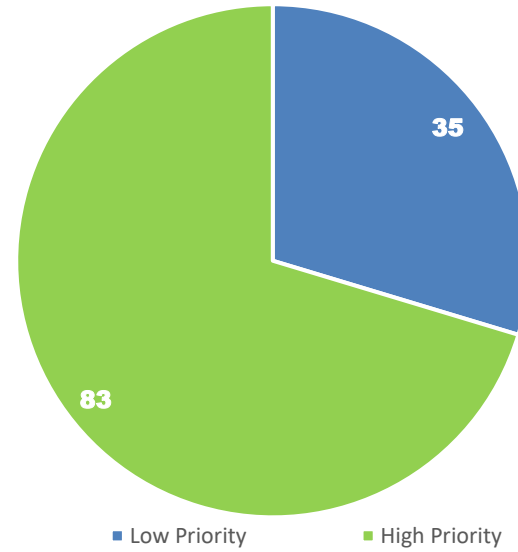
Post Reach 77
Post Engagement 3

Transportation Priorities

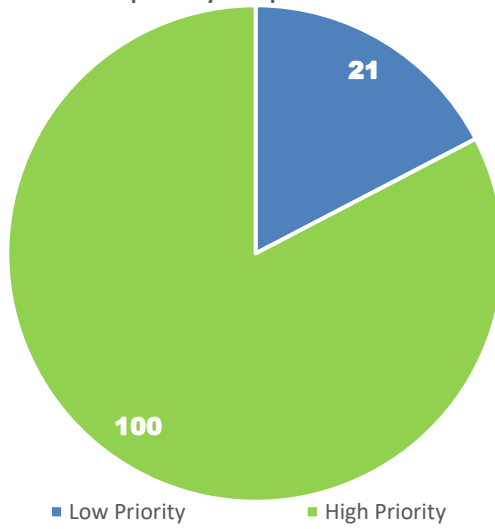
Intelligent Traffic Signal Management



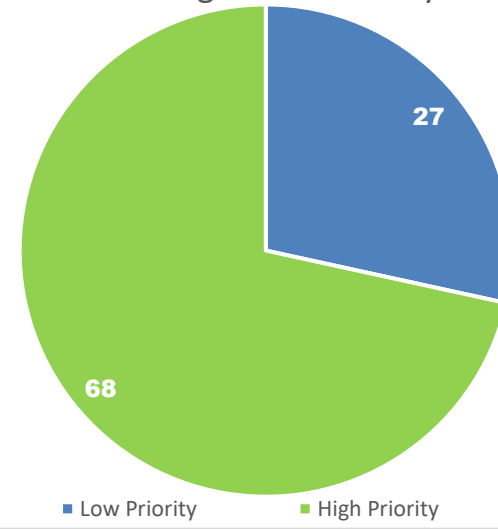
Bicycle & Pedestrian



Capacity Improvement

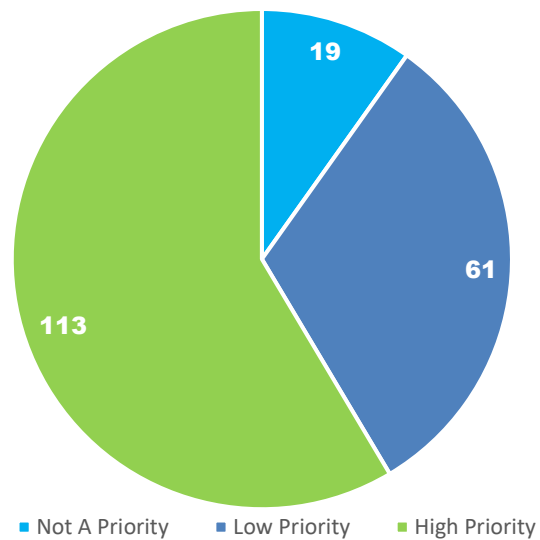


Building New Roadways

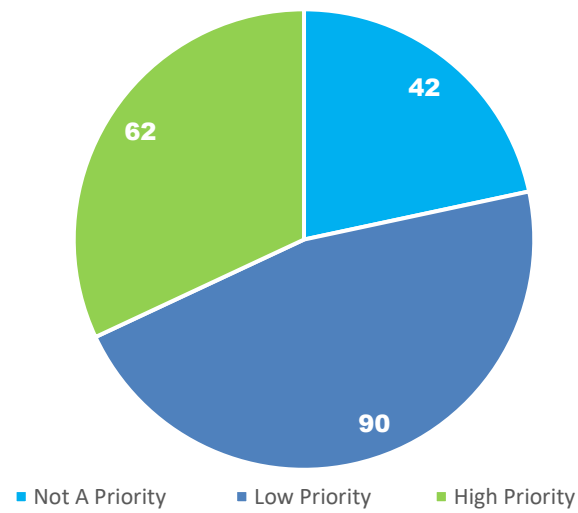


Non-SIS

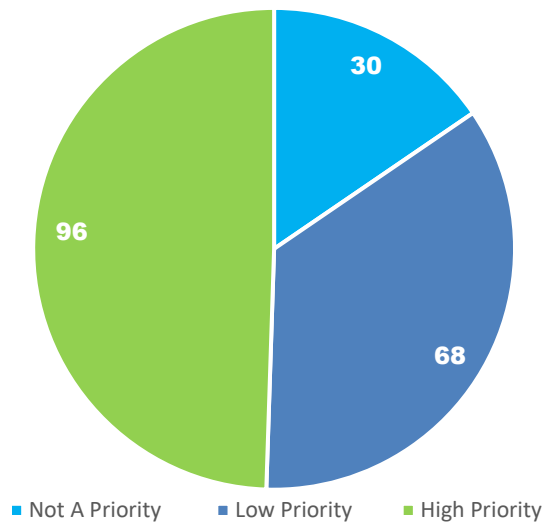
ITS - Operations & Maintenance



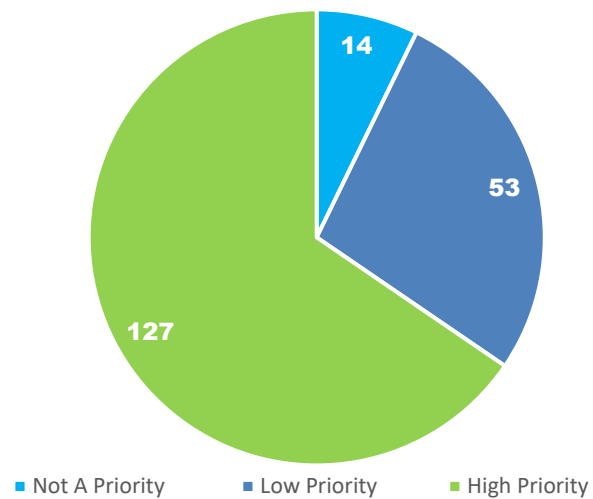
Public Transportation Capital Improvements



SR 390 (SR 77 to US 231)

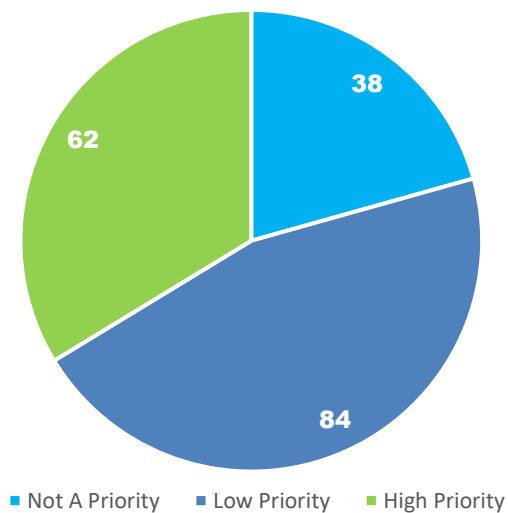


Corridor Management & Complete Streets

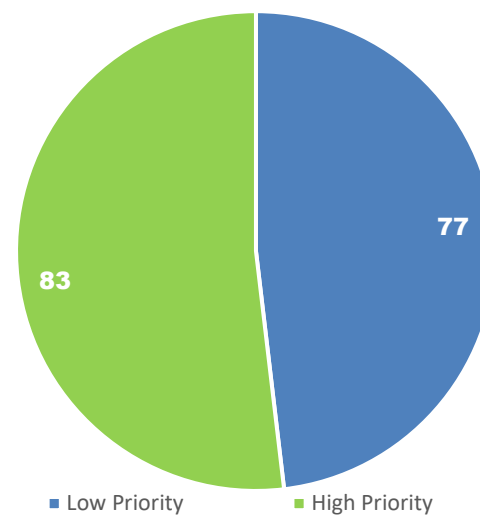


TSM

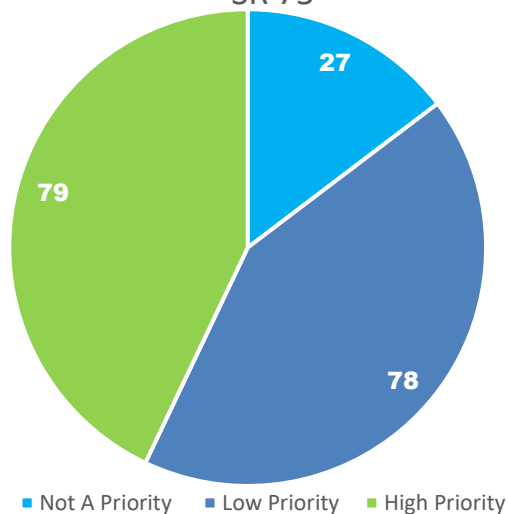
SR 30 & Cato Road



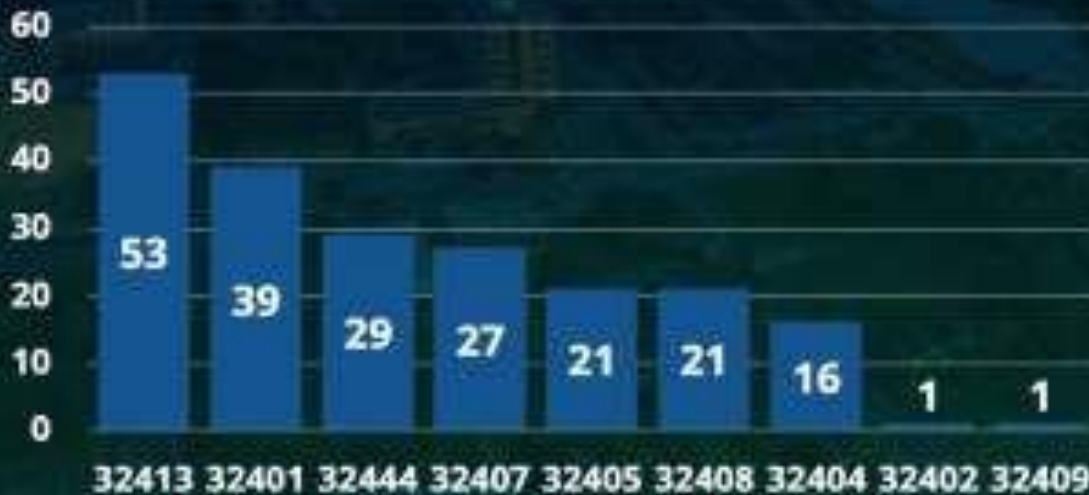
Operations & Maintenance



SR 75



ZIP CODES



1. Panama City Beach (Alys/Rosemary Beach)
2. Panama City
3. Lynn Haven
4. Panama City Beach
5. Panama City
6. Panama City Beach (Upper & Lower Lagoon)
7. Callaway

Comments

| | |
|-----------------------------|----|
| Bike Ped | 9 |
| SR 390 | 5 |
| 231 | 9 |
| Traffic Lights | 5 |
| Intersection Improvements | 6 |
| Public Transportation | 3 |
| Public Outreach | 1 |
| Building New Roads | 2 |
| Infrastructure Improvements | 7 |
| Sidewalk Improvements | 11 |

Comments from TPO, TCC, CAC Workshop

May 11, 2023

1. **Table 1 – Non-SIS Priority 4 Public Transportation Capital Improvement.** It was mentioned that this priority may need to be revisited once the Transit Authority process is completed.
Comment noted.
2. **Table 2 – SIS Priorities 8 & 9 East Avenue from the Port Entrance to Sherman Avenue.** The status of the Freight Study on this corridor was requested because of the Port's growth at the Eastern Terminal.
FDOT contacts were provided to the Port Director to receive an update on the Freight Study for East Avenue.
3. **Table 2 – SIS Priority SR 30 (US 98) from Walton County Line to SR 79 (South Arnold Street.** It was mentioned that widening of this segment should correspond to the adjoining segment in Walton County.
The adjoining segment is also a priority for the Okaloosa-Walton TPO and coordination on future phases will be monitored by FDOT.
4. **Table 2 – SIS Priority 10 SR 30 (US 98) from Walton County Line to SR 79 (South Arnold Street).** It was stated that the Walton County Limit has been changed to West of Philips inlet Bridge.
Change has been made.
5. **Table 7 – Seaport Priorities.** It was relayed that Port Panama City will be submitting updated costs for some of the projects identified.
Comment noted.

Comments from the Public Workshop

June 13, 2023

1. **Table 1 – Non-SIS Priority 1. Operation and Maintenance of the current ITS system.** It was requested what is meant by ITS.
ITS, or Intelligent Transportation System, are the components provided in the Bay County Traffic Management Center that allow computer monitoring by staff to view traffic congestion/incidents throughout the Bay County urban area.
2. **Table 1 – Non-SIS Priority 10. Star Avenue from SR 22 (Wewa Highway) to US 231 (SR 75).** It was mentioned that growth in this area and improvements to US 231 in this vicinity warrant a higher priority for this project.
Comment noted.
3. **Table 7 – Port Panama City Project Priorities.** It was stated that the Port supports moving the East Avenue priorities forward because of the berth and warehouse expansion at the East Terminal.
Comment noted.

Comments from TPO and TCC Meeting

June 13, 2023

1. **Table 1 – Non-SIS Priority 9. Star Avenue from SR 22 (Wewa Highway) to US 231 (SR 75).** Discussion occurred regarding the need for this project and possibly moving this project higher on the priority list. Because of the lower cost items ahead of it, the participants suggested waiting until next year to possibly move this project higher on the priority list to see if some of the lower cost items can be funded this year.

Comment noted.

2. **Table 1 – Non-SIS Priority 10. US 98 Pedestrian Overpass at North Pier Park Drive.** It was mentioned that the Long Range Transportation Plan Amendment is changing the location of this project to Frank Brown Park and the priority should be changed to PE instead of PD&E.

Changes have been made.

3. **Table 1 – Non-SIS Priority 11. Roundabout at Harrison Street and 6th Street.** It was requested that this project be completed as part of the US 231 (Harrison Avenue) resurfacing project from 6th Street (Business 98) to 15th Street (US 98).

The construction project on Harrison Avenue is nearing completion and a substantial change in scope could not be incorporated into the project.

4. **Table 1 – Non-SIS Priority 12. Bay Parkway Phase III from Clara Avenue to Chip Seal Parkway.** Members spoke in favor of this priority.

Comment noted.

5. **Table 2 – SIS Priority 3 SR 30A (US 98) Panama City Beach Parkway from East of Richard Jackson Boulevard to Hathaway Bridge.** Members indicated this project was advanced in the Governor DeSantis' Moving Florida Forward Infrastructure Initiative.

Currently FDOT has not finalized production schedules for the Moving Florida Forward Infrastructure Initiative. Once the production schedules are complete, we will notify the TPO and request TIP amendments.

- 6. Table 2 – SIS Priorities 8 and 9 East Avenue from Port Entrance to Sherman Avenue. It was stated because of the WestRock closure, the Port of Panama City is currently reviewing the master plan for the East Terminal and support for any future East Avenue improvements including 4-laning the corridor should that be needed to accommodate any future expansion was expressed. The difference in price determined in the PD&E Study between the expanded 2-lane capacity and 4-lane capacity was also expressed.**

The PD&E study for East Avenue did not calculate a long range estimate (LRE) for a 4 lane option since the analysis did not indicate a capacity need. However, using the general cost per mile for multi-lane projects a planning level estimate for the corridor would be \$135M.

Appendix C – Resolution Bay 23-26

RESOLUTION BAY 23-26

A RESOLUTION OF THE BAY COUNTY TRANSPORTATION PLANNING ORGANIZATION ADOPTING THE FY 2025-2029 PROJECT PRIORITIES

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

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

WHEREAS, public outreach occurred on June 8 — July 21, 2023, TPO, advisory committee public workshops were held on May 11 and July 13, 2023, and a hybrid public workshop was held on July 13, 2023; and

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

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

The TPO adopts the FY 2025 - FY 2029 Project Priorities, with any changes that may have been presented.

Passed and duly adopted by the Bay County Transportation Planning Organization on this 2nd day of August 2023.

**BAY COUNTY TRANSPORTATION
PLANNING ORGANIZATION**

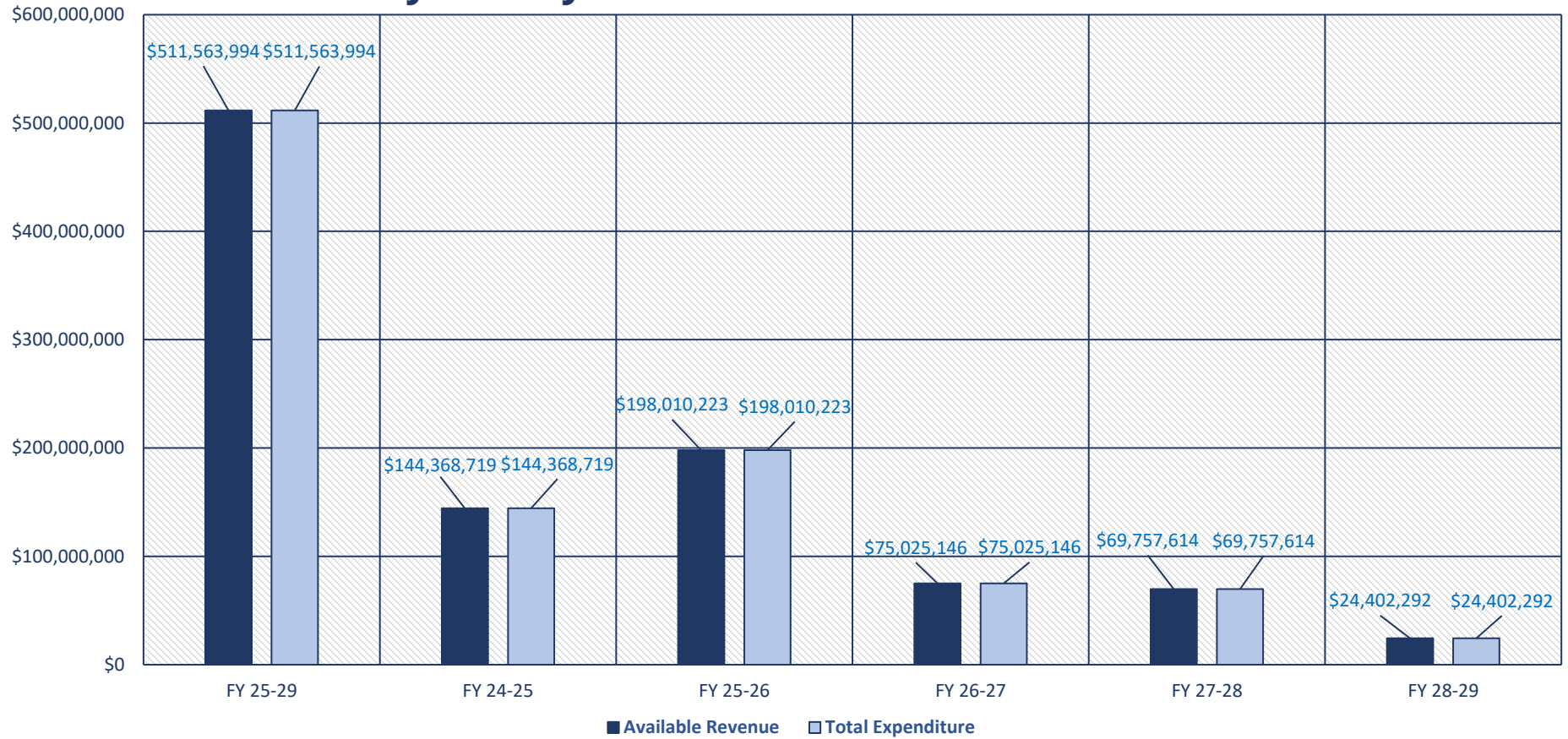
BY: 
Pam Henderson, Chairperson

ATTEST: 

Appendix F

Fiscal Constraint Demonstration

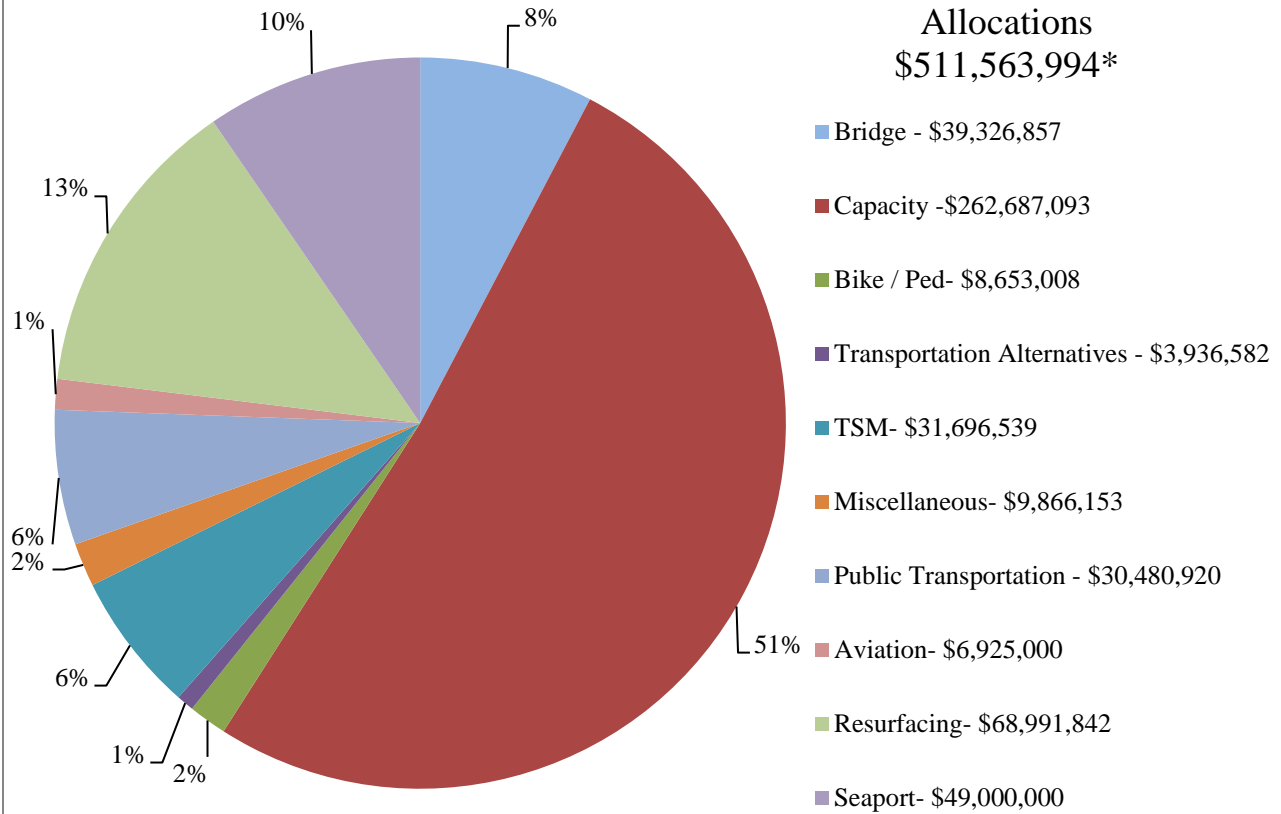
Bay County TPO FY 2025-2029 TIP Fiscal Constraint



| 5 Year Summary of Available Funding by Funding Source | | | | | | |
|---|--------------------|--------------------|-------------------|-------------------|-------------------|--------------------|
| Funding Source | 2024/25 | 2025/26 | 2026/27 | 2027/28 | 2028/29 | Total |
| | | | | | | |
| Federal | 45,151,371 | 40,596,506 | 32,592,570 | 39,616,111 | 911,458 | 158,868,016 |
| Local | 10,077,060 | 20,681,113 | 12,345,196 | 7,391,323 | 983,717 | 51,478,409 |
| State | 64,201,723 | 61,733,086 | 30,087,380 | 22,750,180 | 22,507,117 | 201,279,486 |
| State 100% | 24,938,565 | 74,999,518 | 0 | 0 | 0 | 99,938,083 |
| | | | | | | |
| Total | 144,368,719 | 198,010,223 | 75,025,146 | 69,757,614 | 24,402,292 | 511,563,994 |

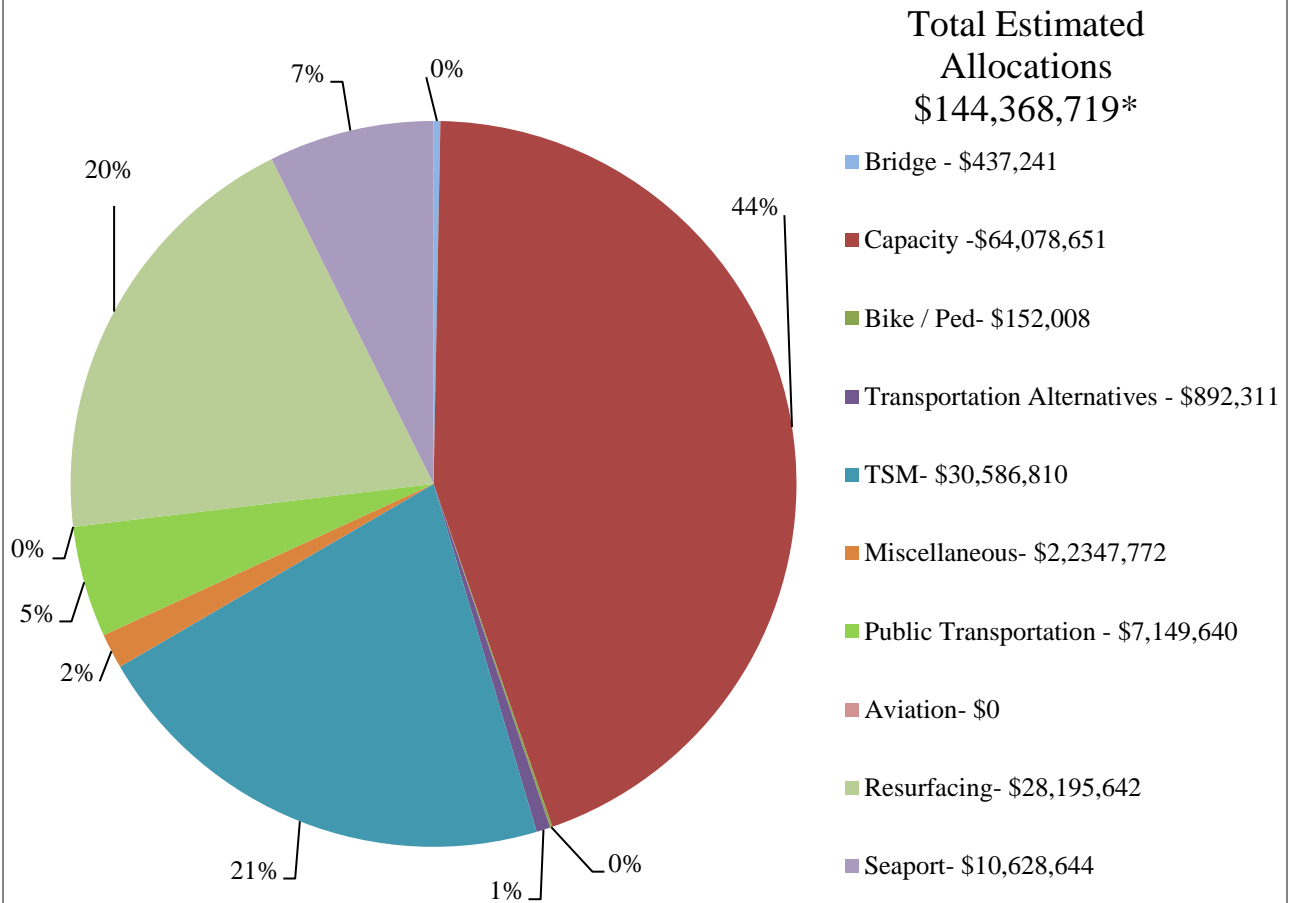
Estimated Funding Allocation by Project Type for Fiscal Years 2025 to 2029

Total Estimated
Allocations
\$511,563,994*



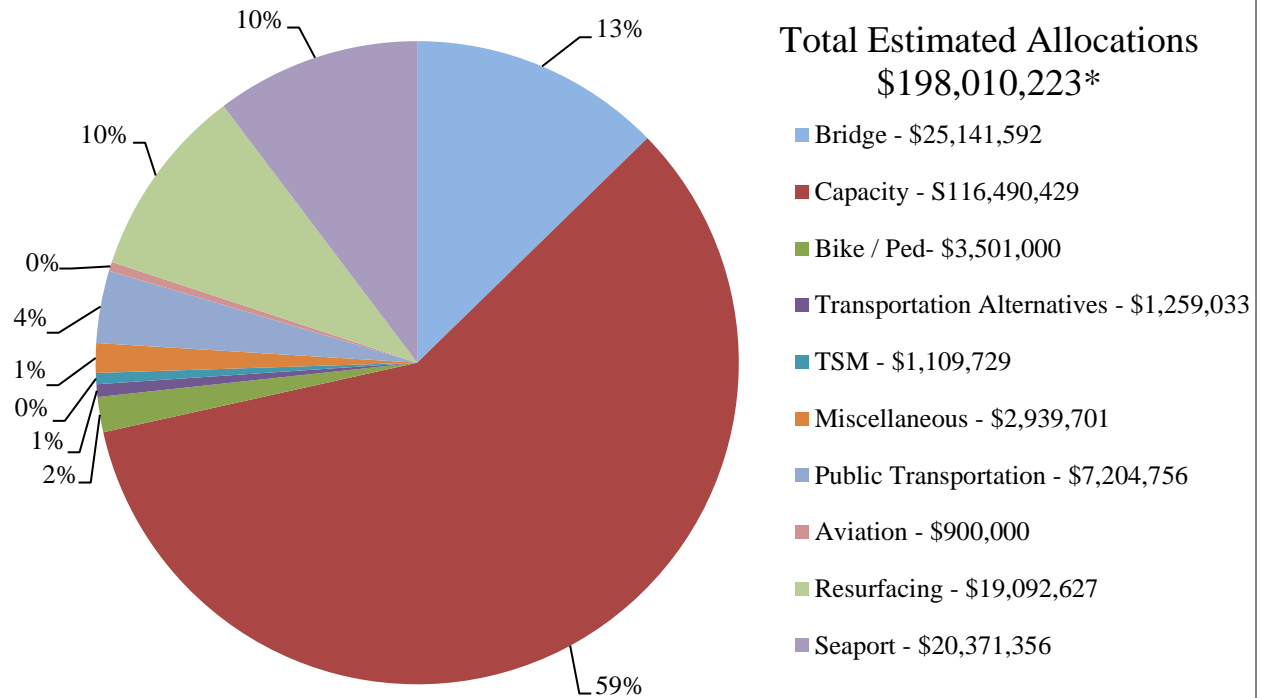
*Total Estimated Allocations includes funding from FDOT and Local Governments

Estimated Funding Allocation by Project Type for Fiscal Year 2025



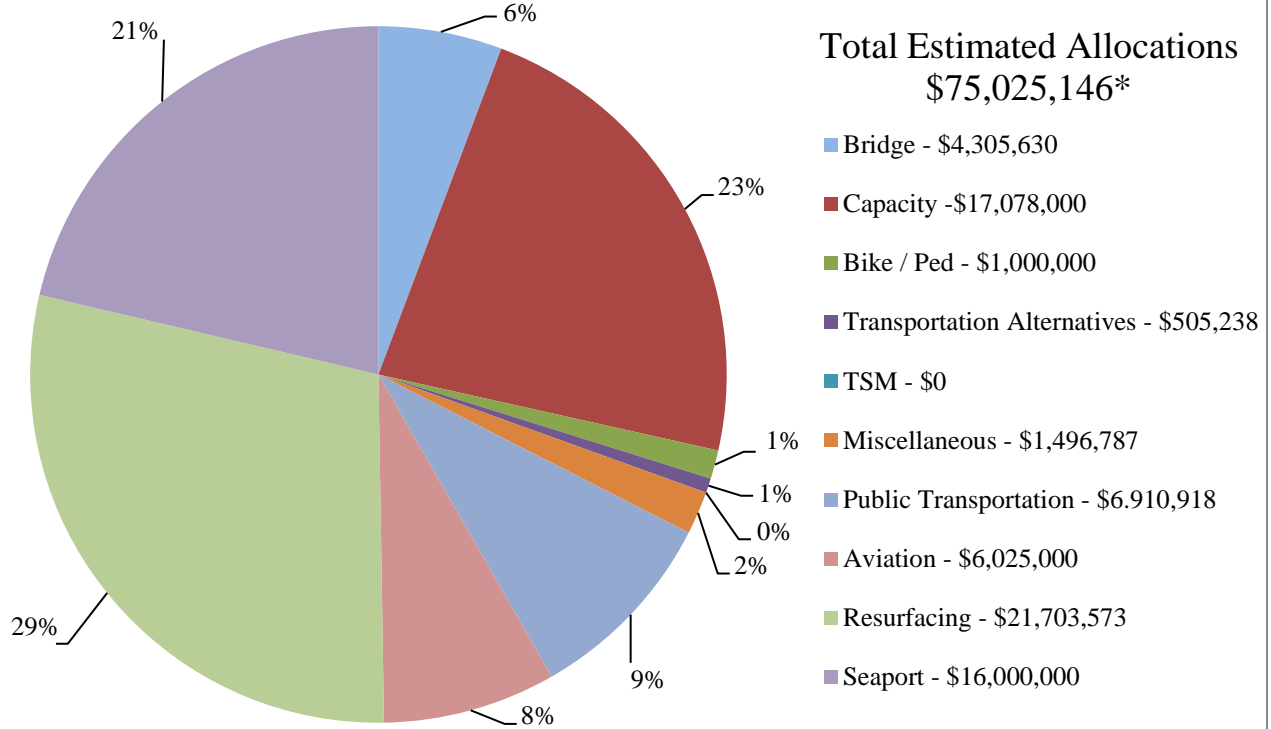
*Total Estimated Allocations includes funding from FDOT and Local Governments

Estimated Funding Allocation by Project Type for Fiscal Year 2026



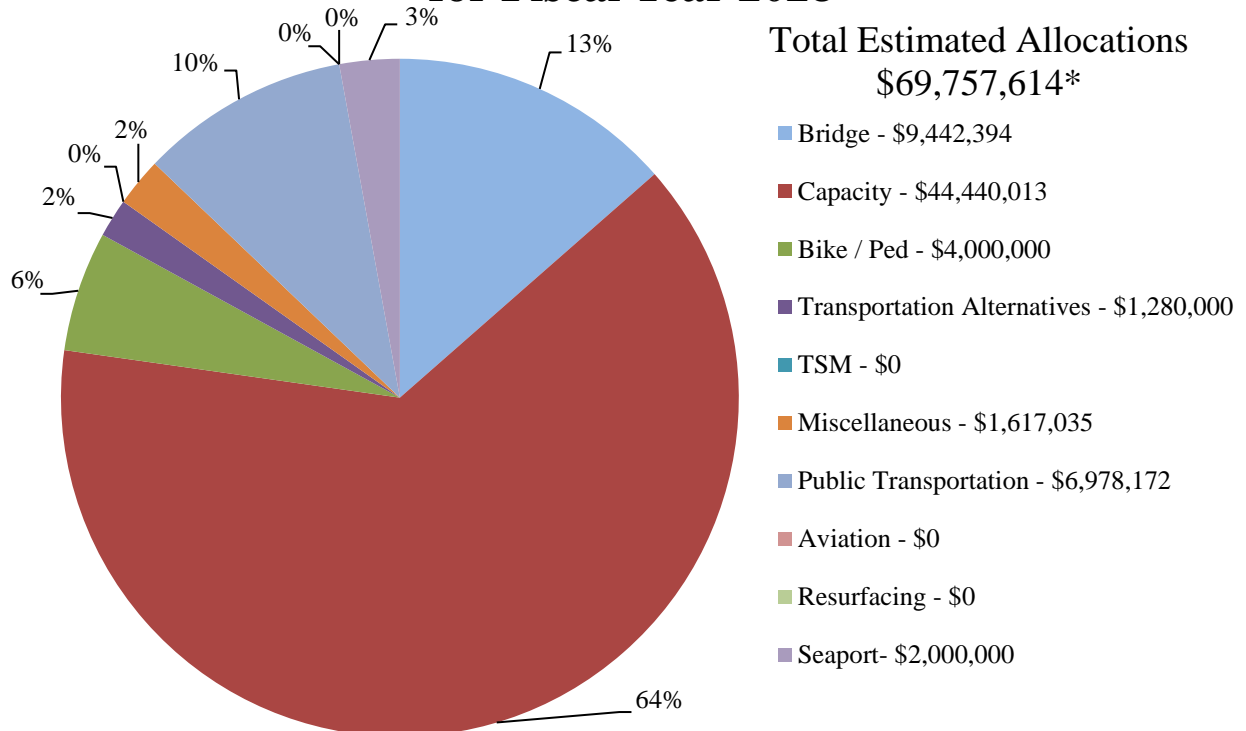
*Total Estimated Allocations includes funding from FDOT and Local Governments

Estimated Funding Allocation by Project Type for Fiscal Year 2027



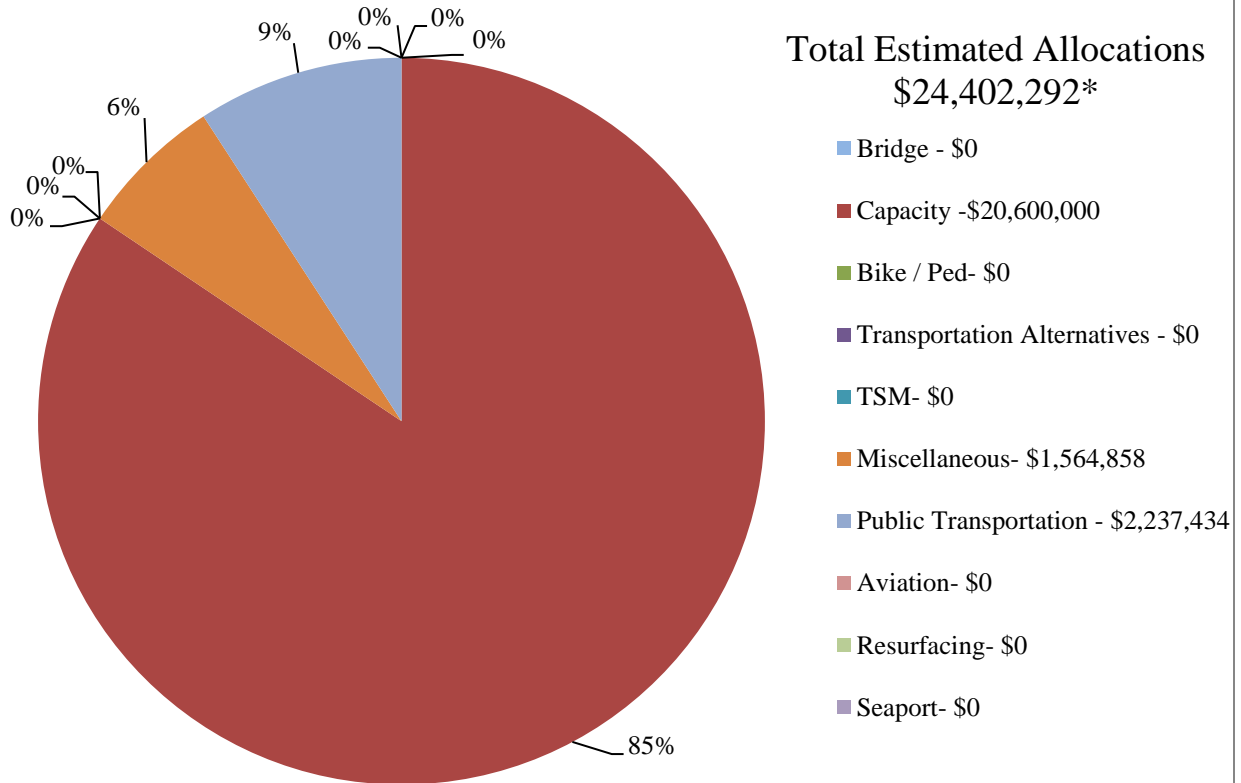
*Total Estimated Allocations includes funding from FDOT and Local Governments

Estimated Funding Allocation by Project Type for Fiscal Year 2028



*Total Estimated Allocations includes funding from FDOT and Local Governments

Estimated Funding Allocation by Project Type for Fiscal Year 2029



*Total Estimated Allocations includes funding from FDOT and Local Governments

County: Bay
 CTC: Bay County Board of County Commissioners
 Contact: Lamar Hobbs
 1010 Cone Avenue
 Panama City, FL 32401
 850-248-8161

Email: lhobbs@baycountyfl.gov

| Demographics | Number |
|-------------------------|--------|
| Total County Population | 0 |
| Unduplicated Head Count | 689 |



| Trips By Type of Service | 2021 | 2022 | 2023 | Vehicle Data | 2021 | 2022 | 2023 |
|--|---------------|---------------|---------------|-----------------------------------|-------------|-------------|-------------|
| Fixed Route (FR) | 0 | 0 | 0 | Vehicle Miles | 287,538 | 345,058 | 376,581 |
| Deviated FR | 9 | 38 | 5 | Roadcalls | 6 | 7 | 7 |
| Complementary ADA | 0 | 0 | 0 | Accidents | 2 | 3 | 6 |
| Paratransit | 40,709 | 47,909 | 60,956 | Vehicles | 26 | 36 | 29 |
| TNC | 0 | 0 | 0 | Drivers | 17 | 24 | 26 |
| Taxi | 0 | 0 | 0 | | | | |
| School Board (School Bus) | 0 | 0 | 0 | | | | |
| Volunteers | 0 | 0 | 0 | | | | |
| TOTAL TRIPS | 40,718 | 47,947 | 60,961 | | | | |
| Passenger Trips By Trip Purpose | | | | Financial and General Data | | | |
| Medical | 11,209 | 10,703 | 11,729 | Expenses | \$1,325,772 | \$1,759,935 | \$2,249,799 |
| Employment | 2,689 | 5,764 | 7,918 | Revenues | \$1,170,408 | \$1,453,451 | \$2,280,193 |
| Ed/Train/DayCare | 0 | 3,680 | 12,248 | Commendations | 0 | 2 | 12 |
| Nutritional | 13,882 | 7,730 | 4,719 | Complaints | 0 | 5 | 6 |
| Life-Sustaining/Other | 12,938 | 20,070 | 24,347 | Passenger No-Shows | 0 | 307 | 756 |
| TOTAL TRIPS | 40,718 | 47,947 | 60,961 | Unmet Trip Requests | 0 | 0 | 0 |
| Passenger Trips By Revenue Source | | | | Performance Measures | | | |
| CTD | 14,703 | 19,174 | 20,013 | Accidents per 100,000 Miles | 0.70 | 0.87 | 1.59 |
| AHCA | 219 | 111 | 49 | Miles between Roadcalls | 47,923 | 49,294 | 53,797 |
| APD | 10,062 | 14,674 | 13,748 | Avg. Trips per Passenger | 47.57 | 36.54 | 88.48 |
| DOEA | 12,461 | 3,599 | 6,211 | Cost per Trip | \$32.56 | \$36.71 | \$36.91 |
| DOE | 0 | 0 | 0 | Cost per Paratransit Trip | \$32.56 | \$36.71 | \$36.91 |
| Other | 3,273 | 10,389 | 20,940 | Cost per Total Mile | \$4.61 | \$5.10 | \$5.97 |
| TOTAL TRIPS | 40,718 | 47,947 | 60,961 | Cost per Paratransit Mile | \$4.61 | \$5.10 | \$5.97 |
| Trips by Provider Type | | | | | | | |
| CTC | 0 | 0 | 0 | | | | |
| Transportation Operator | 38,408 | 45,623 | 48,713 | | | | |
| Coordination Contractor | 2,310 | 2,324 | 12,248 | | | | |
| TOTAL TRIPS | 40,718 | 47,947 | 60,961 | | | | |

Appendix G

Department of Economic Opportunity Letter of Consistency

February 7, 2025

The Honorable Pamn Henderson, Chairwoman
Bay County Transportation Planning Organization
Emerald Coast Regional Council
Post Office Box 11399
Pensacola, Florida 32524

Dear Chairwoman Henderson:

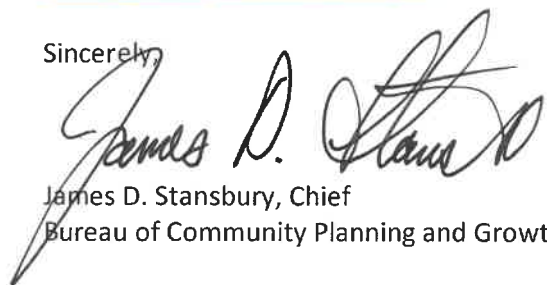
Thank you for submitting the Bay County Transportation Planning Organization (TPO) Transportation Improvement Program (TIP) for fiscal years 2024/2025 through 2028/2029. In accordance with Section 339.175(8)(g), Florida Statutes, FloridaCommerce reviews each TPO's annual TIP for consistency with the comprehensive plans of affected local governments for the purpose of identifying projects that are inconsistent with those plans.

Consistency of the TIP with local government comprehensive plans is important: transportation projects developed with federal aid require consistency with local plans to the extent feasible; and inclusion of TIP projects in local government comprehensive plans serves as an acknowledgement of those local governments' support for the projects.

Our review of the Bay County TPO TIP indicates that it is consistent with the comprehensive plans for each of the TPO's member local governments.

We appreciate your ongoing efforts to coordinate with your member local governments to ensure that the transportation projects in your TIP are consistent with local government comprehensive plans. Should you have any questions concerning this determination or the review process, please contact Matt Preston, Planning Analyst, by telephone at (850) 717-8490, or by email at matt.preston@commerce.fl.gov.

Sincerely,



James D. Stansbury, Chief
Bureau of Community Planning and Growth

JDS/mp

cc: Austin Mount, Chief Executive Officer, Bay County Transportation Planning Organization

Appendix H

Florida Department of Transportation Letter of Consistency and Checklist



Florida Department of Transportation

RON DESANTIS
GOVERNOR

605 Suwannee Street
Tallahassee, FL 32399-0450

JARED W. PERDUE, P.E.
SECRETARY

August 1, 2024

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

Re: Approval of FY 2024-25 through FY 2027-28 Transportation Improvement Programs

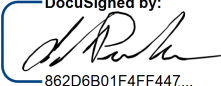
Dear Mr. Jamie Christian, P.E.:

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

Through the authority delegated by the Governor, I hereby approve the Transportation Improvement Programs for the Metropolitan Planning Organizations in Florida. These Transportation Improvement Programs will be effective upon the joint approval of the 2024 State Transportation Improvement Program by the Federal Highway Administration and Federal Transit Administration. Per Title 23 450.218(b), Code of Federal Regulations, all locally funded projects contained in the Transportation Improvement Programs are incorporated by reference into the State Transportation Improvement Program.

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

Sincerely,

DocuSigned by:
A blue ink signature of Jared W. Perdue, consisting of a stylized 'J' and 'P' followed by a cursive 'Perdue'.

862D6B01F4FF447...
Jared W. Perdue, P.E., Secretary
Florida Department of Transportation

Mr. Jamie Christian, P.E.

August 1, 2024

Page 2 of 2

Attachments

Certification of Projects for Federal Fiscal Year 2025 (District Memos)

Certification for Grants, Loans and Cooperative Agreements

Certification Regarding Debarment, Suspension, and Other Responsibility Matters-
Primary Covered Transactions

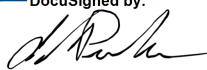
cc: Karen Brunelle, P.E., Florida Division, FHWA
Curlene Thomas, Florida Division, FHWA
Robert Sachnin, AICP, Region Four, FTA
John Crocker, PhD, Region Four, FTA
Michael Sherman, Region Four, FTA
Leda Kelly, Chief of Staff, FDOT
Kim Holland, P.E., Assistance Secretary for Strategic Development, FDOT
Lisa Saliba, Assistant Secretary for Finance and Administration, FDOT
Huiwei Shen, Chief Planner, FDOT
Jennifer Fortunas, P.E., Director, Office of Policy Planning, FDOT
Julie Adamson, CPA, Director, Work Program and Budget Systems Support, FDOT
David Williams, Finance and Administration Office, FDOT
Kendra Sheffield, Manager, Work Program Development & Operations, FDOT
Donna Green, Metropolitan Planning Administrator, Office of Policy Planning, FDOT
Mark Reichert, Executive Director, MPOAC

**FLORIDA DEPARTMENT OF TRANSPORTATION
CERTIFICATION FOR GRANTS, LOANS, AND COOPERATIVE
AGREEMENTS
FROM OCTOBER 1, 2024 TO SEPTEMBER 30, 2025**

The undersigned certifies, to the best of his knowledge and belief, that:

- (1) No Federal appropriated funds have been paid or will be paid by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of any Federal agency, or a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement.
- (2) If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any Federal agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.
- (3) The undersigned shall require that the language of this certification be included in the award documents for all subawards at all tiers (including subgrants and contracts and subcontracts under grants, subgrants, loans, and cooperative agreements) which exceeds \$100,000, and that all such subrecipients shall certify and disclose accordingly.
- (4) This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by Section 1352, Title 31, U.S. Code. Any person who fails to file the required certification shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each failure.

CERTIFIED BY:

DocuSigned by:

862D6B01F4FF447...

Jared W. Perdue, P.E., Secretary
Florida Department of Transportation

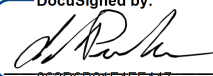
07/31/2024 | 4:20 PM EDT

Date

**CERTIFICATION REGARDING DEBARMENT, SUSPENSION, AND OTHER
RESPONSIBILITY MATTERS – PRIMARY COVERED TRANSACTIONS**

1. The Florida Department of Transportation certifies to the best of its knowledge and belief, that it and its principals:
 - (a) Are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from covered transactions by any Federal department or agency;
 - (b) Has not within a three-year period preceding this proposal been convicted of or has had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (Federal, State, or Local) transaction or contract under a public transaction; violation of Federal or State antitrust statutes or commission of embezzlement, theft, forgery, bribery, falsification, or destruction of records, making false statements, or receiving stolen property;
 - (c) Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (Federal, State, or Local) with commission of any of the offenses enumerated in paragraph (1b) of this certification;
 - (d) Has not within a three year period preceding this application/proposal had one or more public transactions (Federal, State, or Local) terminated for cause or default.
2. Where the Florida Department of Transportation is unable to certify to any of the statements in this certification, an explanation is attached.
3. By submitting this certification, the Florida Department of Transportation agrees that it shall not knowingly enter into any lower tier covered transaction with a person who is debarred, suspended, declared ineligible, or voluntarily excluded from a covered transaction, unless authorized by the Federal Highway Administration.
4. By submitting this certification, the Florida Department of Transportation agrees that it will include the clause titled “Certification Regarding Debarment, Suspension, Ineligibility, and Voluntary Exclusion – Lower Tier Covered Transaction” in all lower tier covered transactions and in all solicitations for lower tier covered transactions.

CERTIFIED BY:

DocuSigned by:

862D6B01F4FF447...

Jared W. Perdue, P.E., Secretary
Florida Department of Transportation

07/31/2024 | 4:20 PM EDT

Date

TRANSPORTATION IMPROVEMENT PROGRAM

Review Checklist

TRANSPORTATION IMPROVEMENT PROGRAM (TIP) REVIEW CHECKLIST

The following TIP Review Checklist is provided to assist in the review of the TIP. This Review Checklist is to be completed and included in the MPO's final TIP Document.

Comments should be categorized as:

Editorial: The MPO may address comments regarding grammatical, spelling, and other related errors, but this would not affect the document's approval.

Enhancement: Comments may be addressed by the MPO but would not affect the approval of the document, i.e., improve the quality of the document and the understanding for the public (improving graphics, re-packaging of the document, use of plain language, reformatting for clarity, removing redundant language).

Critical: The comment **MUST** be addressed to meet the minimum state and federal requirements for approval. The reviewer must clearly identify the applicable state or federal statutes, regulations, policies, guidance, or procedures to which the document does not conform.

If a question is categorized, a comment must accompany it. If a question is answered with "no," a comment must accompany it.

MPO: **FL-AL**

Fiscal Years
included: **25-29**

Review #: **1**

Date of Review: **5/31/2024**

Reviewed by: **D3 Staff**

TIP Format & Content

Does the cover page include the MPO name, address, and correct fiscal years and provide a location to add the date of adoption?

Yes ☒ No ☐

[No comment](#)

[Click here to enter comments](#)

[Cover Page](#)

[Click here to enter notes](#)

Does the Table of Contents show the title of each section with the correct page number?

Yes ☒ No ☐

[No comment](#)

[Click here to enter comments](#)

Page Numbers:

[Click here to enter notes](#)

Does the TIP include an endorsement that it was developed following state and federal requirements and include the date of official MPO approval? This would be an MPO resolution or signed signature block on the cover.

Yes ☒ No ☐

[No comment](#)

[Click here to enter comments](#)

Page Numbers:

[Click here to enter notes](#)

Does the TIP include a list of definitions, abbreviations, funding, phase codes, and acronyms?

Yes ☒ No ☐

[No comment](#)

[Click here to enter comments](#)

Page Numbers:

[Click here to enter notes](#)

TRANSPORTATION IMPROVEMENT PROGRAM

Review Checklist

TIP Narrative

Does the TIP begin with a statement of purpose (provide a prioritization of projects covering a five-year period consistent with the LRTP, containing all transportation projects funded with FHWA & FTA funds and regionally significant projects regardless of funding source)? [23 CFR 450.326(a)]; [49 USC Chapter 53]

Yes ☒ No ☐

[No comment](#)

[Click here to enter comments](#)

Page Numbers: ES1

[Click here to enter notes](#)

Did the MPO develop the TIP in cooperation with the state and public transit operator(s), who provided the MPO with estimates of available federal and state funds for the MPO to develop the financial plan? [s. 339.175(8) FS]; [23 CFR 450.326(a)]

Yes ☒ No ☐

[No comment](#)

[Click here to enter comments](#)

Page Numbers: ES1

[Click here to enter notes](#)

Does the TIP demonstrate sufficient funds (federal, state, local, and private) to implement proposed transportation system improvements, and identify any innovative financing techniques by comparing revenues and costs for each year? It is recommended that the TIP include a table(s) that compares funding sources and amounts, by year, to total project costs. [23 CFR 450.326(k)]; [23 CFR 450.326(j)]; [s. 339.175(8)(c)(3) FS].

Yes ☒ No ☐

[No comment](#)

[Click here to enter comments.](#)

Page Numbers: ES2,
Appendix F

[Click here to enter notes](#)

Does the TIP describe the project selection process and state that it is consistent with federal requirements in 23 CFR 450.332(b) and 23 CFR. 450.332(c) for non-TMA MPOs?

Yes ☒ No ☐

[No comment](#)

[Click here to enter comments](#)

Page Numbers: ES 6,7

[Click here to enter notes](#)

Does the TIP identify the MPO's criteria and process for prioritizing implementation of the transportation plan elements (including multimodal tradeoffs) for inclusion in the TIP and explain any changes in priorities from the previous TIP? The MPO's TIP project priorities must be consistent with the LRTP. [23 CFR 450.326(n)(1)]

Yes ☒ No ☐

[No comment](#)

[Click here to enter comments](#)

Page Numbers: ES7,
Appendix E

[Click here to enter notes](#)

Does the TIP describe how projects are consistent with the MPO's LRTP and, to the extent feasible, with port and aviation masterplans, public transit development plans, and approved local government comprehensive plans for those local governments located within the MPO area? [s. 339.175(8)(a) FS] For consistency guidance, see [Section 1. Florida LRTP Amendment Thresholds](#) and [Section 2. Meeting Planning Requirements for NEPA Approval](#).

Yes ☒ No ☐

[No comment](#)

[Click here to enter comments](#)

Page Numbers: ES7

[Click here to enter notes](#)

Does the TIP cross-reference projects with corresponding LRTP projects when appropriate? [s. 339.175(8)(c)(7) FS]

Yes ☒ No ☐

[No comment](#)

[Click here to enter comments](#)

Page Numbers: Sec 1 -
10

[Click here to enter notes](#)

TRANSPORTATION IMPROVEMENT PROGRAM

Review Checklist

Does the TIP include the FDOT Annual List of Obligated Projects or a link? The annual listing is located for download [HERE](#). [23 CFR 450.334]; [s. 339.175(8)(h), FS]

Yes ☒ No ☐

[No comment](#)

[Click here to enter comments](#)

Page Numbers:
Appendix D

[Click here to enter notes](#)

Was the TIP developed with input from the public? [23 CFR 450.316]; [23 CFR 450.326(b)]; The document should outline techniques used to reach citizens (flyers, websites, meeting notices, billboards, etc.)

Yes ☒ No ☐

[No comment](#)

[Click here to enter comments](#)

Page Numbers: ES9

[Click here to enter notes](#)

Does the TIP discuss the MPO's current FDOT annual joint certification and past FHWA/FTA quadrennial certification (for TMA MPOs)? For TMA MPOs the TIP should include the anticipated date of the next FHWA/FTA quadrennial certification.

Yes ☒ No ☐

[No comment](#)

[Click here to enter comments](#)

Page Numbers: ES10

[Click here to enter notes](#)

Does the TIP discuss the congestion management process? All MPOs are required to have a congestion management process that provides for the effective management and operation of new and existing facilities using travel demand reduction and operational management strategies. [s. 339.175(6)(c)(1), FS]

Yes ☒ No ☐

[No comment](#)

[Click here to enter comments](#)

Page Numbers: ES11

[Click here to enter notes](#)

Does the TIP discuss the development of Transportation Disadvantaged (TD) services, a description of costs and revenues from TD services, and a list of improvements funded with TD funds? [s. 427.015(1) FS AND 41-2.009(2) FAC]

Yes ☒ No ☐

[No comment](#)

[Click here to enter comments](#)

Page Numbers: ES11

[Click here to enter notes](#)

Does the TIP discuss how once implemented, the MPO will make progress toward achieving the performance targets for:

- ✓ Safety performance measures
- ✓ System performance measures
- ✓ Bridge performance measures
- ✓ Pavement performance measures
- ✓ State asset management plan
 - Including risk to off-system facilities during emergency events (if applicable)
- ✓ State freight plan

Yes ☒ No ☐

If the MPO incorporated the [TIP Performance Measures Template](#) directly or adapted it to suit their needs, they would have met the requirements. [23 CFR 450.326(c)]

[No comment](#)

[Click here to enter comments](#)

Page Numbers: ES21-37

[Click here to enter notes](#)

Does the TIP discuss the anticipated effect of achieving the performance targets identified in the LRTP, linking investment priorities to those performance targets for:

- ✓ Safety performance measures

Yes ☒ No ☐

TIP Review Checklist

Updated: 4/9/2024

TRANSPORTATION IMPROVEMENT PROGRAM

Review Checklist

- ✓ System performance measures
- ✓ Bridge performance measures
- ✓ Pavement performance measures
- ✓ State asset management plan
- ✓ State freight plan

If the MPO incorporated the [TIP Performance Measures Template](#) directly or adapted it to suit their needs, they would have met the requirements. [23 CFR 450.326(d)]

[No comment](#) [Click here to enter comments](#)

Page Numbers: ES38-41

[Click here to enter notes](#)

Does the TIP include all Federal discretionary grants that fund capital projects under Title 23 or Title 49, USC, per the Infrastructure Investment and Jobs Act (IIJA)? Federal discretionary grants that fund capital projects must be in the TIP before executing a grant agreement with USDOT. For more information, see this [link](#).

Yes ☒ No ☐

[No comment](#) [Click here to enter comments](#)

Page Numbers:

[Click here to enter notes](#)

Does the TIP contain projects listed in the [FDOT 23 CFR Part 667 Report](#)?

Yes ☐ No ☒

If so, does the MPO reference the report in the TIP for that project?

Yes ☐ No ☐

[No comment](#) [Click here to enter comments](#)

Page Numbers:

[Click here to enter notes](#)

Detail Project Listing for Five Fiscal Years

Does each project in the TIP include the following information?

- ✓ Sufficient description of the project (type of work, termini, and length)
- ✓ Financial Project Number (FPN)
- ✓ Estimated total project cost and year anticipated funding
- ✓ Page number or identification number where the project can be found in LRTP (spot check)
- ✓ Category of Federal Funds and source(s) of non-Federal Funds
- ✓ FTA section number included in project title or description

Yes ☒ No ☐

[No comment](#) [Click here to enter comments](#)

Page Numbers:

[Click here to enter notes](#)

TIP Review

What date did the MPO upload the document into the [Grant Application Process \(GAP\)](#) System for review by the District, Office of Policy Planning, FloridaCommerce, FTA, & FHWA? Include the date of submission in the comments.

[No comment](#) [Uploaded 5/23/2024](#)

Page Numbers:

[Click here to enter notes](#)

Appendix I

FY 2025-2029 TIP Process and Comments Received

FY 2025-2029 TIP Process

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

The FY 2025-2029 TIP process began in August 2023 when Project Priorities were adopted by the TPO and then submitted to FDOT. The Project Priorities are then used to develop the FDOT FY 2025-2029 Tentative Five-Year Work Program. The Tentative Five-Year Work Program is the primary source of information for the TIP. The FDOT Work Program and the TIP are consistent with the TPO's adopted priorities to the extent feasible. Projects are based on FDOT maintenance requirements, the TPO Long Range Transportation Plan (LRTP), Transportation Systems Management (TSM) studies, Transportation Alternatives (TA) Project Priorities, and Aviation, Port, and Transit Master Plans. Projects listed in the TIP are subject to amendment as necessary by the TPO at any time during the year. The TIP has been developed through coordination with FDOT and local governments.

The agendas and meeting minutes for the TPO and Advisory Committees are located at https://www.ecrc.org/programs/transportation_planning/bay_county_tpo/agendas_and_reports.php. The updated draft Bay County TPO FY 2025-2029 Transportation Improvement Program was posted online prior to the June 2024 TPO and Advisory Committee Meetings. An e-mail with the draft TIP link on the TPO web site was sent to the TPO and Advisory Committee Members. The draft Bay County TPO FY 2025-2029 Transportation Improvement Program is accessible by clicking on the link below. The advertisements for the meetings can be requested by contacting the TPO's Marketing Team, marketing@ecrc.org. Meeting minutes can be obtained by contacting the Transportation Planning Organization Coordinator, Mary Beth Washnock marybeth.washnock@ecrc.org. Both individuals can be reached by telephone at (850) 332-7976.

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

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

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

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

COMMENTS ON DRAFT FY 2025-2029 BAY COUNTY TIP

Florida Department of Transportation—Chipley Office

1. **4508101 SR 75 (US 231) from Harris Avenue to CR 2312 (Baldwin Road). Change Harris Avenue to SR 368 (23rd Street) and change mileage from 1.247 miles to 1.445 miles.**
Changes have been made.
2. **4477881 SR 75 (US 231) at Pipeline Road. Change mileage from 0.272 miles to 0.208 miles.**
Change has been made.
3. **4451411 SR 20 over Econfina Creek. Add Bridge Number 460034 and change mileage from 0.025 miles to 0.295 miles.**
Changes have been made.
4. **4393801 Scott's Ferry Road over Bear Creek. Remove Bridge Number 460034 and change mileage from 0.685 miles to 0.380 miles.**
Changes have been made.

Florida Department of Transportation—Urban Liaison Office

1. **Provided TIP Review Check List on May 31, 2024.**
The TIP Checklist identified no follow-up comments since the TIP included the required material identified by the Florida Department of Transportation.

Bayway

1. **Add “Public notice of public involvement activities and time established for public review and comment on the TIP will satisfy the Program of Projects public review requirements of the Section 5307 Program.”**
This language has been added to the Public Involvement Section in the TIP narrative.