



**FY 2026 – 2030
Transportation Improvement Program (TIP)**

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Amended:

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

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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 and 3-C Planning Process:

The Bay County TPO was established by the 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 August 2, 2023.

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.

The Bay County Transportation Planning Organization (TPO) is the designated Metropolitan Planning Organization (MPO) for the Panama City-Panama Beach, FL Urban Area. The TPO is mandated by the Federal Highway Act of 1962 (and subsequent re-authorizations) to perform the transportation planning activities within the urban area. This legislation ensures 3-C “continuing, cooperative and comprehensive” planning process. This process involves collaboration among various governmental agencies and units of government and results in a consensus regarding the transportation products for the urban area.

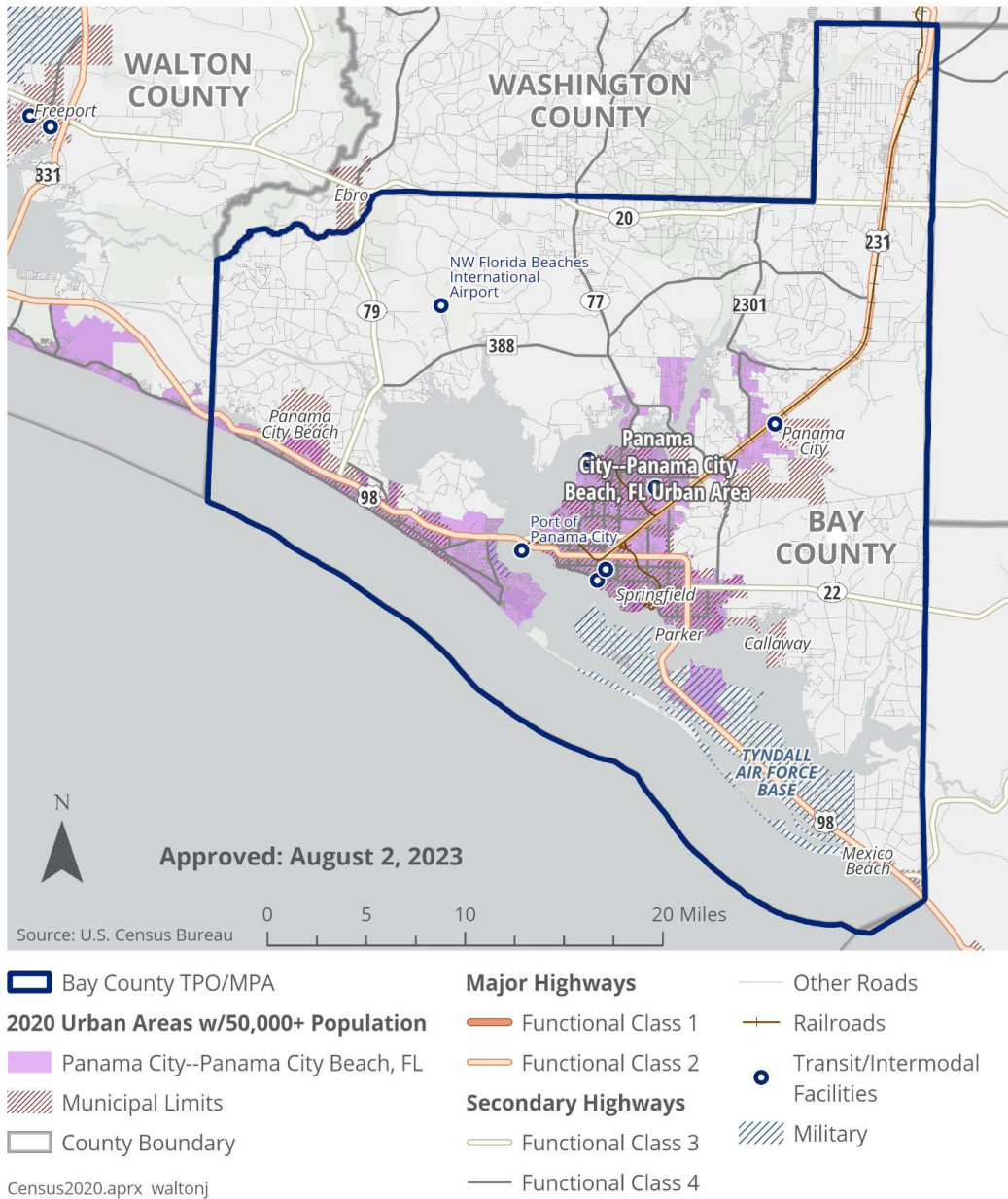
The Bay County TPO was formed after the 1980 Census. The current composition of the Bay County TPO after the 2020 Census consists of 19 members.

- 5 Bay County Commissioners
- 5 City of Panama City Council Members
- 2 City of Panama City Beach Council Members
- 2 City of Callaway Council Member
- 2 City of Lynn Haven Council Member
- 1 City of Mexico Beach Council Member
- 1 City of Parker Council Member
- 1 City of Springfield Council Member

Two advisory committees provide input to the TPO regarding transportation plans in the urban area. The Technical Coordinating Committee consists of planners, engineers, and various transportation related agencies in the TPO area and the Citizens’ Advisory Committee represents the citizens in the TPO area. The current study area of the TPO is listed below and is based on the 2020 Census. The TPO is the policy board whereas the Technical Coordinating Committee and the Citizens’ Advisory Committee provide recommendations to the TPO for possible action.

Several transportation related products are presented to the TPO and Advisory Committees such as the Long Range Transportation Plan, Transportation Improvement Program, Project Priorities, and the Unified Planning Work Program that are required based on Federal and State regulations. The Long Range Transportation Plan must accompany a twenty year planning horizon and is updated every five years. The Transportation Improvement Program is updated annually and provides a list of projects (Federal, State, and Local) with their anticipated funding phases and dollars amounts for five years. The Project Priorities are primarily based on the Long Range Transportation Plan Cost Feasible Plan and are provided annually to the Department of Transportation to use as a guide to build their five year Work Program. The Unified Planning Work Program is updated every two years and provides a detailed list of the TPO’s work activities and dollars amounts. After presentations to the TPO, opportunity for public comment, and discussion by the TPO members, these planning related products are approved.

Bay County TPO Metropolitan Planning Area Boundary



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/resource_center/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 projects identified in the TPO Bicycle Pedestrian Plan are added to the Long Range Transportation Plan. Transportation Alternatives and SUN Trail Funded projects are included in the TIP.

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 2026-2030 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 2024 is in Appendix D.

Public Involvement:

The public participation process for the FY2026-2030 TIP began during February, March, April, May, and June 2024 with the development of the TPO's Project Priorities. In April 2024, 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 May 1, 2024 to June 12, 2024. 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 March 20 and May 1, 2024 to obtain comments on the Project Priorities. Both of these workshops were advertised and contain an agenda item for public comment.

In June 2024, 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 June 2024 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 May 1 2024. Notifications were sent to various community groups, inviting them to attend the workshop.

On December 5, 2024, 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 December 2024, 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 April 3, 2025. 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.

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:

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 FLMA's 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, FLMA's, 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 FLMA's 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.

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.

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, 2024, and 2025 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, Resolution 23-34 on November 1, 2023, and Resolution 24-19 on December 9, 2024 .

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
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	$\leq 5^*$

*TPO only required to adopt 4-year targets. Adopted by Resolution 23-08 on April 19, 2023. However, FDOT adjusted its 4 year targets in 2025 which adopted by Resolution 24-20 on December 9 2024.

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	$\geq 60^*$	Not Required	$\leq 5^*$	≥ 40	$\geq 40^*$	≤ 5	$\leq 5^*$

*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	≥75*	≥50	≥60*	≤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. However, FDOT adjusted its 4 year targets in 2025 which adopted by Resolution 24-20 on December 9 2024.

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	38%” or less	20%” or less	20%” or less	22%” or less	25%” or less	25%” or less

(2023)						
Bay County (2024)	20%” or less	20%” or less	20%” or less	20%” or less	25%” or less	25%” or less
Bay County (2025)	34%” or less	43%” 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	Levy County Transit

	Suwannee River Economic Council Baker County Council on Aging Nassau County Council on Aging/Transit Ride Solution (Putnam County)	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) (2024)	0	0/0	1	1/301,575	0	0/301,575	75,394
Fixed Route (FR) (2025)	0	0/0	12	3/100,000	4	1/150,000	75,000
Demand Response (DR)	0	0/0	0	1/234,112	0	1/234,112	100,000

(2025)							
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*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. 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 2026 through 2035), and 5 years of programming in the FDOT Work Program for non-SIS projects (FYs 2026 through 2030), plus historical cost information for all projects having expenditures paid by FDOT prior to FY2026.

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 2026-2030 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 2026-2030 TIP was developed and the comments that were received and well as the TPO Staff's responses to the comments.

RESOLUTION BAY 25-10

A RESOLUTION OF THE BAY COUNTY TRANSPORTATION PLANNING ORGANIZATION ADOPTING THE FISCAL YEAR 2026-2030 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 2026-2030 Transportation Improvement Program.

Passed and duly adopted by the Bay County Transportation Planning Organization on the 28th day of May 2025.

**BAY COUNTY TRANSPORTATION
PLANNING ORGANIZATION**

BY: _____
Pamn Henderson, Chairperson

ATTEST: _____

5-Year Summary of Projects by Funding Category

Source	2025/26	2026/27	2027/28	2028/29	2029/30	Total
Federal	68,238,536	36,570,463	53,764,826	4,673,819	5,849,630	169,097,274
Local	23,976,724	19,962,434	13,150,927	2,464,900	2,316,867	61,871,852
State	100,820,791	48,187,243	33,891,483	32,614,765	12,670,160	228,184,442
State 100%	80,161,662	1,672,200	0	0	0	81,833,862
Total	273,197,713	106,392,340	100,807,236	39,753,484	20,836,657	540,987,430

5-Year Summary of Projects by Funding Category

Project #	Project Name	2025/26	2026/27	2027/28	2028/29	2029/30	Total
ACBR - ADVANCE CONSTRUCTION (BRT)							
4451411	SR 20	6,682,015	0	0	0	0	6,682,015
Total		6,682,015	0	0	0	0	6,682,015
ACBZ - ADVANCE CONSTRUCTION (BRTZ)							
4262381	SCOTT ROAD	0	4,082,854	0	0	0	4,082,854
4393801	SCOTT'S FERRY RD	8,705,591	0	0	0	0	8,705,591
4429171	CR 2302 BRIDGE STREET	725,100	0	12,365,166	0	0	13,090,266
Total		9,430,691	4,082,854	12,365,166	0	0	25,878,711
ACFP - AC FREIGHT PROG (NFP)							
4403006	EAST AVE	1,265,000	0	0	0	0	1,265,000
Total		1,265,000	0	0	0	0	1,265,000
ACNP - ADVANCE CONSTRUCTION NHPP							
2179107	SR 75 (US 231)	5,727,646	200,000	23,399,050	0	0	29,326,696
2179108	SR 75 (US 231)	500,000	928,000	0	0	0	1,428,000
Total		6,227,646	1,128,000	23,399,050	0	0	30,754,696
ACNR - AC NAT HWY PERFORM RESURFACING							
4508051	SR 20	1,866,242	0	0	0	0	1,866,242
4508101	SR 75 (US 231)	5,280,031	0	0	0	0	5,280,031
4529371	SR 75 (US 231)	0	19,330,423	0	0	0	19,330,423
4546401	SR 30 (US 98B)	0	0	2,237,979	0	0	2,237,979
Total		7,146,273	19,330,423	2,237,979	0	0	28,714,675
ACSL - ADVANCE CONSTRUCTION (SL)							
4282091	BAY COUNTY TPO	350,000	0	0	0	0	350,000
4508051	SR 20	223,949	0	0	0	0	223,949
4508101	SR 75 (US 231)	633,603	0	0	0	0	633,603

5-Year Summary of Projects by Funding Category

Project #	Project Name	2025/26	2026/27	2027/28	2028/29	2029/30	Total
ACSL - ADVANCE CONSTRUCTION (SL)							
4508181	SR 368 23RD ST	3,174,177	0	0	0	0	3,174,177
Total		4,381,729	0	0	0	0	4,381,729
ACSS - ADVANCE CONSTRUCTION (SS)							
4456011	SR 75 (US 231)	307,249	0	0	0	0	307,249
4456012	SR 75 (US 231)	25,000	0	0	0	0	25,000
4508181	SR 368 23RD ST	6,000	0	0	0	0	6,000
4529371	SR 75 (US 231)	0	224,890	0	0	0	224,890
Total		338,249	224,890	0	0	0	563,139
ART - ARTERIAL HIGHWAYS PROGRAMS							
2178385	SR 30A (US 98) PC BCH PKWY	5,162,143	0	0	0	0	5,162,143
Total		5,162,143	0	0	0	0	5,162,143
BNIR - INTRASTATE R/W & BRIDGE BONDS							
2178385	SR 30A (US 98) PC BCH PKWY	8,000,000	0	0	0	0	8,000,000
2179107	SR 75 (US 231)	29,185,226	0	5,213,230	0	0	34,398,456
2179108	SR 75 (US 231)	10,810,500	0	15,091,554	0	0	25,902,054
Total		47,995,726	0	20,304,784	0	0	68,300,510
BRP - STATE BRIDGE REPLACEMENT							
4426671	SR 30 (US 98)	20,000,000	0	0	0	0	20,000,000
Total		20,000,000	0	0	0	0	20,000,000
BRRP - STATE BRIDGE REPAIR & REHAB							
4529371	SR 75 (US 231)	0	49,585	0	0	0	49,585
4547571	SR 30 (US 98)	100,000	1,518,154	0	0	0	1,618,154
Total		100,000	1,567,739	0	0	0	1,667,739
D - UNRESTRICTED STATE PRIMARY							

5-Year Summary of Projects by Funding Category

Project #	Project Name	2025/26	2026/27	2027/28	2028/29	2029/30	Total
D - UNRESTRICTED STATE PRIMARY							
4367371	BAY COUNTY	0	0	1,044,189	1,176,000	1,207,128	3,427,317
4483322	PANAMA CITY OPERATIONS CENTER	2,800	2,800	3,200	3,200	3,500	15,500
4499661	PANAMA CITY OPERATIONS CENTER	0	0	2,500	0	3,000	5,500
4499671	PANAMA CITY OPERATIONS CENTER	6,000	0	2,500	0	0	8,500
Total		8,800	2,800	1,052,389	1,179,200	1,213,628	3,456,817
DDR - DISTRICT DEDICATED REVENUE							
2178385	SR 30A (US 98) PC BCH PKWY	200,000	0	0	0	0	200,000
4084123	BAY COUNTY	600,000	600,000	600,000	600,000	600,000	3,000,000
4222461	BAY COUNTY TPO	519,090	533,099	549,092	565,565	582,532	2,749,378
4222491	BAY COUNTY TPO	270,000	270,000	270,000	270,000	274,000	1,354,000
4367371	BAY COUNTY	825,902	844,649	98,988	0	0	1,769,539
4477881	SR 75 (US 231)	476,203	0	0	0	0	476,203
4485582	NORTHWEST FL BEACHES	110,479	0	0	0	0	110,479
4498961	NORTHWEST FL BEACHES	0	75,000	0	0	0	75,000
4498971	NORTHWEST FL BEACHES	0	150,000	0	0	0	150,000
4508181	SR 368 23RD ST	3,825,244	0	0	0	0	3,825,244
4527341	SR 75 (US 231)	20,000	0	0	0	0	20,000
4542492	NORTHWEST FLORIDA BEACHES	0	0	800,000	0	0	800,000
Total		6,846,918	2,472,748	2,318,080	1,435,565	1,456,532	14,529,843
DI - ST. - S/W INTER/INTRASTATE HWY							
2179107	SR 75 (US 231)	0	10,000,000	0	10,000,000	10,000,000	30,000,000
2179108	SR 75 (US 231)	0	0	0	20,000,000	0	20,000,000
Total		0	10,000,000	0	30,000,000	10,000,000	50,000,000
DIH - STATE IN-HOUSE PRODUCT SUPPORT							
2178385	SR 30A (US 98) PC BCH PKWY	885,151	0	0	0	0	885,151

5-Year Summary of Projects by Funding Category

Project #	Project Name	2025/26	2026/27	2027/28	2028/29	2029/30	Total
DIH - STATE IN-HOUSE PRODUCT SUPPORT							
2179108	SR 75 (US 231)	350,000	350,000	136,179	0	0	836,179
4473923	SR 30 (US 98)	1,000	0	0	0	0	1,000
4508051	SR 20	22,395	0	0	0	0	22,395
4508101	SR 75 (US 231)	63,360	0	0	0	0	63,360
4508181	SR 368 23RD ST	106,782	0	0	0	0	106,782
4527341	SR 75 (US 231)	18,967	0	0	0	0	18,967
4529371	SR 75 (US 231)	0	255,356	0	0	0	255,356
4546401	SR 30 (US 98B)	212,808	0	147,117	0	0	359,925
4547571	SR 30 (US 98)	10,000	13,801	0	0	0	23,801
4548011	SR 390 ST ANDREWS BLVD	15,412	0	0	0	0	15,412
Total		1,685,875	619,157	283,296	0	0	2,588,328
DITS - STATEWIDE ITS - STATE 100%.							
4367371	BAY COUNTY	152,020	163,280	0	0	0	315,300
Total		152,020	163,280	0	0	0	315,300
DPTO - STATE - PTO							
4387632	PORT OF PANAMA CITY	0	0	5,000,000	0	0	5,000,000
4485581	NORTHWEST FL BEACHES	200,000	0	0	0	0	200,000
4485582	NORTHWEST FL BEACHES	139,521	0	0	0	0	139,521
4498981	NORTHWEST FL BEACHES	0	375,000	0	0	0	375,000
4498991	NORTHWEST FL BEACHES	0	237,500	0	0	0	237,500
4499001	NORTHWEST FL BEACHES	0	150,000	0	0	0	150,000
4553251	BAY COUNTY TPO	355,948	0	0	0	0	355,948
Total		695,469	762,500	5,000,000	0	0	6,457,969
DS - STATE PRIMARY HIGHWAYS & PTO							
4508051	SR 20	250,000	0	0	0	0	250,000

5-Year Summary of Projects by Funding Category

Project #	Project Name	2025/26	2026/27	2027/28	2028/29	2029/30	Total
DS - STATE PRIMARY HIGHWAYS & PTO							
4508101	SR 75 (US 231)	25,000	0	0	0	0	25,000
4508181	SR 368 23RD ST	30,000	0	0	0	0	30,000
4529371	SR 75 (US 231)	0	1,949,019	0	0	0	1,949,019
4546401	SR 30 (US 98B)	2,128,081	0	1,471,166	0	0	3,599,247
4548011	SR 390 ST ANDREWS BLVD	1,254,935	0	0	0	0	1,254,935
Total		3,688,016	1,949,019	1,471,166	0	0	7,108,201
DU - STATE PRIMARY/FEDERAL REIMB							
4213675	BAY COUNTY TPO	340,000	350,000	360,000	370,000	380,000	1,800,000
Total		340,000	350,000	360,000	370,000	380,000	1,800,000
FAA - FEDERAL AVIATION ADMIN							
4498961	NORTHWEST FL BEACHES	0	1,350,000	0	0	0	1,350,000
4498971	NORTHWEST FL BEACHES	0	2,700,000	0	0	0	2,700,000
Total		0	4,050,000	0	0	0	4,050,000
FINC - FINANCING CORP							
2178385	SR 30A (US 98) PC BCH PKWY	74,603,178	0	0	0	0	74,603,178
Total		74,603,178	0	0	0	0	74,603,178
FTA - FEDERAL TRANSIT ADMINISTRATION							
4142812	BAY COUNTY TPO	425,546	425,546	425,546	425,546	425,546	2,127,730
4222473	BAY COUNTY TPO	700,000	700,000	700,000	700,000	700,000	3,500,000
4222483	BAY COUNTY TPO	1,625,000	1,625,000	1,625,000	1,625,000	1,625,000	8,125,000
4335091	BAY COUNTY TPO	166,815	166,815	166,815	166,815	166,815	834,075
4335092	BAY COUNTY TPO	100,000	100,000	100,000	100,000	100,000	500,000
Total		3,017,361	3,017,361	3,017,361	3,017,361	3,017,361	15,086,805
FTAT - FHWA TRANSFER TO FTA (NON-BUD)							

5-Year Summary of Projects by Funding Category

Project #	Project Name	2025/26	2026/27	2027/28	2028/29	2029/30	Total
FTAT - FHWA TRANSFER TO FTA (NON-BUD)							
4282091	BAY COUNTY TPO	350,000	350,000	350,000	700,000	0	1,750,000
Total		350,000	350,000	350,000	700,000	0	1,750,000
GFBR - GEN FUND BRIDGE REPAIR/REPLACE							
4429171	CR 2302 BRIDGE STREET	700,000	0	1,471,847	0	0	2,171,847
4451411	SR 20	16,383,732	0	0	0	0	16,383,732
Total		17,083,732	0	1,471,847	0	0	18,555,579
GMR - GROWTH MANAGEMENT FOR SIS							
4387631	PORT OF PANAMA CITY	10,185,678	13,500,000	1,000,000	0	0	24,685,678
4387632	PORT OF PANAMA CITY	0	1,000,000	0	0	0	1,000,000
Total		10,185,678	14,500,000	1,000,000	0	0	25,685,678
GRSC - GROWTH MANAGEMENT FOR SCOP							
4538041	CR 2321	332,540	0	0	0	0	332,540
4538042	CR 2321 - PH II	0	0	2,461,768	0	0	2,461,768
Total		332,540	0	2,461,768	0	0	2,794,308
LF - LOCAL FUNDS							
2178385	SR 30A (US 98) PC BCH PKWY	7,681,410	0	0	0	0	7,681,410
4142812	BAY COUNTY TPO	106,381	106,381	106,381	106,381	106,381	531,905
4213675	BAY COUNTY TPO	340,000	350,000	360,000	370,000	380,000	1,800,000
4222461	BAY COUNTY TPO	519,090	533,099	549,092	565,565	582,532	2,749,378
4222473	BAY COUNTY TPO	700,000	700,000	700,000	700,000	700,000	3,500,000
4222483	BAY COUNTY TPO	406,250	406,250	406,250	406,250	406,250	2,031,250
4335091	BAY COUNTY TPO	41,704	41,704	41,704	41,704	41,704	208,520
4335092	BAY COUNTY TPO	100,000	100,000	100,000	100,000	100,000	500,000
4387631	PORT OF PANAMA CITY	10,185,678	13,500,000	1,000,000	0	0	24,685,678
4387632	PORT OF PANAMA CITY	0	1,000,000	5,000,000	0	0	6,000,000

5-Year Summary of Projects by Funding Category

Project #	Project Name	2025/26	2026/27	2027/28	2028/29	2029/30	Total
LF - LOCAL FUNDS							
4387633	PORT OF PANAMA CITY	1,000,000	0	0	0	0	1,000,000
4393801	SCOTT'S FERRY RD	1,844,400	0	0	0	0	1,844,400
4485581	NORTHWEST FL BEACHES	200,000	0	0	0	0	200,000
4485582	NORTHWEST FL BEACHES	250,000	0	0	0	0	250,000
4498961	NORTHWEST FL BEACHES	0	75,000	0	0	0	75,000
4498971	NORTHWEST FL BEACHES	0	150,000	0	0	0	150,000
4498981	NORTHWEST FL BEACHES	0	375,000	0	0	0	375,000
4498991	NORTHWEST FL BEACHES	0	237,500	0	0	0	237,500
4499001	NORTHWEST FL BEACHES	0	150,000	0	0	0	150,000
4508101	SR 75 (US 231)	41,200	0	0	0	0	41,200
4508181	SR 368 23RD ST	117,163	0	0	0	0	117,163
4539412	WESTBAY PKWY	0	1,150,000	0	0	0	1,150,000
4542492	NORTHWEST FLORIDA BEACHES	0	0	800,000	0	0	800,000
4553251	BAY COUNTY TPO	355,948	0	0	0	0	355,948
Local5	US 98	0	1,000,000	4,000,000	0	0	5,000,000
Total		23,889,224	19,874,934	13,063,427	2,289,900	2,316,867	61,434,352
LFF - LOCAL FUND - FOR MATCHING F/A							
4282091	BAY COUNTY TPO	87,500	87,500	87,500	175,000	0	437,500
Total		87,500	87,500	87,500	175,000	0	437,500
PL - METRO PLAN (85% FA; 15% OTHER)							
4393205	BAY COUNTY TPO	586,458	0	0	0	0	586,458
4393206	BAY COUNTY TPO	0	586,458	586,458	0	0	1,172,916
4393207	BAY COUNTY TPO	0	0	0	586,458	586,458	1,172,916
Total		586,458	586,458	586,458	586,458	586,458	2,932,290
PORT - SEAPORTS							

5-Year Summary of Projects by Funding Category

Project #	Project Name	2025/26	2026/27	2027/28	2028/29	2029/30	Total
PORT - SEAPORTS							
4387633	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
SA - STP, ANY AREA							
4403006	EAST AVE	810,000	0	0	0	0	810,000
4546401	SR 30 (US 98B)	0	0	5,966,900	0	0	5,966,900
Total		810,000	0	5,966,900	0	0	6,776,900
SCED - 2012 SB1998-SMALL CO OUTREACH							
4538041	CR 2321	2,453,981	0	0	0	0	2,453,981
Total		2,453,981	0	0	0	0	2,453,981
SCOP - SMALL COUNTY OUTREACH PROGRAM							
4538041	CR 2321	175,768	0	0	0	0	175,768
Total		175,768	0	0	0	0	175,768
SCWR - 2015 SB2514A-SMALL CO OUTREACH							
4538041	CR 2321	396,341	0	0	0	0	396,341
Total		396,341	0	0	0	0	396,341
SIWR - 2015 SB2514A-STRATEGIC INT SYS							
4553411	BAYLINE RAILROAD	0	1,672,200	0	0	0	1,672,200
Total		0	1,672,200	0	0	0	1,672,200
SL - STP, AREAS <= 200K							
4455643	SR 77	3,059,692	0	0	0	0	3,059,692
4508181	SR 368 23RD ST	2,966,869	0	0	0	0	2,966,869
4527341	SR 75 (US 231)	1,544,509	0	0	0	0	1,544,509
4529371	SR 75 (US 231)	0	2,553,810	0	0	0	2,553,810
4546401	SR 30 (US 98B)	0	0	2,653,809	0	0	2,653,809

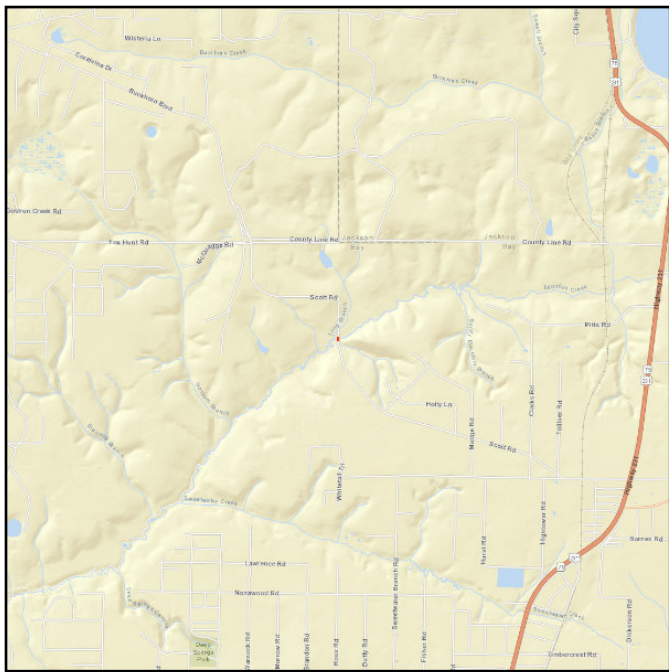
5-Year Summary of Projects by Funding Category

Project #	Project Name	2025/26	2026/27	2027/28	2028/29	2029/30	Total
SL -							
Total		7,571,070	2,553,810	2,653,809	0	0	12,778,689
STED - 2012 SB1998-STRATEGIC ECON COR							
2179108	SR 75 (US 231)	0	15,000,000	0	0	0	15,000,000
Total		0	15,000,000	0	0	0	15,000,000
TALL - TRANSPORTATION ALTS- <200K							
4455643	SR 77	106,314	0	0	0	0	106,314
4499181	BERTHE AVE	0	393,082	0	0	0	393,082
4517231	TENNESSEE AVENUE	366,382	0	0	0	0	366,382
4536041	LAKE DRIVE	0	0	393,082	0	0	393,082
4552611	CR 385 FRANKFORD AVE	0	0	0	0	393,082	393,082
Total		472,696	393,082	393,082	0	393,082	1,651,942
TALT - TRANSPORTATION ALTS- ANY AREA							
4455643	SR 77	1,549,694	0	0	0	0	1,549,694
4499181	BERTHE AVE	0	78,585	0	0	0	78,585
4517231	TENNESSEE AVENUE	811,922	0	0	0	0	811,922
4536041	LAKE DRIVE	174,000	0	963,174	0	0	1,137,174
4552611	CR 385 FRANKFORD AVE	0	425,000	0	0	1,472,729	1,897,729
Total		2,535,616	503,585	963,174	0	1,472,729	5,475,104
TLWR - 2015 SB2514A-TRAIL NETWORK							
4473923	SR 30 (US 98)	3,500,000	0	0	0	0	3,500,000
Total		3,500,000	0	0	0	0	3,500,000
TRIP - TRANS REGIONAL INCENTIVE PROGM							
4539412	WESTBAY PKWY	0	1,150,000	0	0	0	1,150,000
Total		0	1,150,000	0	0	0	1,150,000

Section 1 - Bridge

4262381 - SCOTT ROAD

Non-SIS



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

OVER ECONFINA RIVER
BRIDGE NO. 464423
1 - Bridge
BRIDGE REPLACEMENT
FDOT

Length:
LRTP #:

0.016 MI
Final Report p. 7-43

Phase	Fund Source	2025/26	2026/27	2027/28	2028/29	2029/30	Total
CST	ACBZ	0	3,982,854	0	0	0	3,982,854
ENV	ACBZ	0	100,000	0	0	0	100,000
Total		0	4,082,854	0	0	0	4,082,854

Prior Cost <2026:

815,403

Future Cost >2031:

0

Total Project Cost:

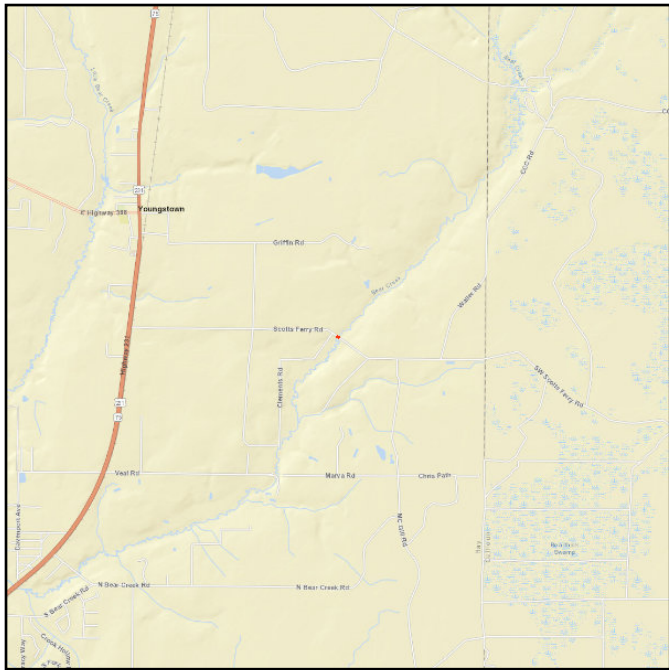
4,898,257

Project Description:

Scott Road Bridge Replacement over Econfina River.

4393801 - SCOTT'S FERRY RD

Non-SIS



From:	OVER BEAR CREEK					
To:	BRIDGE NO. 464419					
Section:	1 - Bridge					
Work Summary:	BRIDGE REPLACEMENT			Length:	0.380 MI	
Lead Agency:	FDOT			L RTP #:	Final Report p. 7-43	

Phase	Fund Source	2025/26	2026/27	2027/28	2028/29	2029/30	Total
CST	LF	1,844,400	0	0	0	0	1,844,400
CST	ACBZ	8,530,591	0	0	0	0	8,530,591
ENV	ACBZ	175,000	0	0	0	0	175,000
Total		10,549,991	0	0	0	0	10,549,991

Prior Cost <2026: 1,126,785

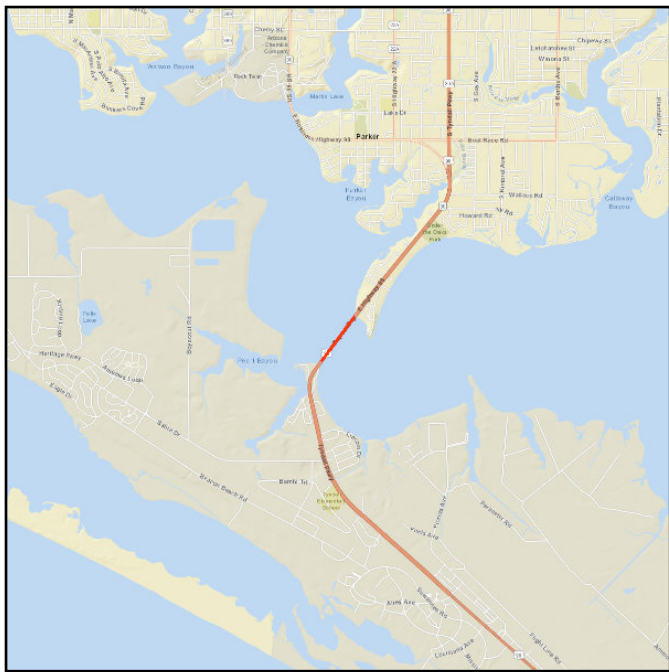
Future Cost >2031: 0

Total Project Cost: 11,676,776

Project Description: Scott's Ferry Road Bridge Replacement over Bear Creek.

4426671 - SR 30 (US 98)

SIS



From: OVER ST ANDREWS BAY ICWW BRIDGE
To: BRIDGE NO. 460019
Section: 1 - Bridge
Work Summary: BRIDGE REPLACEMENT
Lead Agency: FDOT
Length: .520 MI
LRTP #: #33 in Amendment Report p. D-19

Phase	Fund Source	2025/26	2026/27	2027/28	2028/29	2029/30	Total
DSB	BRP	20,000,000	0	0	0	0	20,000,000
Total		20,000,000	0	0	0	0	20,000,000

Prior Cost <2026: 392,547,793

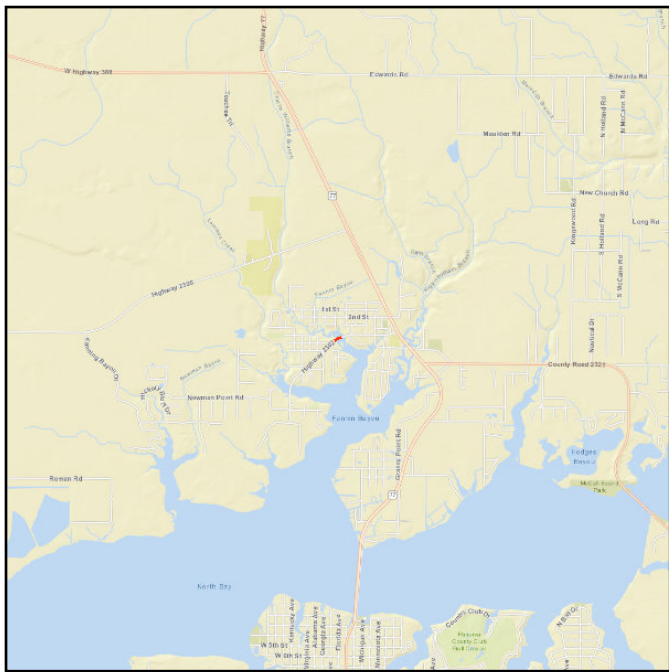
Future Cost >2031: 0

Total Project Cost: 412,547,793

Project Description: SR 30 (US 98) Bridge Replacement over St. Andrews Bay.

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			L RTP #:	Final Report p. 7-43	
Phase	Fund Source	2025/26	2026/27	2027/28	2028/29	2029/30	Total
CST	ACBZ	0	0	12,165,166	0	0	12,165,166
CST	GFBR	0	0	1,471,847	0	0	1,471,847
ROW	ACBZ	725,100	0	0	0	0	725,100
ROW	GFBR	700,000	0	0	0	0	700,000
ENV	ACBZ	0	0	200,000	0	0	200,000
Total		1,425,100	0	13,837,013	0	0	15,262,113

Prior Cost <2026: 1,541,266

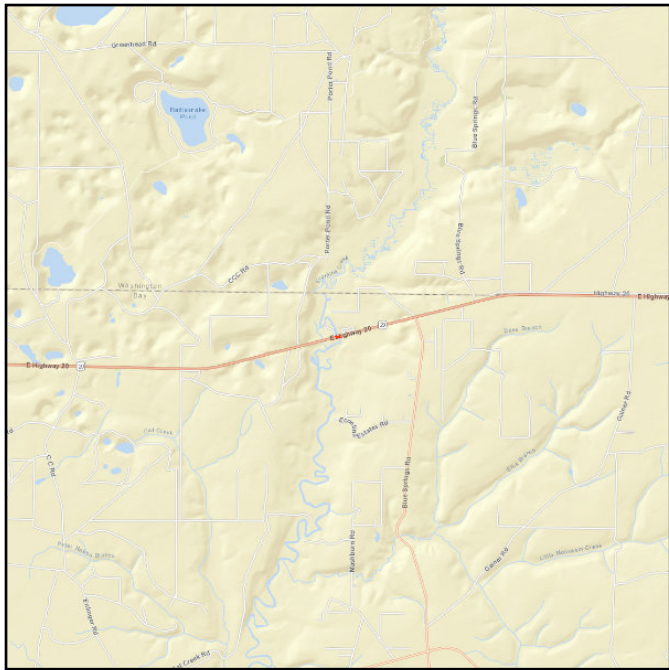
Future Cost >2031: 0

Total Project Cost: 16,803,379

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	2025/26	2026/27	2027/28	2028/29	2029/30	Total
CST	ACBR	6,582,015	0	0	0	0	6,582,015
CST	GFBR	16,383,732	0	0	0	0	16,383,732
ENV	ACBR	100,000	0	0	0	0	100,000
Total		23,065,747	0	0	0	0	23,065,747

Prior Cost <2026: 1,834,644

Future Cost >2031: 0

Total Project Cost: 24,900,391

Project Description: SR 20 Bridge Replacement Over Econфина Creek.

4547571 - SR 30 (US 98)

SIS



From:		OVER THOMAS DRIVE FLYOVER					
To:		BRIDGE NO. 460111					
Section:		1 - Bridge					
Work Summary:		BRIDGE REPAIR/ REHABILITATION			Length:	0.478 MI	
Lead Agency:		FDOT			L RTP #:	Final Report p. 7-43	
Phase	Fund Source	2025/26	2026/27	2027/28	2028/29	2029/30	Total
CST	BRRP	0	1,518,154	0	0	0	1,518,154
CST	DIH	0	13,801	0	0	0	13,801
PE	BRRP	100,000	0	0	0	0	100,000
PE	DIH	10,000	0	0	0	0	10,000
Total		110,000	1,531,955	0	0	0	1,641,955

Prior Cost <2026: 0

Future Cost >2031: 0

Total Project Cost: 1,641,955

Project Description: SR 30 (US 98) Bridge Repair/Rehabilitation over Thomas Drive Flyover.

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	2025/26	2026/27	2027/28	2028/29	2029/30	Total
CST	DIH	885,151	0	0	0	0	885,151
CST	LF	1,181,410	0	0	0	0	1,181,410
CST	FINC	74,303,178	0	0	0	0	74,303,178
CST	ART	5,162,143	0	0	0	0	5,162,143
ROW	BNIR	8,000,000	0	0	0	0	8,000,000
ROW	DDR	200,000	0	0	0	0	200,000
ENV	FINC	250,000	0	0	0	0	250,000
RRU	LF	6,500,000	0	0	0	0	6,500,000
RRU	FINC	50,000	0	0	0	0	50,000
Total		96,531,882	0	0	0	0	96,531,882

Prior Cost <2026: 37,099,823

Future Cost >2031: 0

Total Project Cost: 133,631,705

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.

2179107 - SR 75 (US 231)

SIS



From:

To:

Section:

Work Summary:

Lead Agency:

SR 30A (US 98) 15TH ST

SR 368 (23RD ST)

2 - Capacity

ADD LANES & RECONSTRUCT

FDOT

Length:

L RTP #:

4.270 MI

#23 in Amended Report p. D-5

Phase	Fund Source	2025/26	2026/27	2027/28	2028/29	2029/30	Total
ROW	BNIR	29,185,226	0	5,213,230	0	0	34,398,456
ROW	DI	0	10,000,000	0	10,000,000	10,000,000	30,000,000
ROW	ACNP	5,727,646	200,000	23,399,050	0	0	29,326,696
Total		34,912,872	10,200,000	28,612,280	10,000,000	10,000,000	93,725,152

Prior Cost <2026: 135,638,008

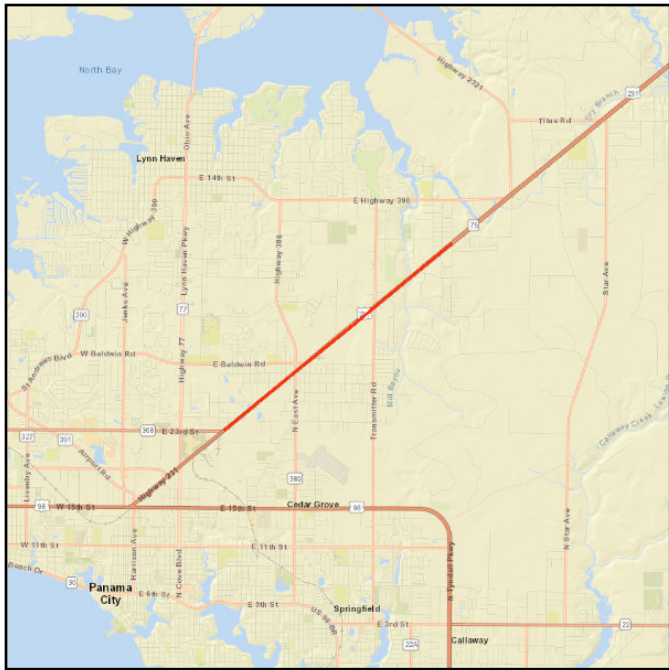
Future Cost >2031: 594,859,219

Total Project Cost: 824,222,379

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	2025/26	2026/27	2027/28	2028/29	2029/30	Total
ROW	BNIR	10,810,500	0	15,091,554	0	0	25,902,054
ROW	DI	0	0	0	20,000,000	0	20,000,000
ROW	DIH	350,000	350,000	136,179	0	0	836,179
ROW	ACNP	500,000	928,000	0	0	0	1,428,000
ROW	STED	0	15,000,000	0	0	0	15,000,000
Total		11,660,500	16,278,000	15,227,733	20,000,000	0	63,166,233

Prior Cost <2026: 9,584,830

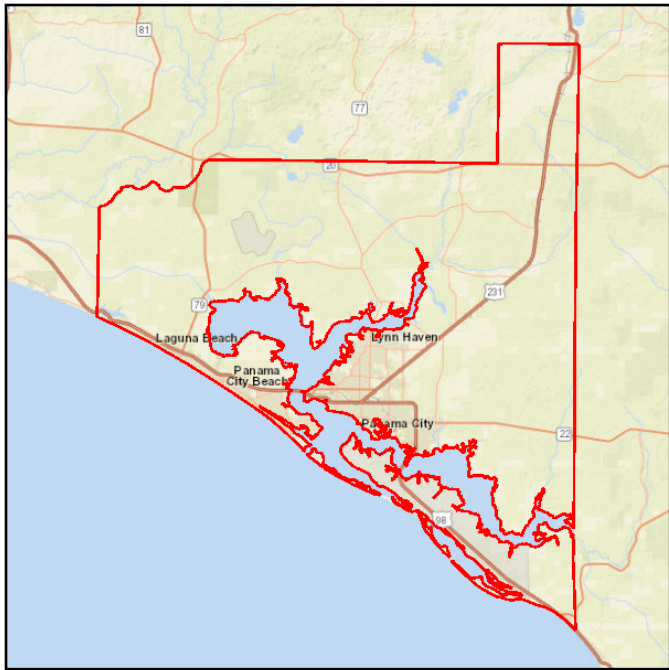
Future Cost >2031: 0

Total Project Cost: 72,751,063

Project Description: 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	2025/26	2026/27	2027/28	2028/29	2029/30	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 <2026: 8,033,000

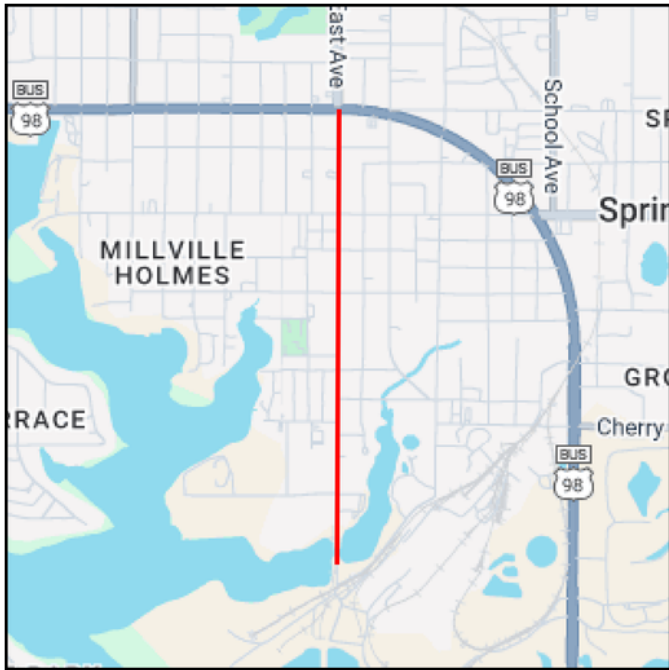
Future Cost >2031: 0

Total Project Cost: 11,033,000

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

4403006 - EAST AVE

SIS



From:	PORT ENTRANCE					
To:	S OF SR 30 (US 98B) 5TH STREET					
Section:	2 - Capacity					
Work Summary:	ADD LANES & RECONSTRUCT			Length:	1.065 MI	
Lead Agency:	FDOT			LRTP #:	#35 in Amended Report p. D-6	

Phase	Fund Source	2025/26	2026/27	2027/28	2028/29	2029/30	Total
PE	SA	810,000	0	0	0	0	810,000
PE	ACFP	1,265,000	0	0	0	0	1,265,000
Total		2,075,000	0	0	0	0	2,075,000

Prior Cost <2026: 0

Future Cost >2031: 0

Total Project Cost: 2,075,000

Project Description: TPO SIS Project Priority #7.
Enhanced 2-lane capacity of East Avenue from Port Entrance to South of SR 30 (US 98B) 5th Street.

4539412 - WESTBAY PKWY

Non-SIS



From: WALTON CO LINE
To: WESTERN EDGE OF BAY CREEK DSAP
Section: 2 - Capacity
Work Summary: PRELIMINARY ENGINEERING **Length:** 3.95 MI
Lead Agency: FDOT **LRTP #:** #A-20 in Amended Report p. C-4

Phase	Fund Source	2025/26	2026/27	2027/28	2028/29	2029/30	Total
PE	LF	0	1,150,000	0	0	0	1,150,000
PE	TRIP	0	1,150,000	0	0	0	1,150,000
Total		0	2,300,000	0	0	0	2,300,000

Prior Cost <2026: 0

Future Cost >2031: 0

Total Project Cost: 2,300,000

Project Description: Construct West Bay Parkway from Walton County Line to Western Edge of Bay Creek DSAP to 4 lanes.

Section 3 - Bike/ Pedestrian

4473923 - SR 30 (US 98)

Non-SIS



From:		CROOKED SOUND DRIVE					
To:		CR 386					
Section:		3 - Bike/ Pedestrian					
Work Summary:		BIKE PATH/TRAIL			Length:	5.755 MI	
Lead Agency:		FDOT			LRTP #:	Final Report p. F-9	
Phase	Fund Source	2025/26	2026/27	2027/28	2028/29	2029/30	Total
PE	DIH	1,000	0	0	0	0	1,000
PE	TLWR	3,500,000	0	0	0	0	3,500,000
Total		3,501,000	0	0	0	0	3,501,000

Prior Cost <2026: 0

Future Cost >2031: 0

Total Project Cost: 3,501,000

Project Description: Multi-Use Path 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	2025/26	2026/27	2027/28	2028/29	2029/30	Total
CST	LF	0	0	4,000,000	0	0	4,000,000
PE	LF	0	1,000,000	0	0	0	1,000,000
Total		0	1,000,000	4,000,000	0	0	5,000,000

Prior Cost <2026: 0
Future Cost >2031: 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

4455643 - SR 77

Non-SIS



From:		23RD STREET					
To:		CR 2312 BALDWIN ROAD					
Section:		4 - Transportation Alternatives					
Work Summary:		BIKE LANE/SIDEWALK			Length:	0.854 MI	
Lead Agency:		Panama City			LRTP #:	Final Report p. F-9	
Phase	Fund Source	2025/26	2026/27	2027/28	2028/29	2029/30	Total
CST	SL	3,059,692	0	0	0	0	3,059,692
CST	TALL	106,314	0	0	0	0	106,314
CST	TALT	1,549,694	0	0	0	0	1,549,694
Total		4,715,700	0	0	0	0	4,715,700

Prior Cost <2026: 485,402

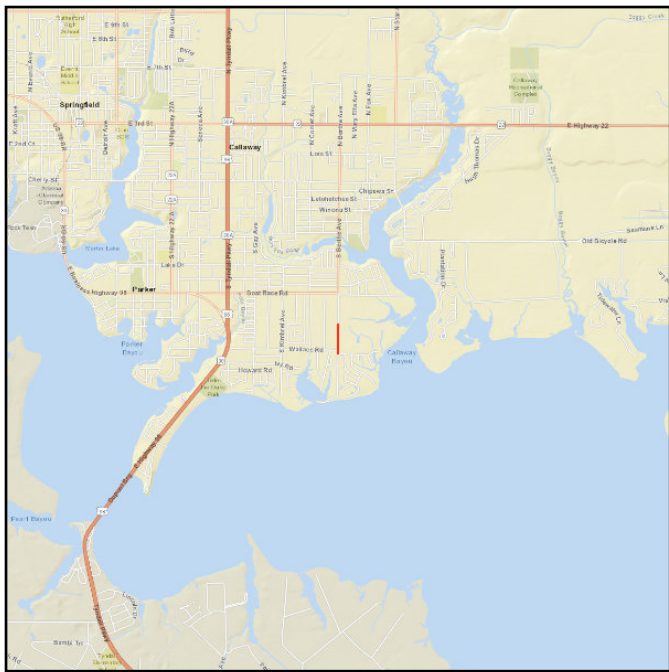
Future Cost >2031: 0

Total Project Cost: 5,201,102

Project Description: TPO Transportation Alternatives Program Project Priority #5.
Sidewalk on east side of SR 77 from 23rd Street to CR 2312 (Baldwin Road).

4499181 - BERTHE AVE

Non-SIS



From:		FORSYTHE DR					
To:		EAGLE LAKE WAY					
Section:		4 - Transportation Alternatives					
Work Summary:		SIDEWALK		Length:		0.267 MI	
Lead Agency:		City of Callaway		LRTP #:		Final Report p. F-9	
Phase	Fund Source	2025/26	2026/27	2027/28	2028/29	2029/30	Total
CST	TALL	0	393,082	0	0	0	393,082
CST	TALT	0	78,585	0	0	0	78,585
Total		0	471,667	0	0	0	471,667

Prior Cost <2026: 64,500

Future Cost >2031: 0

Total Project Cost: 536,167

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

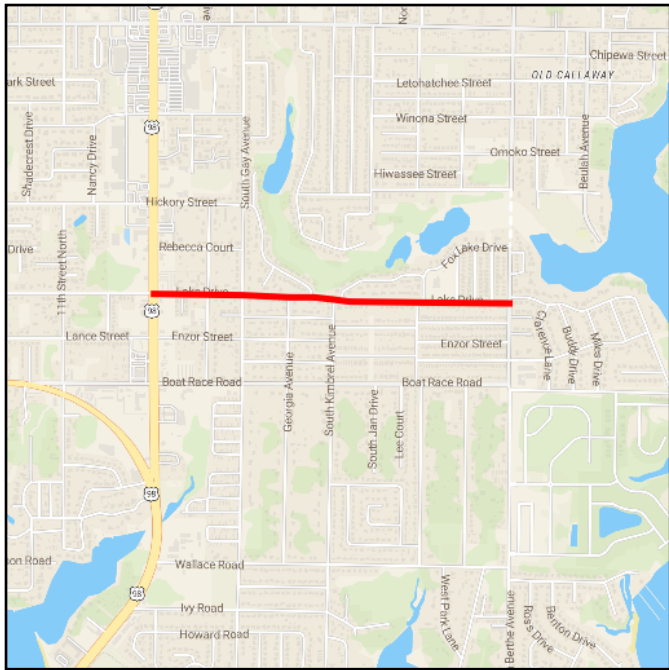
Phase	Fund Source	2025/26	2026/27	2027/28	2028/29	2029/30	Total
CST	TALL	366,382	0	0	0	0	366,382
CST	TALT	811,922	0	0	0	0	811,922
Total		1,178,304	0	0	0	0	1,178,304

Prior Cost <2026: 91,900
Future Cost >2031: 0
Total Project Cost: 1,270,204

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

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	2025/26	2026/27	2027/28	2028/29	2029/30	Total
CST	TALL	0	0	393,082	0	0	393,082
CST	TALT	0	0	963,174	0	0	963,174
PE	TALT	174,000	0	0	0	0	174,000
Total		174,000	0	1,356,256	0	0	1,530,256

Prior Cost <2026: 0
Future Cost >2031: 0
Total Project Cost: 1,530,256

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

4552611 - CR 385 FRANKFORD AVE

Non-SIS



From: SR 390 ST ANDREWS BLVD
To: PACIFICA LANE
Section: 4 - Transportation Alternatives
Work Summary: BIKE PATH/TRAIL
Lead Agency: FDOT

Length: 1.138 MI
LRTP #: Final Report p. F-9

Phase	Fund Source	2025/26	2026/27	2027/28	2028/29	2029/30	Total
CST	TALL	0	0	0	0	393,082	393,082
CST	TALT	0	0	0	0	1,472,729	1,472,729
PE	TALT	0	425,000	0	0	0	425,000
Total		0	425,000	0	0	1,865,811	2,290,811

Prior Cost <2026: 0

Future Cost >2031: 0

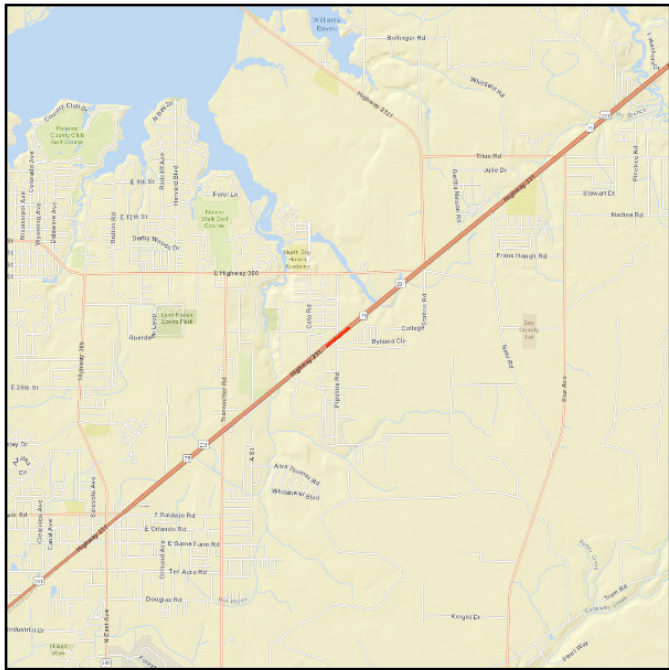
Total Project Cost: 2,290,811

Project Description: Bike Path/Trail on CR 385 (Frankford Avenue) from SR 390 (Andrews Boulevard) to Pacifica Lane.

Section 5 - TSM

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	2025/26	2026/27	2027/28	2028/29	2029/30	Total
RRU	DDR	476,203	0	0	0	0	476,203
Total		476,203	0	0	0	0	476,203

Prior Cost <2026: 5,578,745

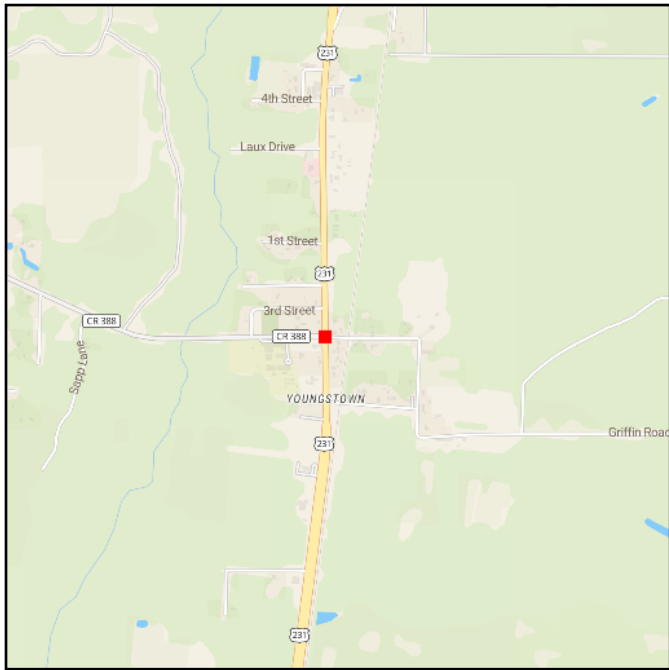
Future Cost >2031: 0

Total Project Cost: 6,054,948

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

4527341 - SR 75 (US 231)

SIS



From: @CR 388
To: INTERSECTION
Section: 5 - TSM
Work Summary: TRAFFIC SIGNALS
Lead Agency: FDOT

Length: 0.01 MI
LRTP #: Final Report p. F-9

Phase	Fund Source	2025/26	2026/27	2027/28	2028/29	2029/30	Total
CST	DIH	18,967	0	0	0	0	18,967
CST	SL	1,544,509	0	0	0	0	1,544,509
RRU	DDR	20,000	0	0	0	0	20,000
Total		1,583,476	0	0	0	0	1,583,476

Prior Cost <2026: 378,125

Future Cost >2031: 0

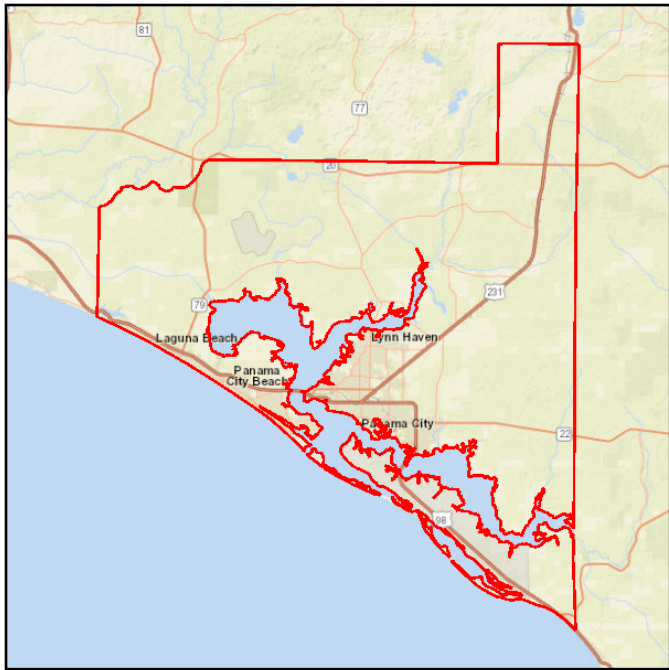
Total Project Cost: 1,961,601

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	2025/26	2026/27	2027/28	2028/29	2029/30	Total
MNT	D	0	0	1,044,189	1,176,000	1,207,128	3,427,317
MNT	DDR	0	0	98,988	0	0	98,988
OPS	DDR	825,902	844,649	0	0	0	1,670,551
OPS	DITS	152,020	163,280	0	0	0	315,300
Total		977,922	1,007,929	1,143,177	1,176,000	1,207,128	5,512,156

Prior Cost <2026: 7,191,391

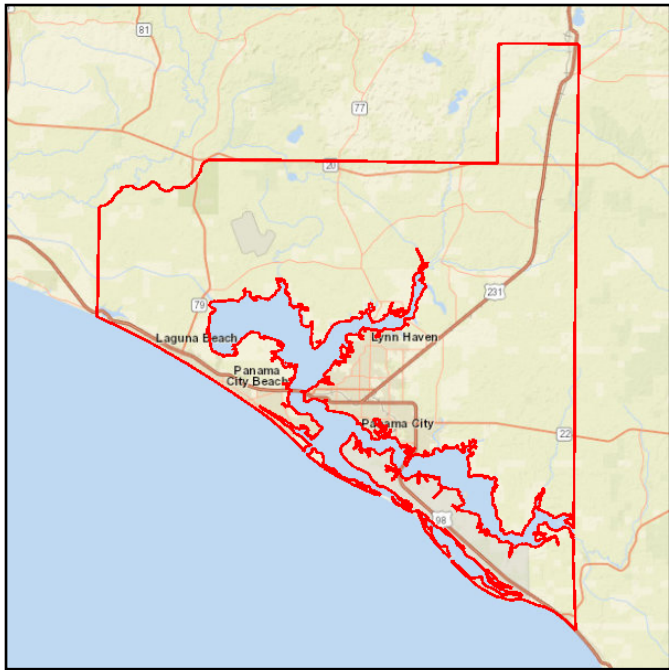
Future Cost >2031: 0

Total Project Cost: 12,703,547

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

4393205 - BAY COUNTY TPO

Non-SIS



From:		FY 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	2025/26	2026/27	2027/28	2028/29	2029/30	Total
PLN	PL	586,458	0	0	0	0	586,458
Total		586,458	0	0	0	0	586,458

Prior Cost <2026: 1,191,944

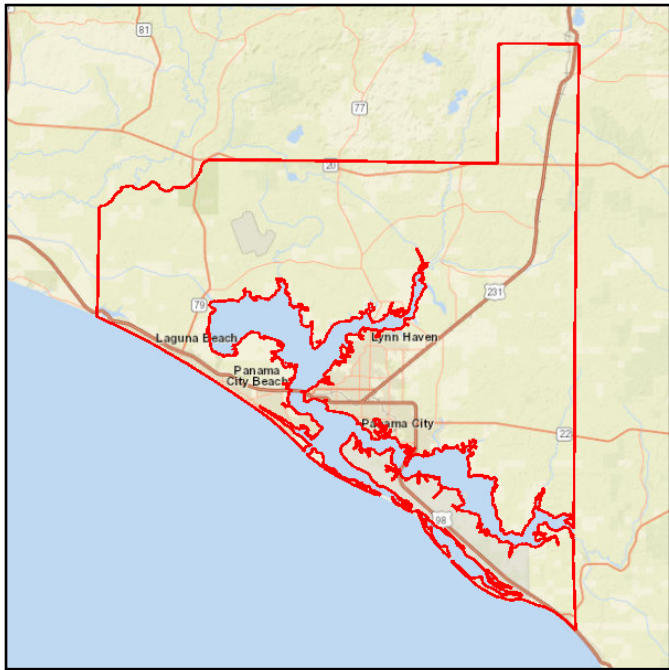
Future Cost >2031: 0

Total Project Cost: 1,778,402

Project Description: Transportation planning funds for the Bay TPO's FY 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	2025/26	2026/27	2027/28	2028/29	2029/30	Total
PLN	PL	0	586,458	586,458	0	0	1,172,916
Total		0	586,458	586,458	0	0	1,172,916

Prior Cost <2026: 0

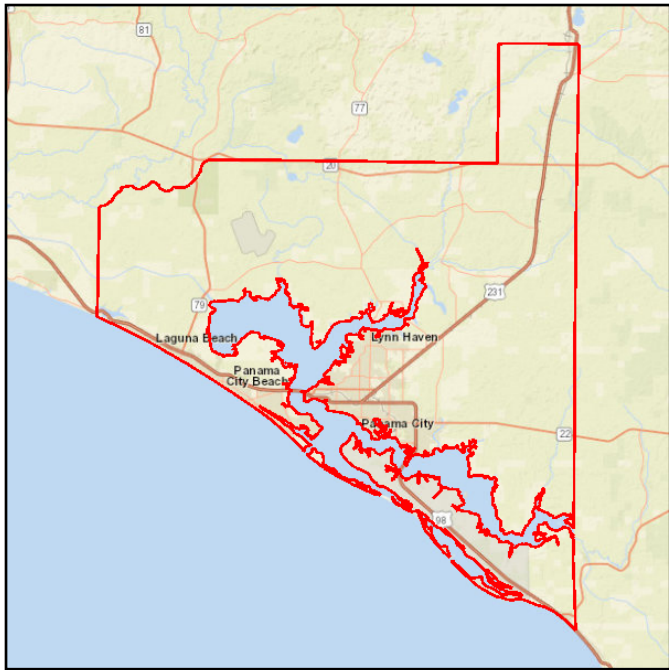
Future Cost >2031: 0

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 29-30 UPWP					
To:							
Section:		6 - Miscellaneous					
Work Summary:		TRANSPORTATION PLANNING			Length:		
Lead Agency:		Bay County TPO			LRTP #: Final Report p. F-10		
Phase	Fund Source	2025/26	2026/27	2027/28	2028/29	2029/30	Total
PLN	PL	0	0	0	586,458	586,458	1,172,916
Total		0	0	0	586,458	586,458	1,172,916

Prior Cost <2026: 0

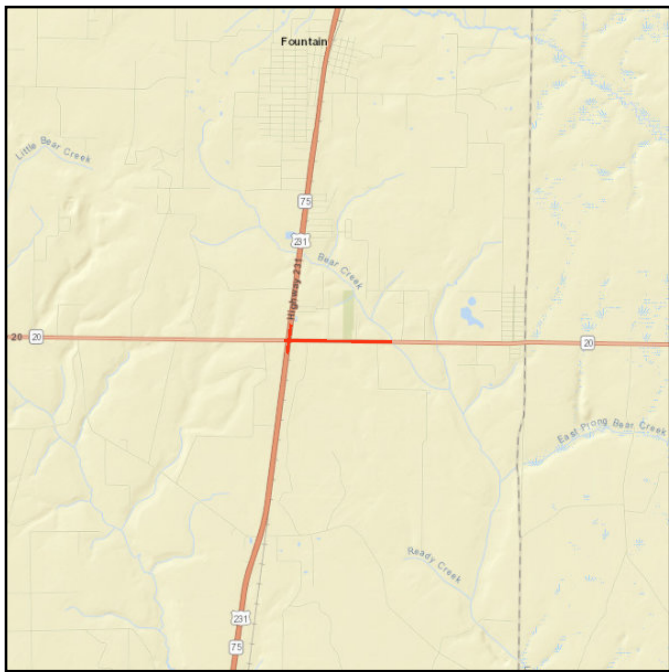
Future Cost >2031: 0

Total Project Cost: 1,172,916

Project Description: Transportation planning funds for the Bay TPO's FY 29-30 UPWP.

4456011 - SR 75 (US 231)

SIS



From:

To:

Section:

Work Summary:

Lead Agency:

@ SR 20

INTERSECTION

6 - Miscellaneous

SAFETY PROJECT

FDOT

Length:

L RTP #:

1.405 MI

Final Report p. F-10

Phase	Fund Source	2025/26	2026/27	2027/28	2028/29	2029/30	Total
CST	ACSS	277,249	0	0	0	0	277,249
RRU	ACSS	30,000	0	0	0	0	30,000
Total		307,249	0	0	0	0	307,249

Prior Cost <2026:

201,740

Future Cost >2031:

0

Total Project Cost:

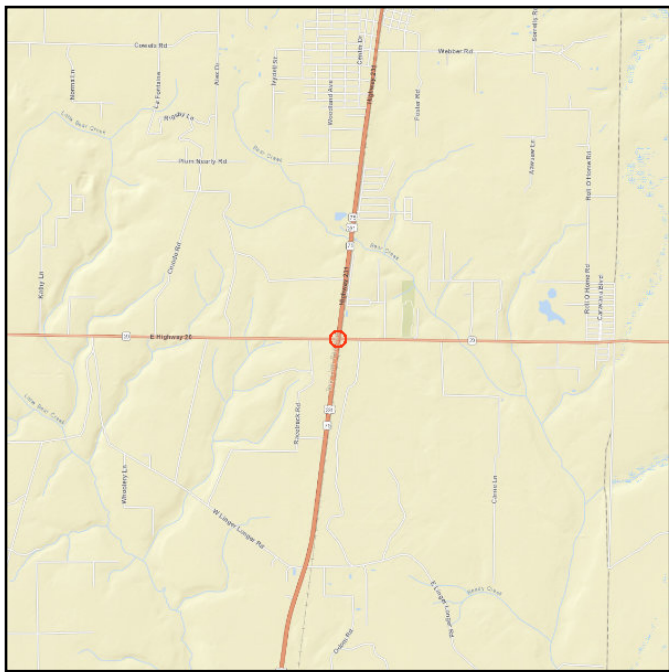
508,989

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			Length:	0.405 MI	
Lead Agency:		FDOT			LRTP #:	Final Report p. F-10	
Phase	Fund Source	2025/26	2026/27	2027/28	2028/29	2029/30	Total
RRU	ACSS	25,000	0	0	0	0	25,000
Total		25,000	0	0	0	0	25,000

Prior Cost <2026: 0

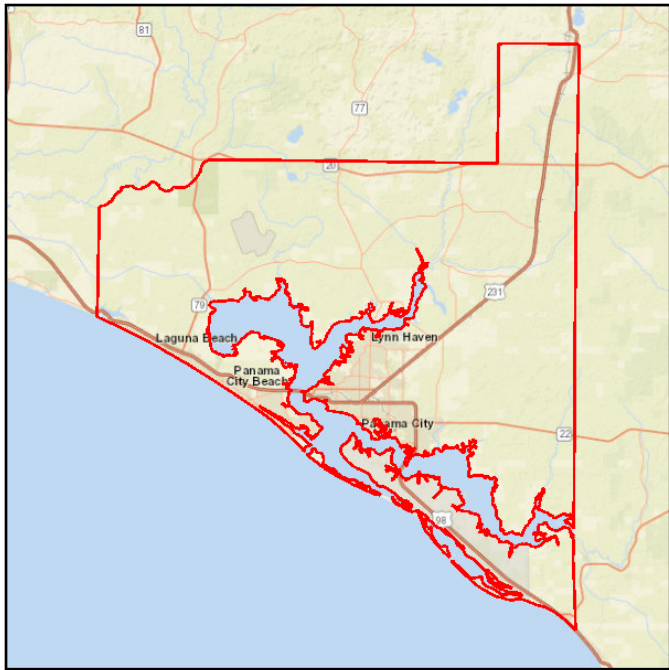
Future Cost >2031: 0

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	2025/26	2026/27	2027/28	2028/29	2029/30	Total
MNT	D	2,800	2,800	3,200	3,200	3,500	15,500
Total		2,800	2,800	3,200	3,200	3,500	15,500

Prior Cost <2026: 10,100

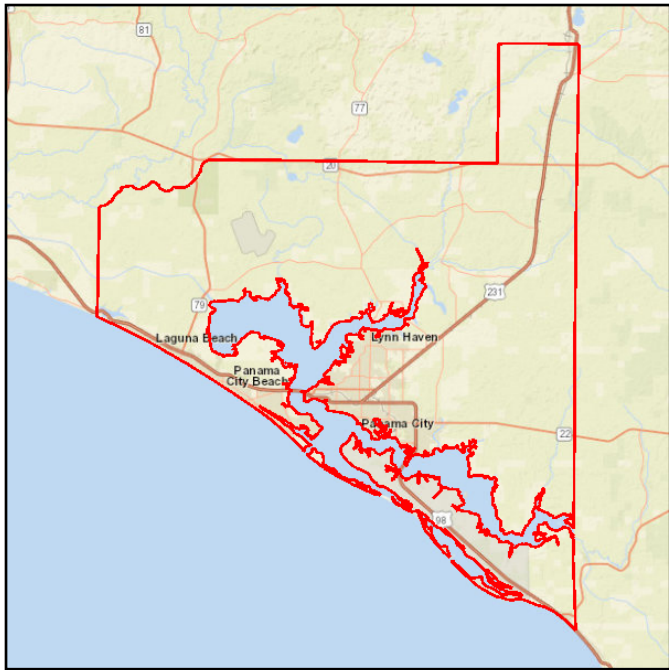
Future Cost >2031: 0

Total Project Cost: 25,600

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	2025/26	2026/27	2027/28	2028/29	2029/30	Total
MNT	D	0	0	2,500	0	3,000	5,500
Total		0	0	2,500	0	3,000	5,500

Prior Cost <2026: 5,000

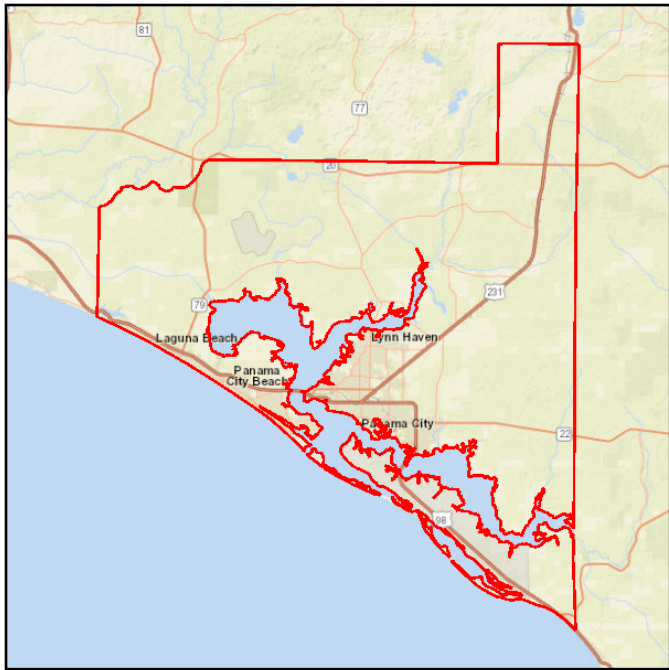
Future Cost >2031: 0

Total Project Cost: 10,500

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			Length:		
Lead Agency:		FDOT			LRTP #: Final Report p. F-10		
Phase	Fund Source	2025/26	2026/27	2027/28	2028/29	2029/30	Total
MNT	D	6,000	0	2,500	0	0	8,500
Total		6,000	0	2,500	0	0	8,500

Prior Cost <2026: 3,500

Future Cost >2031: 0

Total Project Cost: 12,000

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

4548011 - SR 390 ST ANDREWS BLVD

SIS



From: CR 2341 JENKS AVE
To: E OF SR 77 OHIO AVE
Section: 6 - Miscellaneous
Work Summary: LANDSCAPING
Lead Agency: FDOT
Length: 1.66 MI
L RTP #: Final Report p. F-10

Phase	Fund Source	2025/26	2026/27	2027/28	2028/29	2029/30	Total
CST	DIH	15,412	0	0	0	0	15,412
CST	DS	1,254,935	0	0	0	0	1,254,935
Total		1,270,347	0	0	0	0	1,270,347

Prior Cost <2026: 0

Future Cost >2031: 0

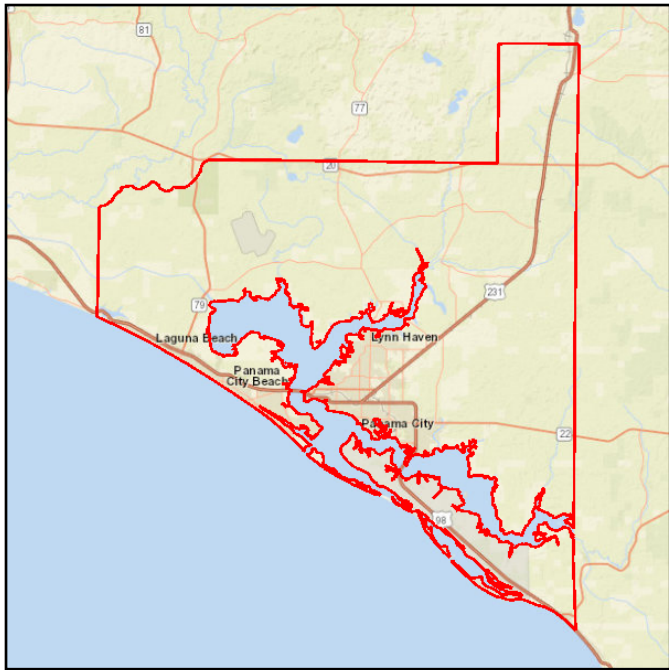
Total Project Cost: 1,270,347

Project Description: Landscaping on SR 390 (St. Andrews Boulevard) from CR 2341 (Jenks Avenue) to East of SR 77 (Ohio Avenue).

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	2025/26	2026/27	2027/28	2028/29	2029/30	Total
CAP	FTA	425,546	425,546	425,546	425,546	425,546	2,127,730
CAP	LF	106,381	106,381	106,381	106,381	106,381	531,905
Total		531,927	531,927	531,927	531,927	531,927	2,659,635

Prior Cost <2026: 8,692,916

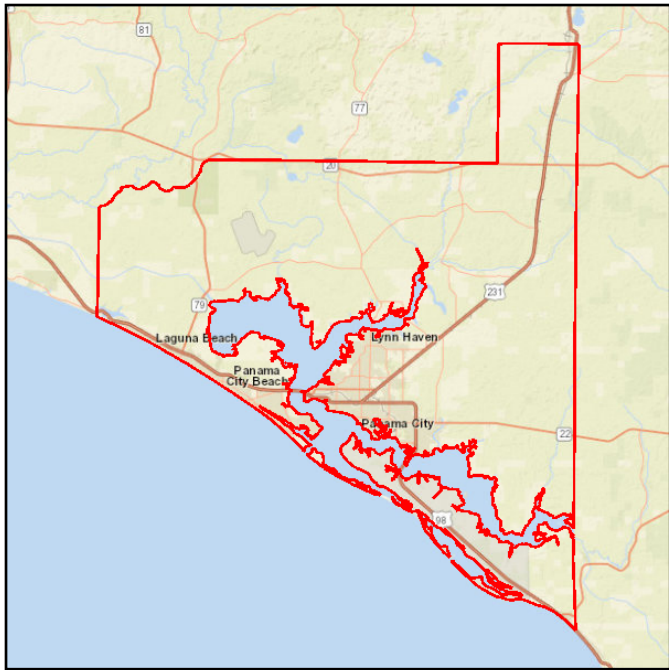
Future Cost >2031: 0

Total Project Cost: 11,352,551

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	2025/26	2026/27	2027/28	2028/29	2029/30	Total
OPS	DU	340,000	350,000	360,000	370,000	380,000	1,800,000
OPS	LF	340,000	350,000	360,000	370,000	380,000	1,800,000
Total		680,000	700,000	720,000	740,000	760,000	3,600,000

Prior Cost <2026: 1,250,115

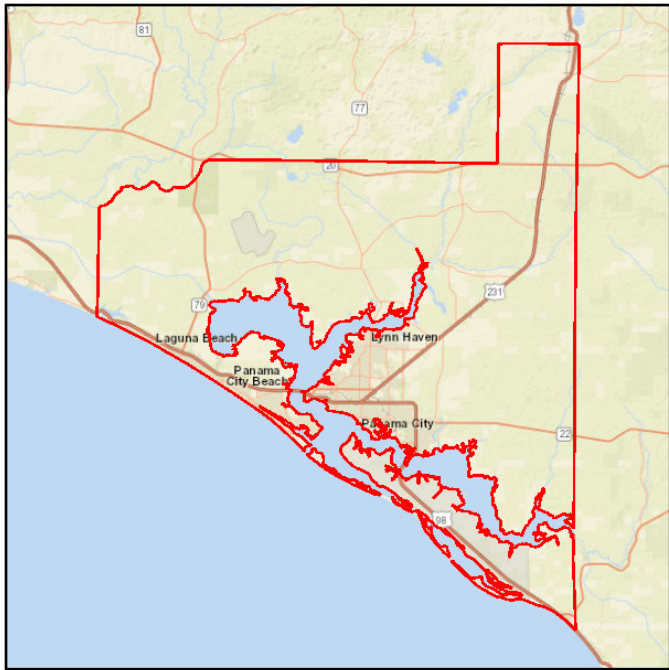
Future Cost >2031: 0

Total Project Cost: 4,850,115

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			Length:		
Lead Agency:		Bay County TPO			LRTP #: #19 in Amendment Report p. D-4		
Phase	Fund Source	2025/26	2026/27	2027/28	2028/29	2029/30	Total
OPS	DDR	519,090	533,099	549,092	565,565	582,532	2,749,378
OPS	LF	519,090	533,099	549,092	565,565	582,532	2,749,378
Total		1,038,180	1,066,198	1,098,184	1,131,130	1,165,064	5,498,756

Prior Cost <2026: 12,821,410

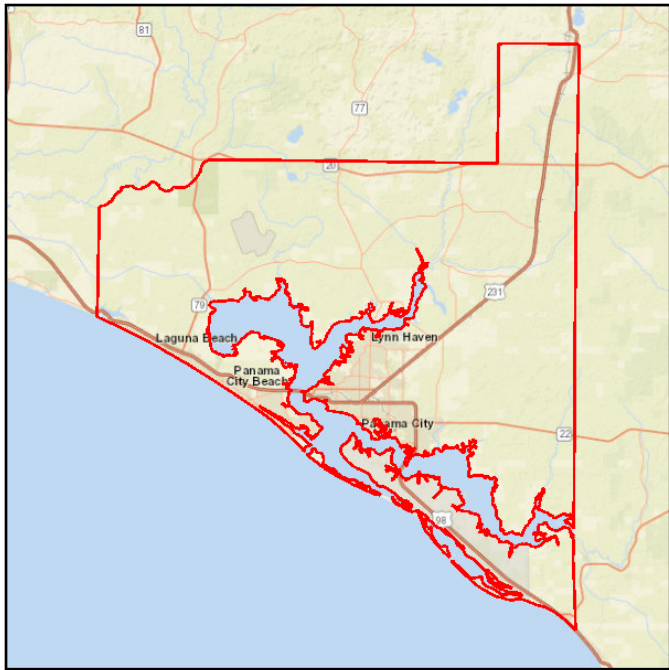
Future Cost >2031: 0

Total Project Cost: 18,320,166

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

4222473 - BAY COUNTY TPO

Non-SIS



From:		SECTION 5307 OPERATING					
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	2025/26	2026/27	2027/28	2028/29	2029/30	Total
OPS	FTA	700,000	700,000	700,000	700,000	700,000	3,500,000
OPS	LF	700,000	700,000	700,000	700,000	700,000	3,500,000
Total		1,400,000	1,400,000	1,400,000	1,400,000	1,400,000	7,000,000

Prior Cost <2026: 14,000,000

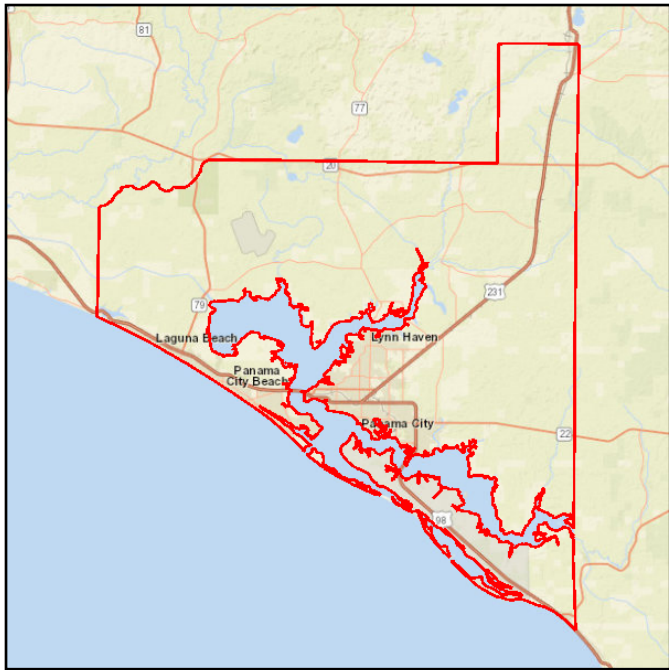
Future Cost >2031: 0

Total Project Cost: 21,000,000

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	2025/26	2026/27	2027/28	2028/29	2029/30	Total
CAP	FTA	1,625,000	1,625,000	1,625,000	1,625,000	1,625,000	8,125,000
CAP	LF	406,250	406,250	406,250	406,250	406,250	2,031,250
Total		2,031,250	2,031,250	2,031,250	2,031,250	2,031,250	10,156,250

Prior Cost <2026: 19,500,000

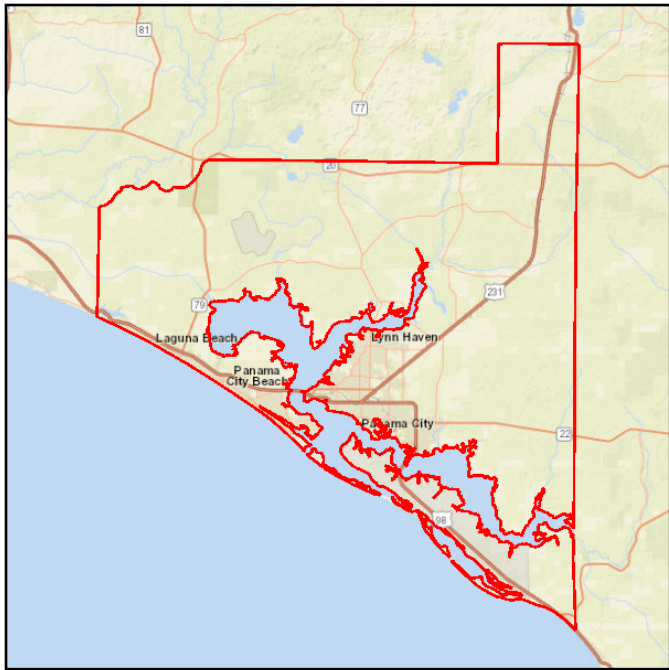
Future Cost >2031: 0

Total Project Cost: 29,656,250

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	2025/26	2026/27	2027/28	2028/29	2029/30	Total
OPS	DDR	270,000	270,000	270,000	270,000	274,000	1,354,000
Total		270,000	270,000	270,000	270,000	274,000	1,354,000

Prior Cost <2026: 2,855,620

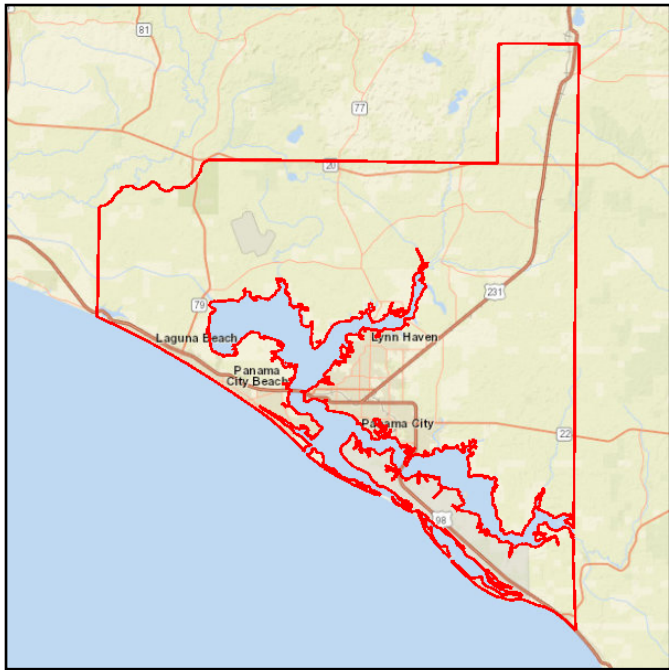
Future Cost >2031: 0

Total Project Cost: 4,209,620

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

4282091 - BAY COUNTY TPO

Non-SIS



From:		5307 CAPITAL					
To:		FLEX PREVENTATIVE MAINTENANCE					
Section:		7 - Public Transportation					
Work Summary:		CAPITAL FOR FIXED ROUTE			Length:		
Lead Agency:		Bay County TPO			LRTP #: #4 in Amendment Report p. D-3		
Phase	Fund Source	2025/26	2026/27	2027/28	2028/29	2029/30	Total
CAP	FTAT	350,000	350,000	350,000	700,000	0	1,750,000
CAP	LFF	87,500	87,500	87,500	175,000	0	437,500
CAP	ACSL	350,000	0	0	0	0	350,000
Total		787,500	437,500	437,500	875,000	0	2,537,500

Prior Cost <2026: 5,821,875

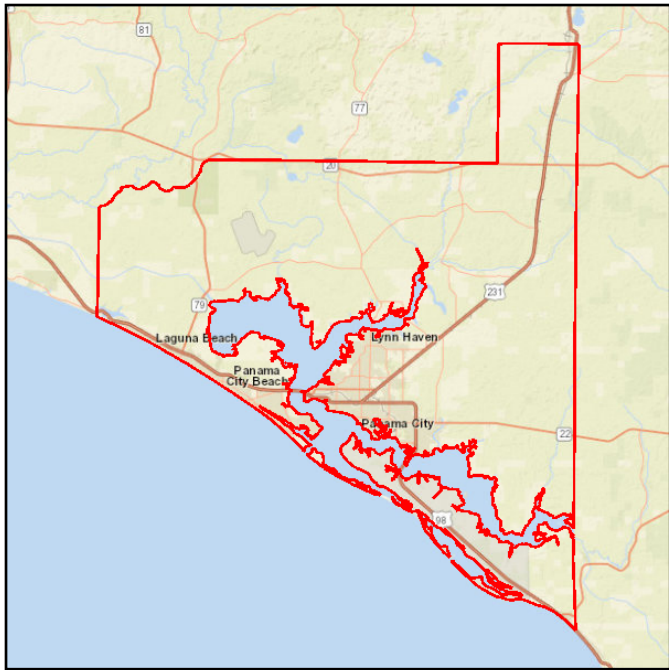
Future Cost >2031: 0

Total Project Cost: 8,359,375

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	2025/26	2026/27	2027/28	2028/29	2029/30	Total
CAP	FTA	166,815	166,815	166,815	166,815	166,815	834,075
CAP	LF	41,704	41,704	41,704	41,704	41,704	208,520
Total		208,519	208,519	208,519	208,519	208,519	1,042,595

Prior Cost <2026: 3,418,152

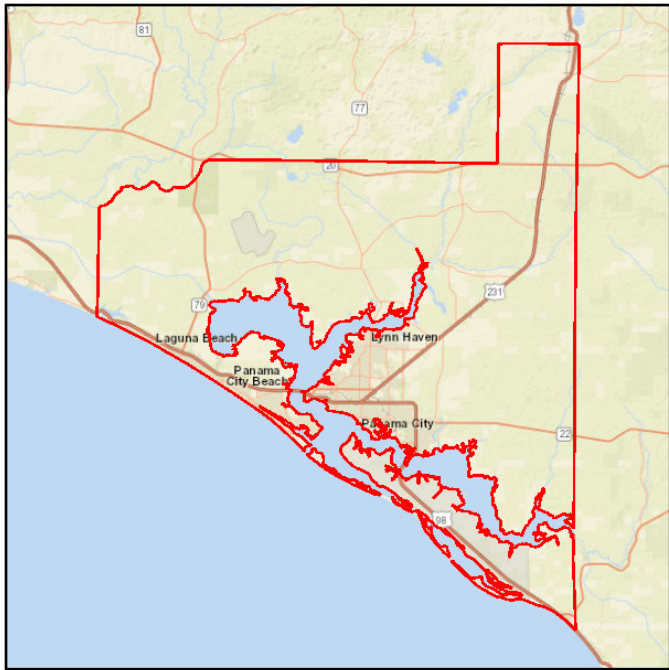
Future Cost >2031: 0

Total Project Cost: 4,460,747

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	2025/26	2026/27	2027/28	2028/29	2029/30	Total
CAP	FTA	100,000	100,000	100,000	100,000	100,000	500,000
CAP	LF	100,000	100,000	100,000	100,000	100,000	500,000
Total		200,000	200,000	200,000	200,000	200,000	1,000,000

Prior Cost <2026: 2,400,000

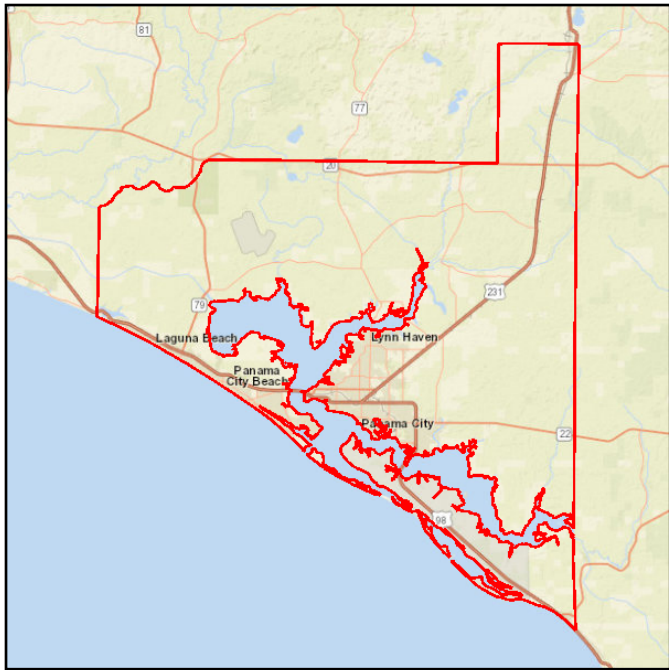
Future Cost >2031: 0

Total Project Cost: 3,400,000

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

4553251 - BAY COUNTY TPO

Non-SIS



From: BAYWAY MICROMOBILITY PROJECT
To:
Section: 7 - Public Transportation
Work Summary: TRANSIT SERVICE DEMONSTRATION **Length:**
Lead Agency: Bay County TPO **LRTP #:** #19 in Amendment Report p. D-4

Phase	Fund Source	2025/26	2026/27	2027/28	2028/29	2029/30	Total
OPS	LF	355,948	0	0	0	0	355,948
OPS	DPTO	355,948	0	0	0	0	355,948
Total		711,896	0	0	0	0	711,896

Prior Cost <2026: 0

Future Cost >2031: 0

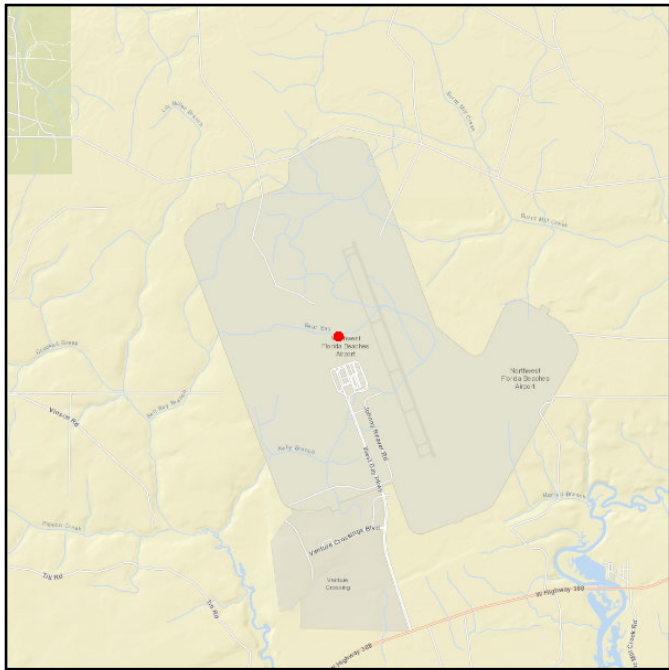
Total Project Cost: 711,896

Project Description: TPO Public Transportation Priority.
Bay County TPO Transit Service Demonstration BayWay Micromobility Project.

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	2025/26	2026/27	2027/28	2028/29	2029/30	Total
CAP	LF	200,000	0	0	0	0	200,000
CAP	DPTO	200,000	0	0	0	0	200,000
Total		400,000	0	0	0	0	400,000

Prior Cost <2026: 0

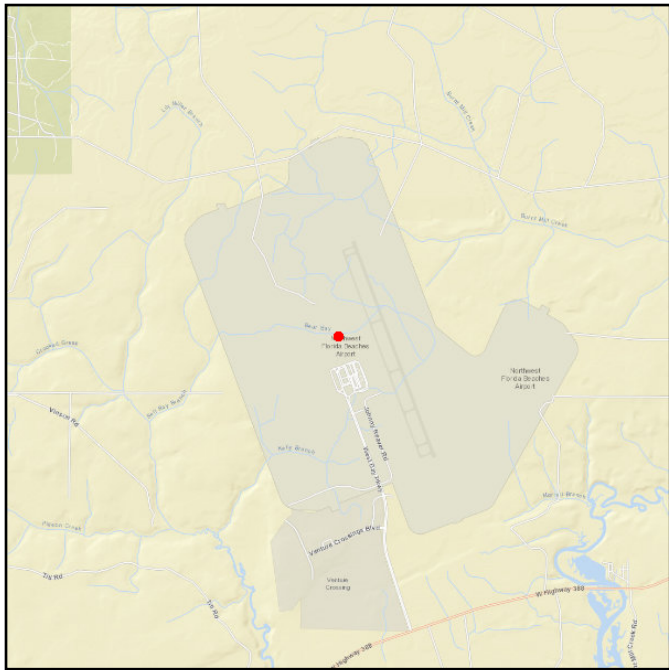
Future Cost >2031: 0

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	2025/26	2026/27	2027/28	2028/29	2029/30	Total
CAP	DDR	110,479	0	0	0	0	110,479
CAP	LF	250,000	0	0	0	0	250,000
CAP	DPTO	139,521	0	0	0	0	139,521
Total		500,000	0	0	0	0	500,000

Prior Cost <2026: 0

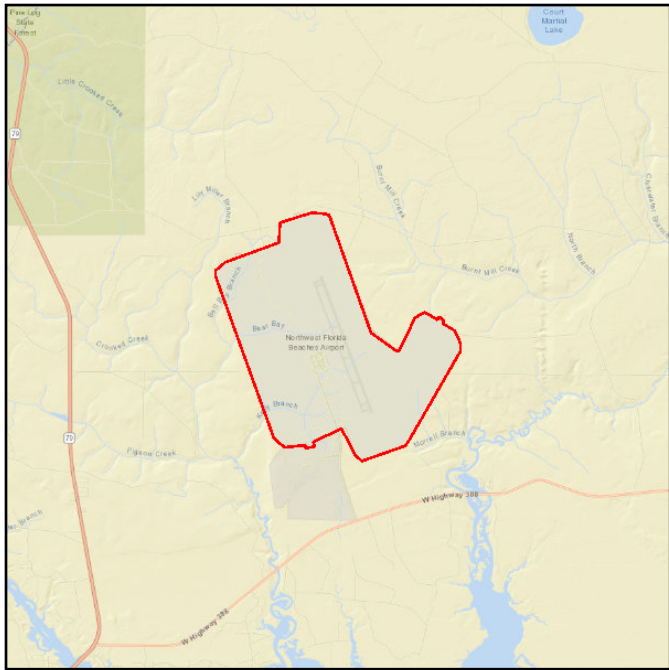
Future Cost >2031: 0

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
Lead Agency: Bay County

Length:
L RTP #: Final Report p. F-6

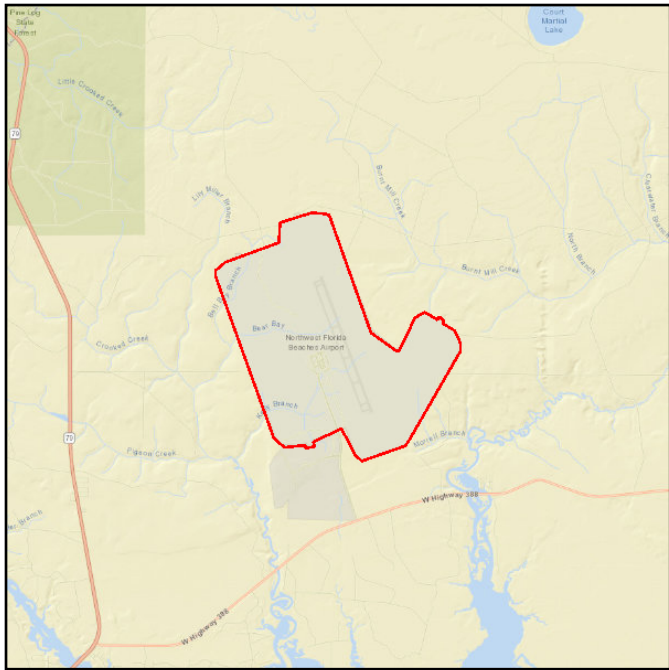
Phase	Fund Source	2025/26	2026/27	2027/28	2028/29	2029/30	Total
CAP	DDR	0	75,000	0	0	0	75,000
CAP	FAA	0	1,350,000	0	0	0	1,350,000
CAP	LF	0	75,000	0	0	0	75,000
Total		0	1,500,000	0	0	0	1,500,000

Prior Cost <2026: 0
Future Cost >2031: 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
Lead Agency: Bay County
Length:
L RTP #: Final Report p. F-6

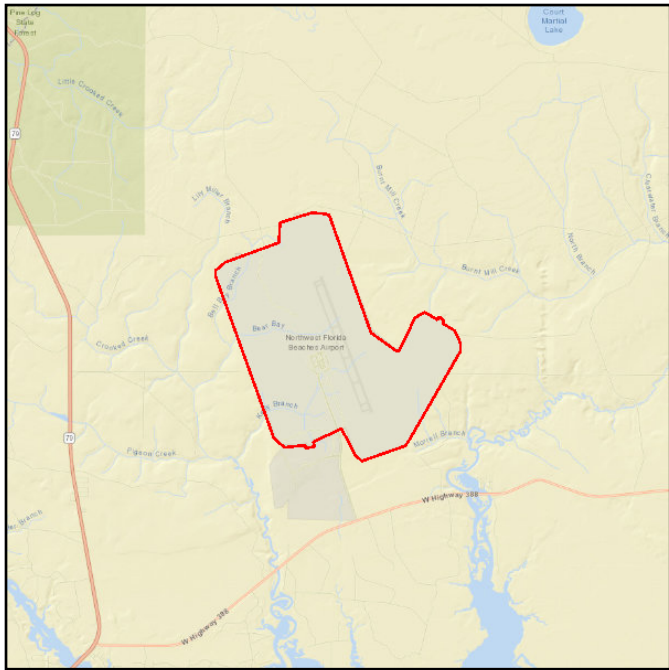
Phase	Fund Source	2025/26	2026/27	2027/28	2028/29	2029/30	Total
CAP	DDR	0	150,000	0	0	0	150,000
CAP	FAA	0	2,700,000	0	0	0	2,700,000
CAP	LF	0	150,000	0	0	0	150,000
Total		0	3,000,000	0	0	0	3,000,000

Prior Cost <2026: 0
Future Cost >2031: 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.

4498981 - NORTHWEST FL BEACHES

SIS



From: INTERNATIONAL AIRPORT
To: DESIGN & CONSTRUCT T HANGARS
Section: 8 - Aviation
Work Summary: AVIATION REVENUE/OPERATIONAL
Lead Agency: Bay County

Length:
LRTP #: Final Report p. F-6

Phase	Fund Source	2025/26	2026/27	2027/28	2028/29	2029/30	Total
CAP	LF	0	375,000	0	0	0	375,000
CAP	DPTO	0	375,000	0	0	0	375,000
Total		0	750,000	0	0	0	750,000

Prior Cost <2026: 0

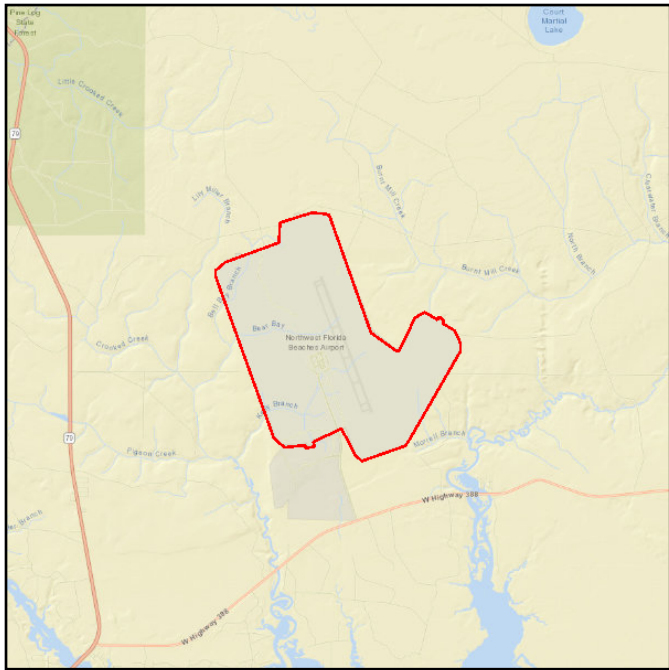
Future Cost >2031: 0

Total Project Cost: 750,000

Project Description: TPO Northwest Florida Beaches International Airport Project Priority #2 in 27.
Design and Construct T Hangars 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	2025/26	2026/27	2027/28	2028/29	2029/30	Total
CAP	LF	0	237,500	0	0	0	237,500
CAP	DPTO	0	237,500	0	0	0	237,500
Total		0	475,000	0	0	0	475,000

Prior Cost <2026: 0

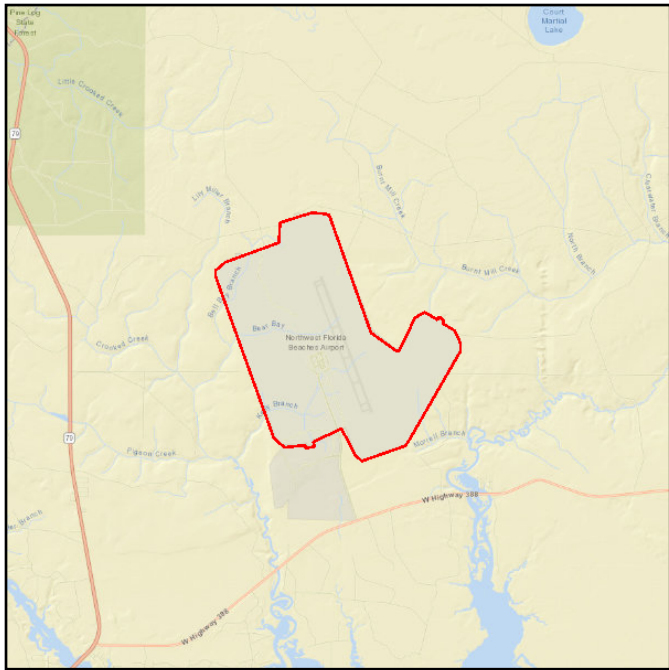
Future Cost >2031: 0

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	2025/26	2026/27	2027/28	2028/29	2029/30	Total
CAP	LF	0	150,000	0	0	0	150,000
CAP	DPTO	0	150,000	0	0	0	150,000
Total		0	300,000	0	0	0	300,000

Prior Cost <2026: 0

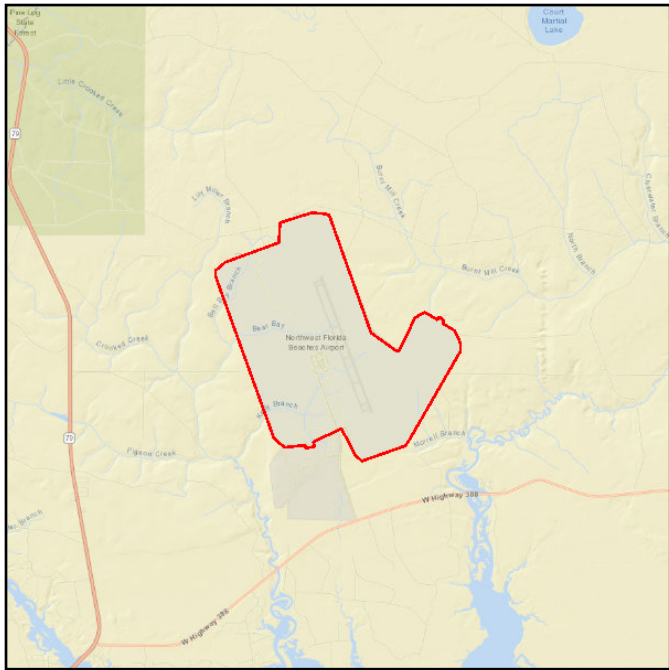
Future Cost >2031: 0

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.

4542492 - NORTHWEST FLORIDA BEACHES

SIS



From:		INTERNATIONAL AIRPORT					
To:							
Section:		8 - Aviation					
Work Summary:		AVIATION SAFETY PROJECT			Length:		
Lead Agency:		Bay County			LRTP #: Final Report p. 5-13		
Phase	Fund Source	2025/26	2026/27	2027/28	2028/29	2029/30	Total
CAP	DDR	0	0	800,000	0	0	800,000
CAP	LF	0	0	800,000	0	0	800,000
Total		0	0	1,600,000	0	0	1,600,000

Prior Cost <2026: 0

Future Cost >2031: 0

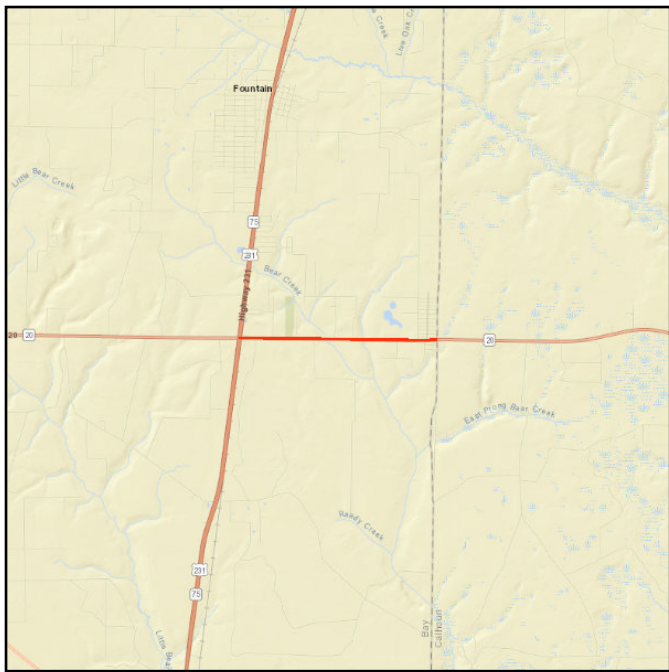
Total Project Cost: 1,600,000

Project Description: Aviation Safety Project at Northwest Florida Beaches international Airport.

Section 9 - Resurfacing

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	2025/26	2026/27	2027/28	2028/29	2029/30	Total
CST	DIH	22,395	0	0	0	0	22,395
CST	ACSL	223,949	0	0	0	0	223,949
CST	ACNR	1,866,242	0	0	0	0	1,866,242
RRU	DS	250,000	0	0	0	0	250,000
Total		2,362,586	0	0	0	0	2,362,586

Prior Cost <2026: 619,274

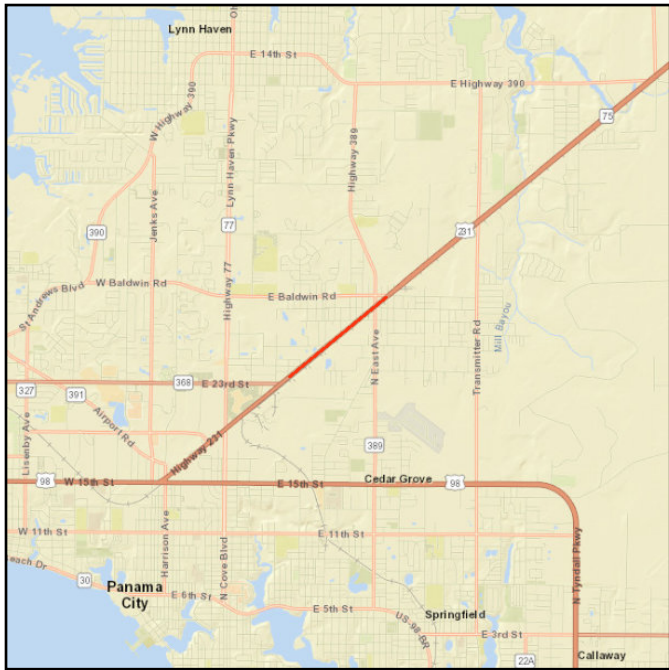
Future Cost >2031: 0

Total Project Cost: 2,981,860

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

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Phase	Fund Source	2025/26	2026/27	2027/28	2028/29	2029/30	Total
CST	DIH	63,360	0	0	0	0	63,360
CST	LF	41,200	0	0	0	0	41,200
CST	ACSL	633,603	0	0	0	0	633,603
CST	ACNR	5,280,031	0	0	0	0	5,280,031
RRU	DS	25,000	0	0	0	0	25,000
Total		6,043,194	0	0	0	0	6,043,194

Prior Cost <2026: 1,003,890

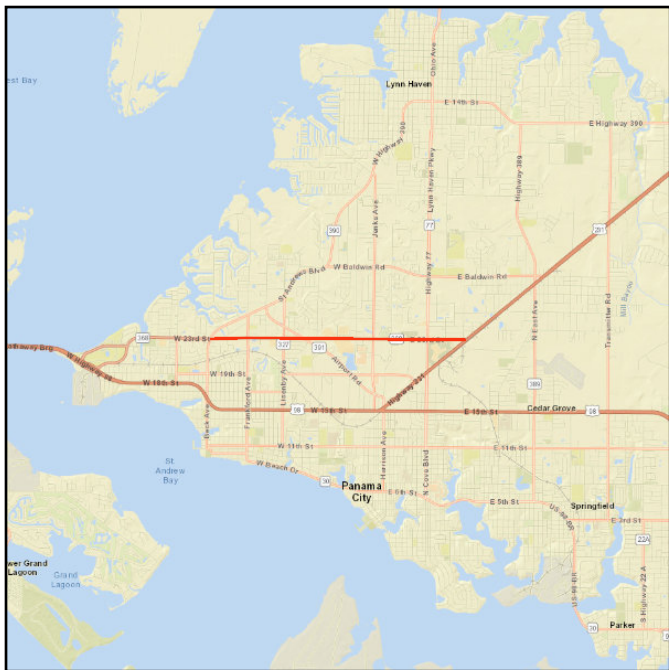
Future Cost >2031: 0

Total Project Cost: 7,047,084

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	2025/26	2026/27	2027/28	2028/29	2029/30	Total
CST	DDR	3,825,244	0	0	0	0	3,825,244
CST	DIH	106,782	0	0	0	0	106,782
CST	LF	117,163	0	0	0	0	117,163
CST	SL	2,966,869	0	0	0	0	2,966,869
CST	ACSL	3,174,177	0	0	0	0	3,174,177
RRU	ACSS	6,000	0	0	0	0	6,000
RRU	DS	30,000	0	0	0	0	30,000
Total		10,226,235	0	0	0	0	10,226,235

Prior Cost <2026: 1,615,556

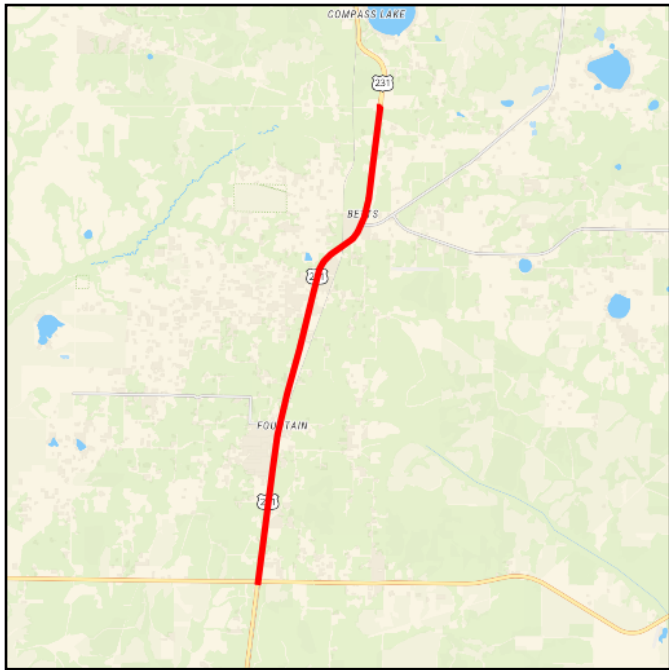
Future Cost >2031: 0

Total Project Cost: 11,841,791

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

4529371 - SR 75 (US 231)

SIS



From:

To:

Section:

Work Summary:

Lead Agency:

SR 20

JACKSON COUNTY LINE

9 - Resurfacing

RESURFACING

FDOT

Length:

L RTP #:

9.708 MI

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Phase	Fund Source	2025/26	2026/27	2027/28	2028/29	2029/30	Total
CST	ACSS	0	224,890	0	0	0	224,890
CST	BRRP	0	49,585	0	0	0	49,585
CST	DIH	0	255,356	0	0	0	255,356
CST	DS	0	1,949,019	0	0	0	1,949,019
CST	SL	0	2,553,810	0	0	0	2,553,810
CST	ACNR	0	19,330,423	0	0	0	19,330,423
Total		0	24,363,083	0	0	0	24,363,083

Prior Cost <2026:

Future Cost >2031:

Total Project Cost:

Project Description:

1,603,742

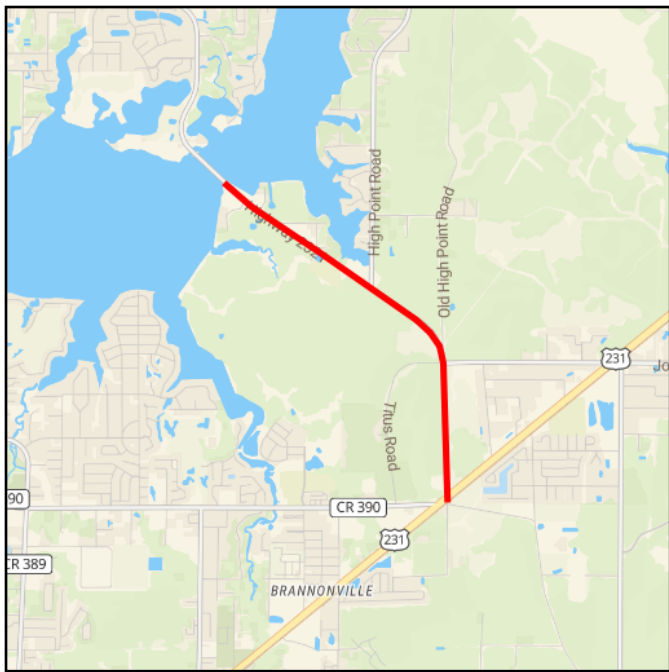
0

25,966,825

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	2025/26	2026/27	2027/28	2028/29	2029/30	Total
CST	SCOP	175,768	0	0	0	0	175,768
CST	GRSC	332,540	0	0	0	0	332,540
CST	SCED	2,453,981	0	0	0	0	2,453,981
CST	SCWR	396,341	0	0	0	0	396,341
Total		3,358,630	0	0	0	0	3,358,630

Prior Cost <2026: 839,658

Future Cost >2031: 0

Total Project Cost: 4,198,288

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

4538042 - CR 2321 - PH II

Non-SIS



From:		SR 77					
To:		DEER POINT LAKE DAM BRIDGE					
Section:		9 - Resurfacing					
Work Summary:		RESURFACING			Length:	2.592 MI	
Lead Agency:		FDOT			LRTP #:	Final Report p. 7-43	
Phase	Fund Source	2025/26	2026/27	2027/28	2028/29	2029/30	Total
CST	GRSC	0	0	2,461,768	0	0	2,461,768
Total		0	0	2,461,768	0	0	2,461,768

Prior Cost <2026: 820,589

Future Cost >2031: 0

Total Project Cost: 3,282,357

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

4546401 - SR 30 (US 98B)

SIS



From:

To:

Section:

Work Summary:

Lead Agency:

SR 75 (US 231) HARRISON AVE

DUPONT BRIDGE

9 - Resurfacing

RESURFACING

FDOT

Length:

L RTP #:

7.332 MI

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Phase	Fund Source	2025/26	2026/27	2027/28	2028/29	2029/30	Total
CST	DIH	0	0	147,117	0	0	147,117
CST	DS	0	0	1,471,166	0	0	1,471,166
CST	SA	0	0	5,966,900	0	0	5,966,900
CST	SL	0	0	2,653,809	0	0	2,653,809
CST	ACNR	0	0	2,237,979	0	0	2,237,979
PE	DIH	212,808	0	0	0	0	212,808
PE	DS	2,128,081	0	0	0	0	2,128,081
Total		2,340,889	0	12,476,971	0	0	14,817,860

Prior Cost <2026:

Future Cost >2031:

Total Project Cost:

Project Description:

0

0

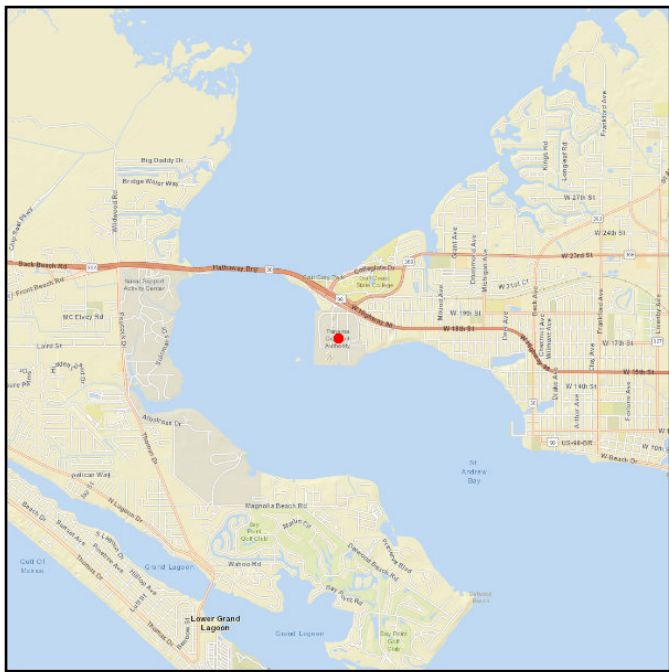
14,817,860

SR 30 (US 98B) Resurfacing from SR 75 (US 231) Harrison Avenue to DuPont 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	2025/26	2026/27	2027/28	2028/29	2029/30	Total
CAP	LF	10,185,678	13,500,000	1,000,000	0	0	24,685,678
CAP	GMR	10,185,678	13,500,000	1,000,000	0	0	24,685,678
Total		20,371,356	27,000,000	2,000,000	0	0	49,371,356

Prior Cost <2026: 64,367,323

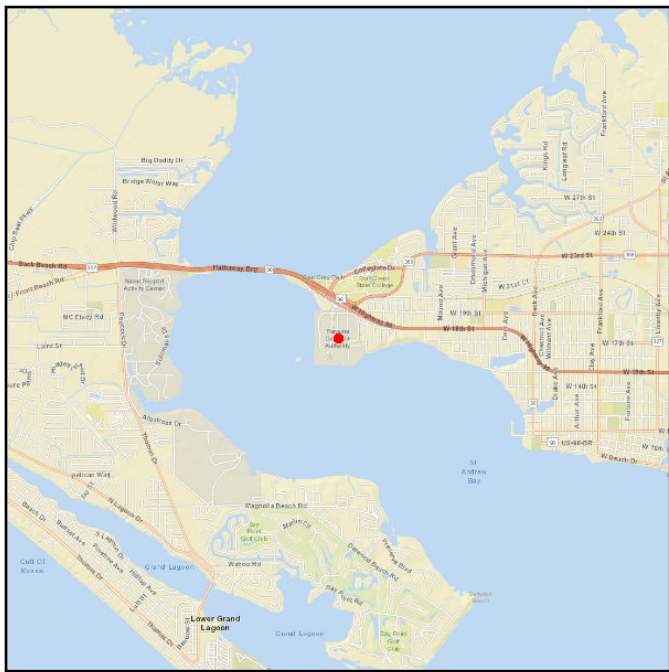
Future Cost >2031: 0

Total Project Cost: 113,738,679

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

4387632 - PORT OF PANAMA CITY

SIS



From: EAST TERMINAL TURNING BASIN & CHANNEL IMPROVEMENTS
To:
Section: 10 - Seaport
Work Summary: SEAPORT CAPACITY PROJECT
Lead Agency: Panama City
Length:
LRTP #: Final Report p. F-6

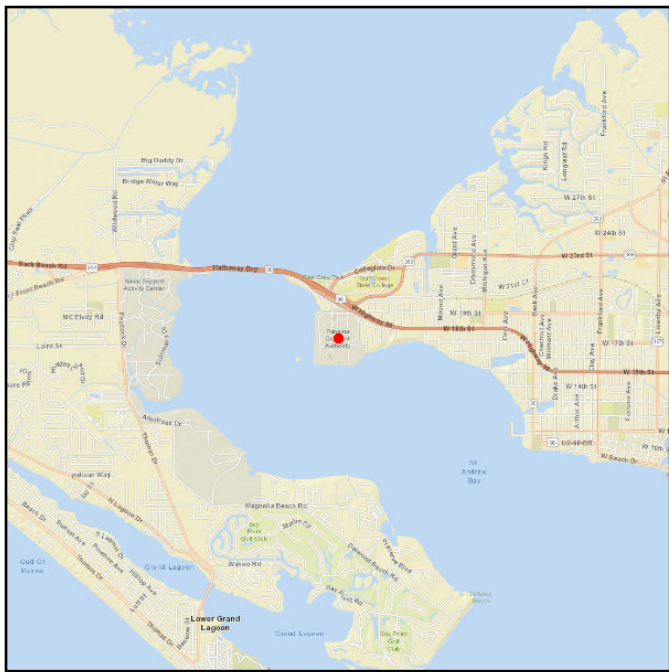
Phase	Fund Source	2025/26	2026/27	2027/28	2028/29	2029/30	Total
CAP	LF	0	1,000,000	5,000,000	0	0	6,000,000
CAP	GMR	0	1,000,000	0	0	0	1,000,000
CAP	DPTO	0	0	5,000,000	0	0	5,000,000
Total		0	2,000,000	10,000,000	0	0	12,000,000

Prior Cost <2026: 0
Future Cost >2031: 0
Total Project Cost: 12,000,000

Project Description: TPO Port of Panama City Project Priority.
This project is for Turning Basin and Channel improvements for the Port of Panama City East Terminal.

4387633 - PORT OF PANAMA CITY

SIS



From: E TERMINAL TURNING BASIN & ACCESS CHANNEL IMPROVEMENTS

To:

Section: 10 - Seaport

Work Summary: SEAPORT CAPACITY PROJECT

Length:

Lead Agency: Panama City

L RTP #: Final Report p. F-6

Phase	Fund Source	2025/26	2026/27	2027/28	2028/29	2029/30	Total
CAP	LF	1,000,000	0	0	0	0	1,000,000
CAP	PORT	3,000,000	0	0	0	0	3,000,000
Total		4,000,000	0	0	0	0	4,000,000

Prior Cost <2026: 0

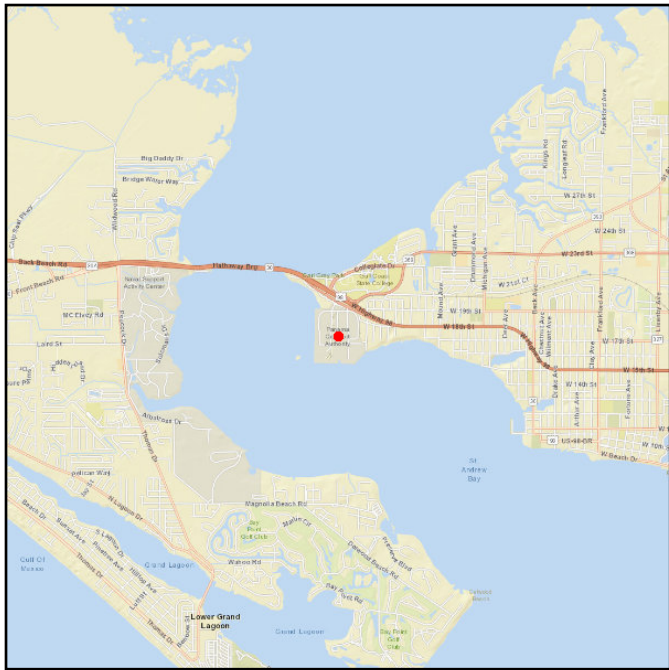
Future Cost >2031: 0

Total Project Cost: 4,000,000

Project Description: TPO Port of Panama City Project Priority.
This project is for Turning Basin and Channel improvements for the Port of Panama City East Terminal.

4553411 - BAYLINE RAILROAD

SIS



From:		PANAMA CITY YARD					
To:		LOCOMOTIVE SHOP TRACK IMPROVEMENT					
Section:		10 - Seaport					
Work Summary:		RAIL CAPACITY PROJECT			Length:		
Lead Agency:		Panama City			LRTP #: Final Report p. 5-13		
Phase	Fund Source	2025/26	2026/27	2027/28	2028/29	2029/30	Total
CAP	SIWR	0	1,672,200	0	0	0	1,672,200
Total		0	1,672,200	0	0	0	1,672,200

Prior Cost <2026: 0

Future Cost >2031: 0

Total Project Cost: 1,672,200

Project Description: Bayline Railroad Rail capacity locomotive shop track improvement project at Panama City Yard 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
BRTD	FED BRIDGE REPL--DISCRETIONARY	F33	O.F.A. - DEMO/EARMARK FUNDS
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
CD24	CONGRESS GF EARMARKS HIP 2024	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
EM25	GAA EARMARKS FY 2025	N11	100% STATE
ER17	2017 EMERGENCY RELIEF EVENTS	F42	100% FEDERAL EMERGENCY FUNDS
ER22	2022 EMERGENCY RELIEF EVENTS	F42	100% FEDERAL EMERGENCY FUNDS
ER23	2023 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
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
GFRB	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
GR25	GAA EARMARKS FY 2025	N11	100% STATE
GRD	D FUNDS-GENERAL REVENUE	N11	100% STATE
GRSC	GROWTH MANAGEMENT FOR SCOP	N11	100% STATE
GRTR	FY2024 SB106 TRAIL NETWORK	N11	100% STATE
HILL	HILLSBOROUGH CO SURTAX RESURF	N44	LOCAL
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
LFI	LOCAL FUNDS INTEREST EARNED	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
MFF	MOVING FLORIDA FOWARD	N11	100% STATE
NAEP	NEIGHBORHOOD ACCESS & EQUITY	F43	100% FEDERAL DEMO/EARMARK
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
PROD	PROTECT DISC. GRANT PROGRAM	F43	100% FEDERAL DEMO/EARMARK
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
SB	SCENIC BYWAYS	F33	O.F.A. - DEMO/EARMARK FUNDS
SCED	2012 SB1998-SMALL CO OUTREACH	N11	100% STATE
SCHR	SCOP - HURRICANES	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
TD25	TD COMMISSION EARMARKS FY 2025	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
TGR	TIGER/BUILD GRANT THROUGH FHWA	F43	100% FEDERAL DEMO/EARMARK
TIFI	TRANS INFRAST FIN & INNOV ACT	F49	100% FEDERAL NON-FHWA
TIGR	TIGER/BUILD HIGHWAY GRANT	F49	100% FEDERAL NON-FHWA
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
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	\$	\$	\$	\$	\$	\$	\$	\$	\$
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 \$)	\$
ATMS	\$950,000
ROW & CST	\$185,521,147

\$8,295,000	\$9,300,000	\$24,600,000	\$41,820,000	\$41,820,000
\$3,960,000	\$4,650,000	\$12,300,000	\$20,910,000	\$21,860,000
\$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	\$
<div>PD&E and PE \$ (20% of RW and CST+CEI) does not include Local does not include Local \$750K for Trails box funds split between PD&E/PE and RW/CST (\$375K each) for FY 26-30 only.</div>	Box funds (PD&E and PE)	\$	\$	\$1,605,000	\$2,325,000	\$6,150,000	\$10,455,000	\$10,455,000	
	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	
	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	
	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
FY 2021-2025	\$59,650,000	1.19	\$50,126,050

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
	\$17,860,00		
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	\$	\$	\$		\$	\$	\$	\$	\$	\$	
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	\$	\$	\$		\$	\$	\$	\$	\$	\$-	\$
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
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	\$	\$	\$		\$	\$	\$	\$	\$	\$	\$
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	\$	\$	\$		\$	\$	\$	\$	\$	\$	\$
21, 29 [A-38]	CR 2327 (Transmitter Road)	2179108	C Street	Brooke Lane	Widen to 4 Lanes [funded in association with 2179108 (A-14)]	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 Replacement)	SR 77 (Ohio Avenue)	US 231 (SR 75)	Widen to 6 Lanes [SIS]; and Bridge 460020 Replacement over Mill Bayou [SIS Bridge Replacement]	PD&E	Complete	\$	\$		\$	\$	\$	\$	\$	\$	\$
						PE	\$5,500,000	\$	\$		\$	\$	\$	\$	\$	\$5,500,000	\$
						ENV	\$	\$	\$		\$	\$	\$	\$	\$	\$	
						RRU	\$	\$	\$		\$	\$	\$	\$	\$	\$	
						DSB	\$	\$	\$		\$	\$	\$	\$	\$	\$	
						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

BAY TPO

HIGHWAYS
=====

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
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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	

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		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	

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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		

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		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	

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		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		2024	
CODE			
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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		2024	
CODE			
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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		2024	
CODE			
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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		2024	
CODE			
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PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: RESPONSIBLE AGENCY NOT AVAILABLE			
HSP		14,300	
TOTAL 441732 2		14,300	
TOTAL 441732 2		14,300	

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		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	

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		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	

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		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		
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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		
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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		
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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		

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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.)
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Appendix E

BAY COUNTY TPO PROJECT PRIORITIES FY 2026-30

FY 2026 - FY 2030 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: June 26, 2024



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 2026 - 2030 Project Priorities Document

Prepared by



Emerald Coast Regional Council

Staff to the Bay County Transportation Planning Organization

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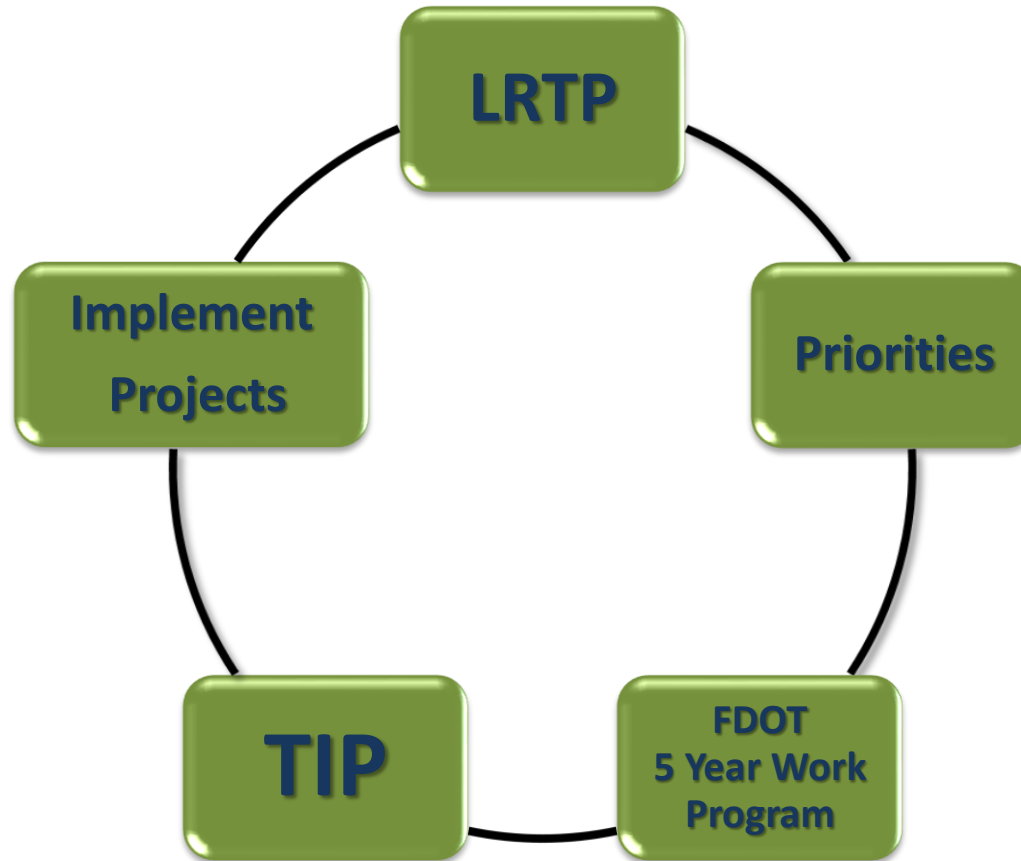
Appendix A – Evaluation Criteria

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INTRODUCTION

The Bay County Transportation Planning Organization (TPO), staffed by the Emerald Coast Regional Council, is tasked with developing Project Priorities. Project Priorities, which are essentially the Cost Feasible Plan element of the Long Range Transportation Plan (LRTP), are usually approved in June 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).
- SUN Trail Projects (Table 8).

METHODOLOGY

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

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

PUBLIC INVOLVEMENT

Public Outreach for the FY 2025-2029 Project Priorities took place from May 1, 2024— June 12, 2024 and a Public Outreach Report is included in Appendix B. In addition, two TPO and Advisory Committee workshops (March 20 and May 1, 2024) were held in person and one public workshop (May 1, 2024) was a hybrid, in person as well as virtual, as part of the development of the FY 2026-2030 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 April and June agenda enclosures. A Public Forum was also held at the TPO meeting in June, 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 April TPO Meeting and were approved at the June TPO Meeting (see Resolution Bay 24-14 in Appendix C) with the following change:

Table 8 SUN TRAIL PROJECT:

- **Added Priority #7 Panama City SUN Trail Program – Phase 6.** *From the intersection of MLK Blvd. & E. 11th St. to roughly 800 ft before the intersection of US 231 & Ormond Ave.*

Table 1- FY 26-30 Non-Strategic Intermodal System (Non-SIS) Project Priorities

Priority Rank	Project Name/Limits	FDOT WPI#	Programmed Funding						Project/Strategy	Length (miles)	Funding Sought
			Phase	2025	2026	2027	2028	2029			
1	ITS	4084123	Phase	2025	2026	2027	2028	2029	Operations and Maintenance of the current ITS System	NA	\$700,000 (Annual Setaside Funds)
			OPS	\$600,000	\$600,000	\$600,000	\$600,000	\$600,000			
2	SR 22 (Wewa Highway) SR 30A (US 98) Tyndall Pkwy. to Star Avenue	4258031	Phase	2025	2026	2027	2028	2029	Widen to 4 Lanes	1.509	ROW
3	Harvard Boulevard SR 390 to Issac Byrd Park	NA	Phase	2025	2026	2027	2028	2029	CST. of Sidewalks or Bicycle Lanes	1.55	\$350,000 (Annual Setaside Funds)
4	Public Transportation Capital Improvements	4282091	Phase	2025	2026	2027	2028	2029	Flex Funds	NA	\$350,000 (Annual Setaside Funds)
			CAP-SL	\$350,000	\$350,000	\$350,000	\$350,000				
5	Corridor Management/Complete Streets Studies	NA	Phase	2025	2026	2027	2028	2029	Corridor Management/Complete Streets Study	7.4	\$150,000 (Annual Setaside Funds)
				*	**						
6	Corridor Management/Complete Streets Implementation	NA	Phase	2025	2026	2027	2028	2029	Corridor Management/Complete Streets Construction	7.4	\$500,000 (Annual Setaside Funds)
7	CR 389 (East Avenue) CR 2312 (Baldwin Road to SR 390)	NA	Phase	2025	2026	2027	2028	2029	Widen to 4 Lanes	2	PD&E
8	Star Avenue SR 22 (Wewa Highway) to US 231 (SR 75)	NA	Phase	2025	2026	2027	2028	2029	Widen to 4 Lanes (ROW and CST not in 2045 CFP)	6.7	PD&E
9	Elevated US 98 Pedestrian Structure US 98 at Frank Brown Park	NA	Phase	2025	2026	2027	2028	2029	Construct New Elevated Crosswalk	0.6	PE
10	Roundabout Harrison Street at 6th Street	NA	Phase	2025	2026	2027	2028	2029	Construct New Roundabout	0.27	PE
11	Bay Parkway Phase III Clara Avenue to Chip Seal Parkway	NA	Phase	2025	2026	2027	2028	2029	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	2025	2026	2027	2028	2029			

Table 2 - FY 26-30 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	2025	2026	2027	2028	2029	Widen to 6 Lanes ¹	BAY	4.27	CST
			ROW	\$30,235,806	\$21,000,000	\$200,000	\$28,612,280					
2	SR 75 (US 231) SR 368 (23rd St.) to North of Pipeline Rd.	2179108	Phase	2025	2026	2027	2028	2029	Widen to 6 Lanes ²	BAY	4.642	CST
			ROW	\$4,100,000	\$11,660,500	\$16,278,000	\$15,227,733	\$20,000,000				
3	SR 75 (US 231) N. of Pipeline Rd. to N. of Penny Rd.	2179103	Phase	2025	2026	2027	2028	2029	Widen to 6 Lanes	BAY	6.12	ROW
4	SR 390 SR 77 to US 231	4212252	Phase	2025	2026	2027	2028	2029	Widen to 6 Lanes (CST not in 2045 CFP)	BAY	4.308	ROW
5	US 98 at Thomas Drive	2179951	Phase	2025	2026	2027	2028	2029	Interchange (CST not in 2045 CFP)	BAY	1.412	PE
		2199952										
6	SR 368 (23rd St.) US 98 (15th St.) to SR 390	4410371	Phase	2025	2026	2027	2028	2029	Widen to 6 Lanes	BAY	1.812	PE
7	East Avenue Port Entrance to SR 30 (US 98B) 5th St.	4403004	Phase	2025	2026	2027	2028	2029	Enhanced 2 Lane Capacity	BAY	1.115	PE
8	SR 389 (East Avenue) SR 30 (US 98B) 5th St. to Sherman Av.	4403003	Phase	2025	2026	2027	2028	2029	Enhanced 2 Lane Capacity	BAY	2.189	PE
9	SR 30 (US 98) W. of Philips Inlet Bridge to SR 79	4210123	Phase	2025	2026	2027	2028	2029	Widen to 6 Lanes	BAY	7.077	PE
10	Transmitter Road C Street to US 98 (SR 30)	NA	Phase	2025	2026	2027	2028	2029	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

	SR 30A (US 98) PC Beach Parkway E. of R. Jackson Blvd. to Hathaway Bridge	2178385	Phase	2025	2026	2027	2028	2029	Widen to 6 Lanes	BAY	5.275	
			ROW	\$150,000								
			CST		\$83,229,929							

Table 3 - FY 26-30 Transportation System Management (TSM) Project Priorities

Recommended Rank	Previous Rank	Major Street	Minor Street	Proposed Improvements	Study Date	Cost Estimate
1	1	Operations and Maintenance of the curent ITS System. (Fund with TSM Funds if this project cannot be funded with Capacity Funds and fund the maintenance of the system first; LRTP Capacity Priority #1).			NA	\$700,000
	FDOT Comments: No comments provided.					
Recommended Rank	Previous Rank	Major Street	Minor Street	Proposed Improvements	Study Date	Cost Estimate
2	0	SR 22	East Callaway Road	Construct EBLT lane	NA	NA
	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 75 (US 231) CR 388	4527341	Phase	2025	2026	2027	2028	2029	Traffic Signal	BAY	0.01
		ROW	\$241,100							
		CST		\$1,109,729						
SR 75 (US 231) Pipeline Road	4477881	Phase	2025	2026	2027	2028	2029	Intersection	BAY	0.272
		CST	\$5,087,455							

Table 4 - FY 26-30 Transportation Alternatives (TA) Project Priorities

Priority	FDOT WPI#	Project	Limits	Description	Phases
1	4536041	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.	CST
2	4536011	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 & CST
3	N/A	CR 385: Multiuse Trail Phase 3 Project (Panama City)	Pacifica Avenue to Beach Drive.	The proposed 3.17-mile multi-use trail along Frankford Ave. The multi-use trail starts at Frankford Ave and Pacifica south along Frankford Ave and connects to West Beach Drive multi-use trail.	PE & CST
4	N/A	Ormond Avenue Multiuse Path Project (Bay County)	SR 75 (US 231) to Bay County Line.	Multiuse Path facility along Ormond Avenue and extending northward from SR 75 (US 231) to the Bay County line. The project will complement existing adjacent multiuse path facility by intersecting and providing connectivity to relevant destinations for roadway and trail users, thereby providing a safe and expedient route.	PE & CST
5	N/A	SR 77 Sidewalks and Stormwater Improvements (Along East & West Sides) (Panama City)	23rd Street to Baldwin Avenue.	Construction of sidewalk along the east side of SR 77 from 23rd to Baldwin. Ave and along the west side of SR 77 from Gilberg's plaza entrance to Baldwin Ave. includes Type E Curb for all medians within project limits.	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

CR 3026 (Cherry Street) - West Side Bob Little to SR 30A (US 98) Tyndall Pkwy.	4381062	Phase	2025	2026	2027	2028	2029	Sidewalks	BAY	0.5
		CST	\$422,311							
TENNESSEE AVENUE 14TH Street to 5th Street	4517231	Phase	2025	2026	2027	2028	2029	Sidewalks	BAY	0.88
		CST		\$1,085,033						
BERTHE AVENUE Forsythe Drive to Eagle Lake Way	4499181	Phase	2025	2026	2027	2028	2029	Sidewalks	BAY	0.267
		PE	\$64,000							
		CST			\$505,238					

Table 5: FY 26 – 30 Bay County Public Transportation Project Priorities by Grant

FDOT Item Segment#	Funding Source	%	Project Description	Proposed FY 26 2025-2026	Proposed FY 27 2026-2027	Proposed FY 28 2027-2028	Proposed FY 29 2028-2029	Proposed FY 30 2029-2030
NA	TD – Bay Trip & Equip	90%	Paratransit Services - Provide non sponsored trips to transportation	446,150	446,150	446,150	446,150	446,150
	Local Funds	10%		49,572	49,572	49,572	49,572	49,572
NA	TD – Bay Planning	100%	For Planning agency to provide transportation planning related service	25,048	25,048	25,048	25,048	25,048
NA	FTA 5305	80%	Bay County TPO Planning grant funds	85,845	85,845	85,845	85,845	85,845
	Toll Revenue Credit	20%		21,461	21,461	21,461	21,461	21,461
422248-3	FTA 5307	80%	Capital – prev. maint., replacement vehicles, expansion, vehicles, signage, shelters, transit centers, misc. equip, security and training	1,625,000	1,625,000	1,625,000	1,625,000	1,625,000
	Toll Revenue Credit	20%		406,250	406,250	406,250	406,250	406,250
428209-1 ¹	FTA 5307 FLEX	80%	Capital – prev. maint., replacement vehicles, expansion, vehicles, signage, shelters, transit centers, misc. equip, security and training	350,000	350,000	350,000	350,000	350,000
	Toll Revenue Credit	20%		87,500	87,500	87,500	87,500	87,500
422247-3	FTA 5307	50%	Operating Assistance (Operating costs for equipment and facilities & JARC Projects)	700,000	700,000	700,000	700,000	700,000
	Local Funds	50%		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 26 - 30 Bay County Public Transportation Project Priorities by Grant

FDOT Item Segment#	Funding Source	%	Project Description	Proposed FY 26 2025-2026	Proposed FY 27 2026-2027	Proposed FY 28 2027-2028	Proposed FY 29 2028-2029	Proposed FY 30 2029-2030
414281-2	FTA 5339 Toll Revenue Credit	80% 20%	Capital – bus and bus related facilities	425,546 106,381	425,546 106,381	425,546 106,381	425,546 106,381	425,546 106,381
433509-1	FTA 5310 State Local 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	544,487 544,487	560,821 560,821	577,646 577,646	577,646 577,646	577,646 577,646
421367-5	FDOT 5311 Local Funds	50% 50%	Operating - Rural Assistance	285,000 285,000	295,000 295,000	310,000 310,000	310,000 310,000	310,000 310,000
422249-1	FDOT	100%	Urban Corridor	270,000	270,000	270,000	270,000	270,000

**Table 6: FY 26 - 30 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	Terminal Building Expansion	26,000,000	44,000,000	20,000,000	90,000,000
2	N/A	Terminal Loop Road - CONSTRUCTION - Phase II		2,300,000	2,300,000	4,600,000
3	N/A	Hurricane Mitigation (6 of 6)			646,449	646,449
4	448558-2	Airport Maintenance Building Expansion	0	250,000	250,000	500,000
5	N/A	Taxiway "D" Rehabilitation - DESIGN	1,620,000	90,000	90,000	1,800,000
6	N/A	Screening Checkpoint Expansion - CONSTRUCTION	6,604,416	366,912	366,912	7,338,240
7	N/A	CBP International Facility - DESIGN/CONSTRUCTION	2,700,000	1,500,000	1,800,000	6,000,000
8	N/a	Taxilane "F" Rehabilitation - DESIGN	270,000	15,000	15,000	300,000
9	N/A	East Airfield Development - DESIGN	4,500,000	250,000	250,000	5,000,000
10	N/A	Replacement ARFF Vehicle and Extrication Equipment	697,500	38,750	38,750	775,000

**Table 6: FY 26 - 30 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	Runway 21 RPZ Property Acquisition	319,500		35,500	355,000
2	N/A	General Aviation T-Hangar Construction (Buildings 2 & 3)		475,000	475,000	950,000
3	N/A	Taxiway "D" Rehabilitation - CONSTRUCTION	10,939,500	1,215,500	1,215,500	12,155,000
4	N/A	Taxilane "F" Rehabilitation - CONSTRUCTION	2,160,000	120,000	120,000	2,400,000
5	449899-1	Terminal Skylight Replacement		237,500	237,500	475,000
6	N/A	Fuel Farm Expansion - CONSTRUCTION	4,124,700	229,150	229,150	4,583,000
7	N/A	East Airfield Development - Phase I - CONSTRUCTION	15,750,000	875,000	875,000	17,500,000
8	449897-1	Runway 16/34 Joint Seal	2,700,000	150,000	150,000	3,000,000
9	449900-1	Security Gate/Gate Operator Replacement		150,000	150,000	300,000

**Table 6: FY 26 - 30 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	West Bay Parkway Rehabilitation	5,400,000	0	600,000	6,000,000
2	N/A	Terminal Building Emergency Power Generator	0	955,000	955,000	1,910,000
3	N/A	Capital Equipment	0	300,000	300,000	600,000
4	N/A	Boom Lift	0	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	East Airfield Development - Phase II - CONSTRUCTION	15,750,000	875,000	875,000	17,500,000
7	N/A	Crosswind Runway - DESIGN	567,000	1,216,500	1,216,500	3,000,000

**Table 6: FY 26 - 30 Aviation Project Priorities – Northwest Florida Beaches International Airport
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	Crosswind Runway - Phase I - CONSTRUCTION	4,014,000	10,035,000	8,251,000	22,300,000
4	N/A	Public Safety Building/Airport Operations Center Expansion	1,485,000	82,500	82,500	1,650,000
5	N/A	West Bay Parkway Landscaping/Irrigation Development	0	500,000	500,000	1,000,000

2030

Priority	FDOT Item-Segment	Project Description	FAA Funding	State Funding	Local Funding	Total Cost
			Estimated Funding			
1	N/A	Crosswind Runway - Phase II - CONSTRUCTION	4,460,000	8,920,000	8,920,000	22,300,000

Table 7: FY 26 - 30 Seaport Project Priorities – Port Panama City**2026**

Priority #	Program	Description	Local	State	Total
1	TBD	East Avenue Row Aquisition (SIS)	TBD	TBD	TBD
2	TBD	East Terminal Bulkhead Extension	10,000,000	12,000,000	21,000,000
3	TBD	West Terminal Gate Operations, Truck Queuing, and Parking	1,000,000	1,000,000	2,000,000

2027

Priority #	Program	Description	Local	State	Total
1	TBD	East Avenue ROW Acquisition (SIS)	TBD	TBD	TBD
2	TBD	East Terminal Turning Basin Expansion	4,000,000	8,000,000	10,000,000
3	TBD	Container Terminal Expansion	2,000,000	2,000,000	4,000,000

2028

Priority #	Program	Description	Local	State	Total
1	TBD	East Avenue ROW Acquisition (SIS)	TBD	TBD	TBD
2	TBD	West Terminal Dredging	1,500,000	4,500,000	6,000,000
3	TBD	West Terminal Bulkhead Refurbishment (Study & Engineering)	750,000	250,000	1,000,000
4	TBD	West Terminal Rail Improvements	375,000	1,125,000	1,500,000

2029

Priority	Program	Description	Local	State	Total
1	TBD	East Avenue ROW Construction (SIS)	TBD	TBD	TBD
2	TBD	West Terminal Bulkhead Refurbishment	7,500,000	22,500,000	30,000,000
3	TBD	Strategic Master Plan Update	250,000	250,000	500,000

2030

Priority	Program	Description	Local	State	Total
1	TBD	East Avenue ROW Construction (SIS)	TBD	TBD	TBD
2	TBD	Patronis Point and Gate Multimodal Improvements	5,000,000	5,000,000	10,000,000
3	TBD	Bulk Terminal Handling Improvements	2,000,000	2,000,000	4,000,000

Table 8: FY 26-30 SUN Trail Project Priorities Bay County TPO

Priority	FDOT WP#	Project	Limits	Description	Phases
1	NA	Tyndall AFB - Sun Trail Network	Crooked Sound Dr. to Drone Recovery Road	Project will connect SR30 (US98) Multi-Use Path from Crooked Sound Dr to Drone Recovery Road. The Project will extend the Sun Trail 2.5 miles and bring Tyndall AFB into the Sun Trail System.	PE and CST
2	NA	Panama City Sun Trail Program - Phase 2	Intersection of Michigan Ave. and Bay Line Railroad to Southeast of Jenks Ave. & W. 14th St. at the intersection of the Bay Line Railroad tracks.	This 4.13 mile trail is Phase 2 of a multi-phase trail network spanning throughout Panama City. The phase we are requesting funding for begins at the intersection of Michigan Ave. and the Bay Line Railroad tracks and follows the railroad tracks until ending just before the intersection with Jenks Avenue. An additional separate section of Phase 2 begins at the intersection of W. 6th St. and W. Beach Dr. and continues directly north until W. 11th St. The trail then curves right before intersecting with the Bay Line Railroad. This segment will connect to the W. Beach Dr. Multiuse Trail.	PE and CST
3	NA	Panama City Sun Trail Program - Phase 3	Intersection of Pacifica Ave. & Frankford Ave. to Intersection of West Beach Dr. & Frankford Ave.	This 3.17 mile trail is Phase 3 of a multi-phase trail network spanning throughout Panama City. The phase we are requesting funding for begins at the intersection of Frankford Ave. and Pacifica Ave. and proceeds directly south along Frankford Ave. before terminating at W. Beach Dr.	PE and CST
4	NA	Panama City Sun Trail Program - Phase 1	East end of Hathaway Bridge to Intersection of Bay Line Railroad and Michigan Ave.	This 1.57 mile trail is Phase 1 of a multi-phase trail network spanning throughout Panama City. The phase we are requesting funding for begins at the east end of the Hathaway Bridge and terminates at the intersection of the Bay Line Railroad tracks and Michigan Ave.	PE and CST
5	NA	Panama City Sun Trail Program - Phase 4	Intersection of Bayview Ave. & W. 11th St. to Intersection of Frankford Ave. & W. 11th St.	This 0.62 mile trail is Phase 4 of a multi-phase trail network spanning throughout Panama City. The phase we are requesting funding for begins at the intersection of Bayview Ave. and W. 11th St. and continues east on W. 11th St. before terminating at the Frankford Ave. intersection.	PE and CST
6	NA	Panama City Sun Trail Program - Phase 5	Intersection of Cherry St. & Harris Ave. to Intersection of East 11th St. & MLK Blvd.	This 1.97 mile trail is Phase 5 of a multi-phase trail network spanning throughout Panama City. The phase we are requesting funding for begins at the intersection of Cherry St. & Harris Ave. before turning east on 3rd St. and then north on N. Bonita Ave. The route then turns east on Lapaloma Terrace, follows E. 7th St., and continues north on N. Cove Blvd. before terminating on E. 11th St.	PE and CST
7	NA	Panama City Sun Trail Program - Phase 6	MLK Blvd. & E. 11th St. to roughly 800 ft before the intersection of US 231 & Ormond Ave.	This 4.41 mile trail is Phase 6 of a multi-phase trail network spanning all throughout Panama City. The phase requested for funding for begins at the intersection of MLK Blvd. & E. 11th St. to MLK Blvd. & E. 11th St. going east before turning north on N. East Avenue. The route then turns northeast once reaching US 231 and follows the road until terminating roughly 800 ft before the intersection of US 231 & Ormond Ave.	PE and CST

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

FULLY FUNDED PROJECTS NOT YET CONSTRUCTED

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

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 Amenities	10	
Criterion 7	Environmental/Archaeological Projects/ Historic Preservation	5	
Criterion 8	Age of Project <i>1 point per year, capped at 5 years</i>	5	
	Total	100	

SHARED USE NON-MOTORIZED (SUN) TRAIL PROJECT CRITERIA

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

Appendix B – Public Outreach Report and Public Comments

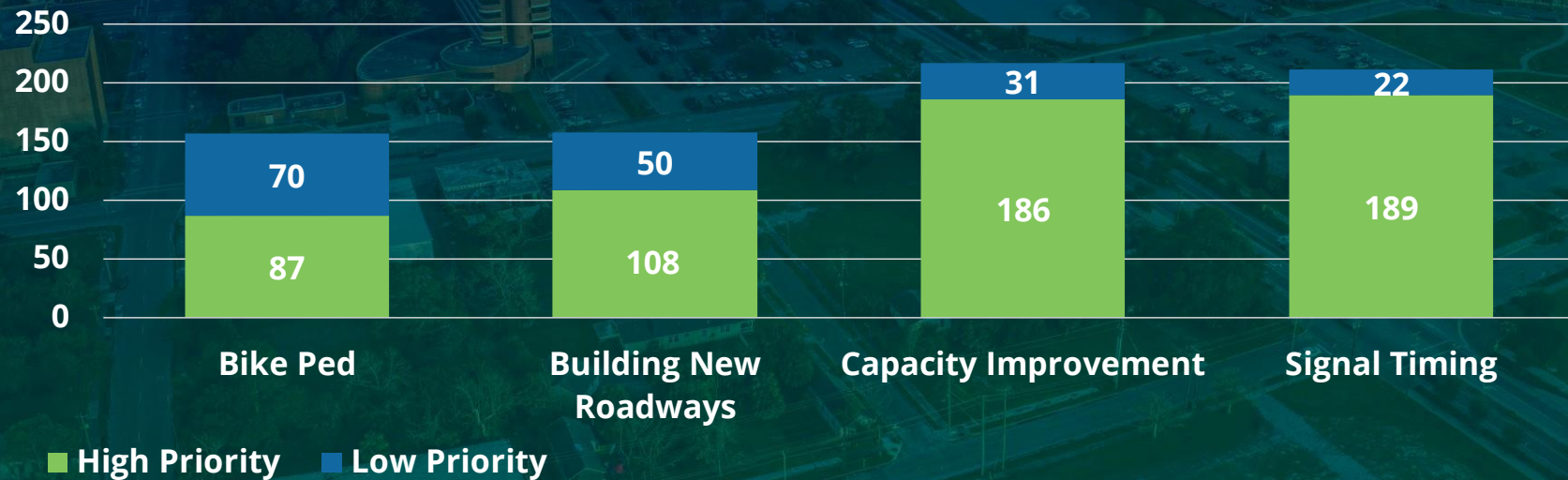
PUBLIC OUTREACH



- **Survey**
Physical Copies and Digital
- **Interactive Map**
- **Emails to Media and Interested Parties**
- **Community Group Presentations**
- **Social Media Geotargeting and Demographic Profiles**
- **Public Workshop**
With Option For Virtual Participation
- **Virtual Open House**

SURVEY RESULTS

Rank the following Transportation Project Types according to priority



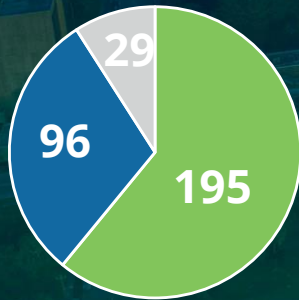
8/15/2024

Bay County Transportation Planning Organization

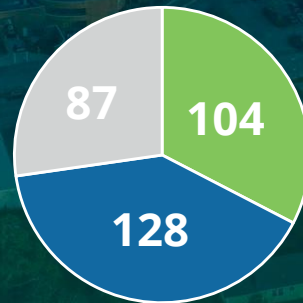


NONSIS SURVEY RESULTS

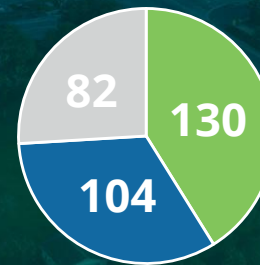
ITS - Operations and Maintenance



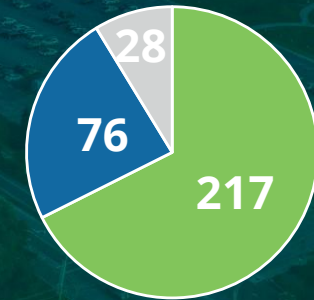
Public Transportation Capital Improvements Flex Funds



SR 22 Tyndall Parkway to Star Avenue - Widen to 4 Lanes



Corridor Management and Complete Street



HIGH PRIORITY



LOW PRIORITY



NOT A PRIORITY

8/15/2024

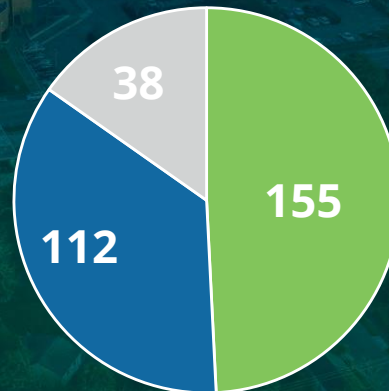
Bay County Transportation Planning Organization



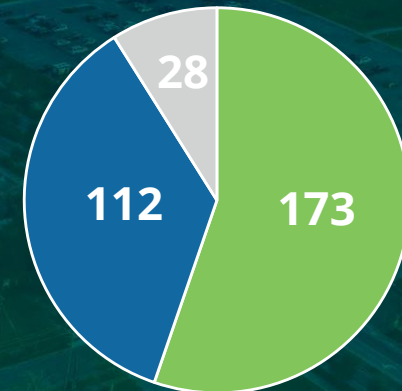
TSM SURVEY RESULTS



SR 22 & East Callaway Road



Operations & Maintenance

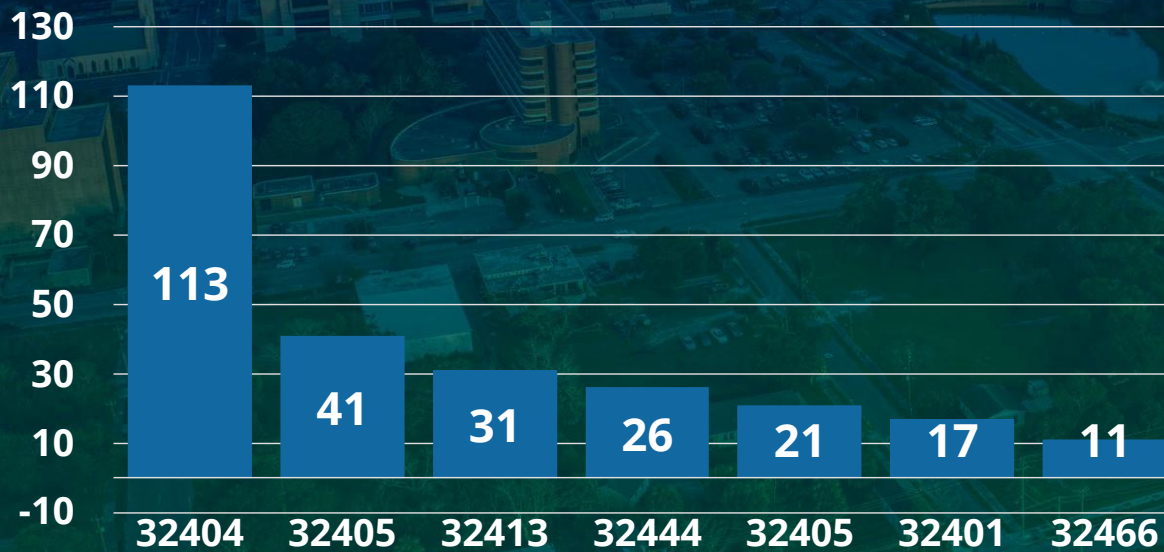


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ZIP CODES



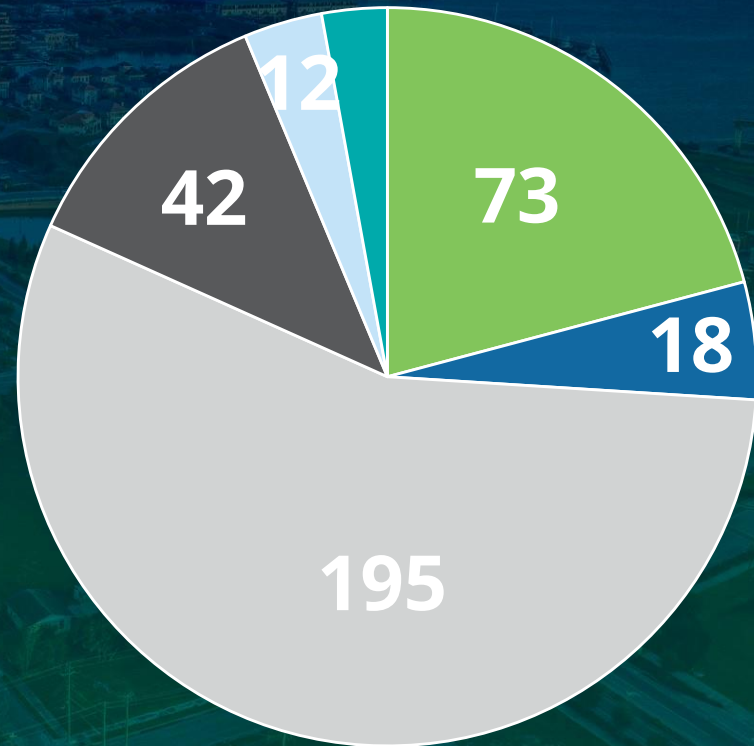
1. **Panama City**
(Callaway/Parker)
2. **Panama City**
3. **Panama City Beach**
(Alys Beach/Inlet)
4. **Lynn Haven**
5. **Panama City**
6. **Panama City Beach**
7. **Youngstown**

8/15/2024

Bay County Transportation Planning Organization



HOW DID YOU HEAR ABOUT US?



8/15/2024

Bay County Transportation Planning Organization



March 20, 2024 TPO, TCC, CAC Workshop Comments and Responses

1. **Table 1 – Non-SIS Priority 2, SR 22 (Wewa Highway) from SR 30A (US 98) Tyndall Parkway to Star Avenue. A question was asked regarding the status of funding the Right-of-Way phase.**
FDOT is considering shorter segments along this corridor to see if it can be funded in stages.
2. **Table 1 – Non-SIS Priority 7. CR 389 (East Avenue) from Baldwin Road to SR 390. The status of the Feasibility Study was requested.**
The Feasibility Study has been completed. The PD&E is the next phase to be funded as was recommended in the Feasibility Study.
3. **Table 1 – Non-SIS Priority 8. Star Avenue from SR 22 (Wewa Highway) to US 231 (SR 75). The growth along US 231/Titus Corridor and the increased traffic and development on the SR 22 Corridor justify the need for this project was stated and it was mentioned the project should be moved up on the priority list.**
Comment noted.
4. **Table 1 – Non-SIS Priority 9. Elevated US 98 Pedestrian Structure at US 98 and Frank Brown Park. It was expressed that this project should be linear.**
Comment noted.
5. **Table 2 – SIS Priorities 7 and 8. East Avenue from Port Entrance to SR 30 (US 98B) 15th Street and East Avenue from SR 30 (US 98B) 15th Street to Sherman Avenue. It was indicated that the Port of Panama City continues to support improvements to East Avenue.**
Comment noted.
6. **Table 7 – Port of Panama City Project Priorities. It was iterated that an updated version of the Port of Panama City Project Priorities will replacing the existing version.**
Comment noted.
7. **Table 8 – SUN Trail Project Priorities. It was cited that Florida Senate Bill 1638 contains language for a Local Trail Management Grant Program to assist local governments with costs associated with the operation and maintenance of trails within the Florida Greenways and Trails System.**
Comment noted.

May 1, 2024 Public Workshop Comments and Responses

- 1. Table 8 – SUN Trail Project Priorities. Do next year’s SUN Trail Project Priorities also need to be submitted through the Grant Application Process (GAP)?**

Yes, all SUN Trail Projects are submitted through FDOT’s GAP.

- 2. Table 8 – SUN Trail Project Priorities. What municipalities submitted the SUN Trail Project Priorities?**

Bay County submitted the first project priority in the vicinity of Mexico Beach. Panama City submitted priorities 2-6.

- 3. Project Priorities Outreach. What day does the Project Priorities outreach end?**

Surveys, comments cards, and presentations to community groups such as Rotary Clubs and Planning Boards need to be completion prior to June 12, 2024.

May 1, 2024 TPO, TCC, CAC Workshop Comments and Responses

1. **Table 1 – Non-SIS Priority 1, ITS.** A question was asked if the funding request was acceptable for the Operations and Maintenance of the ITS system.

It was indicated the funding request was acceptable.

2. **Table 1 – Non-SIS Priority 5. Corridor Management/Complete Streets Studies.** An explanation of the two asterisks in FY 2025 and FY 2026 was requested.

The first asterisk is for a Bicycle/Pedestrian Study in 2025. The second asterisk is for a Corridor Management Plan Study for SR 77 from Baldwin Avenue to Bailey Bridge in 2026.

3. **Table 1 – Non-SIS Priority 8. Star Avenue from SR 22 (Wewa Highway) to US 231 (SR 75).** The growth along US 231/Titus Corridor and the increased traffic and development on the SR 22 Corridor justify the need for this project was stated and it was mentioned the project should be moved up on the priority list.

Comment noted.

4. **Table 1 – Non-SIS Priority 9. Elevated US 98 Pedestrian Structure at US 98 and Frank Brown Park.** The sources of funding and the definition of linear were the comments provided.

The sources of funding if funded via the TPO Project Priorities is Federal and State. However, Panama City Beach is also considering additional sources this project. Linear means a straight line across.

5. **Table 2 – SIS Priority 5. US 98 at Thomas Drive.** What is the status of this project?

The priority for this project is Design. The Right-of-Way and Construction are currently not funded in the five-year work program.

6. **Table 2 – SIS Priorities 7 and 8. East Avenue from Port Entrance to SR 30 (US 98B) 15th Street and East Avenue from SR 30 (US 98B) 15th Street to Sherman Avenue.** The growth of the Port of Panama City at the East Terminal may require an updated capacity improvement for these two segments.

Comment noted.

7. **Table 2 – SIS Priority 9. SR 30 (US 98) from West of Phillips Inlet Bridge to SR 79. It was asked if the resurfacing improvements will only be temporary because of the widening priority for this project.**

The resurfacing improvements addressed the short term needed improvements. The projects included in Project Development and Environment Study are long term capacity improvements. Since Design, Right-of-Way, and Construction phases are not currently funded, the long-term capacity improvements are likely at least ten years out from where this project currently exists on the TPO Project Priorities list.

8. **Table 5 – Bay County Public Transportation Project Priorities. What is the definition of Toll Revenue Credits?**

Toll Revenue Credits permit a local share of a project's cost to be met through a credit or a "soft match," It, in essence, means that FTA provides 100% of the net project cost.

Appendix C – Resolution Bay 24-14

RESOLUTION BAY 24-14

A RESOLUTION OF THE BAY COUNTY TRANSPORTATION PLANNING ORGANIZATION ADOPTING THE FY 2026-2030 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 May 1—June 12, 2024, TPO, advisory committee public workshops were held on March 20 and May 1, 2024, and a hybrid public workshop was held on May 1, 2024; and

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

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

The TPO adopts the FY 2026 - FY 2030 Project Priorities, with any changes approved by the TPO board.

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

**BAY COUNTY TRANSPORTATION
PLANNING ORGANIZATION**

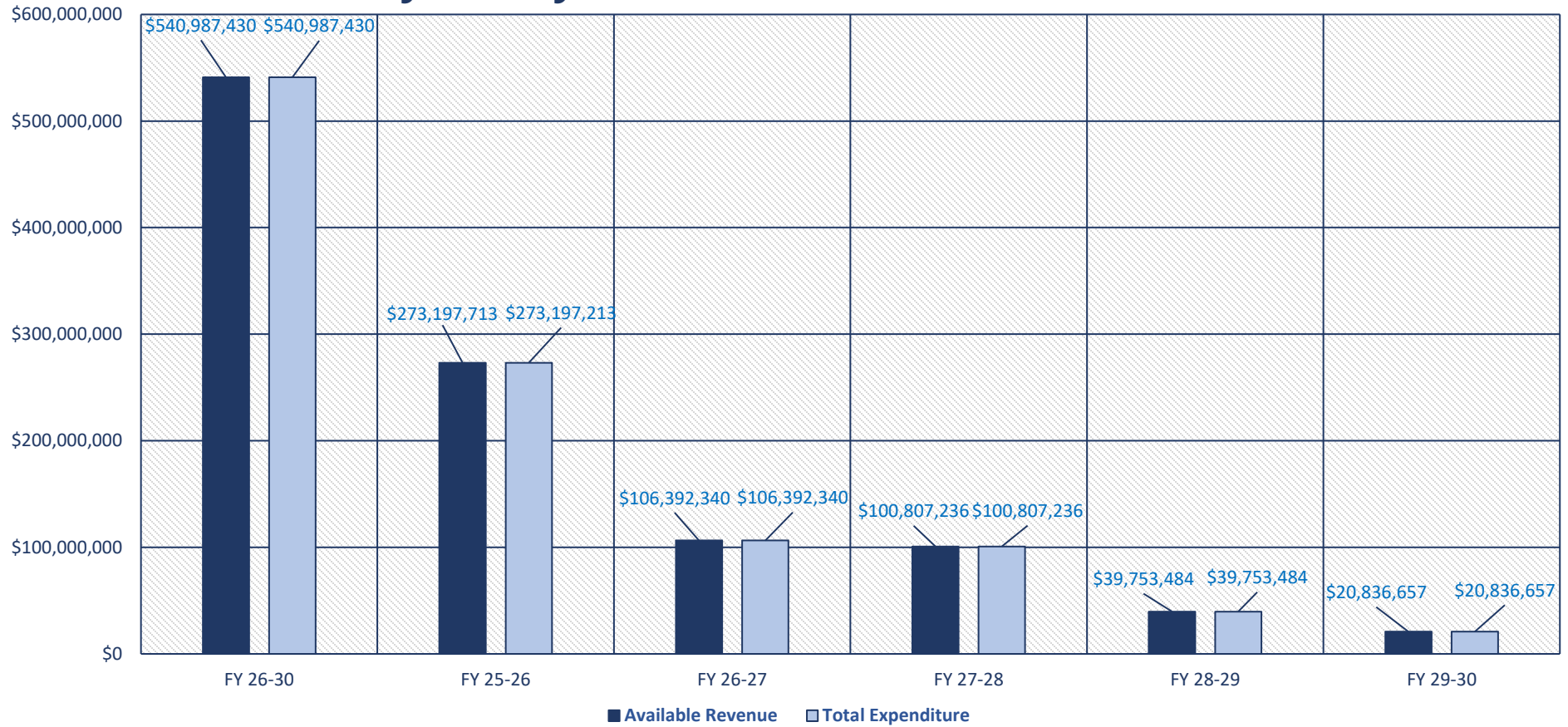
BY: 
Pam Henderson, Chairperson

ATTEST: 

Appendix F

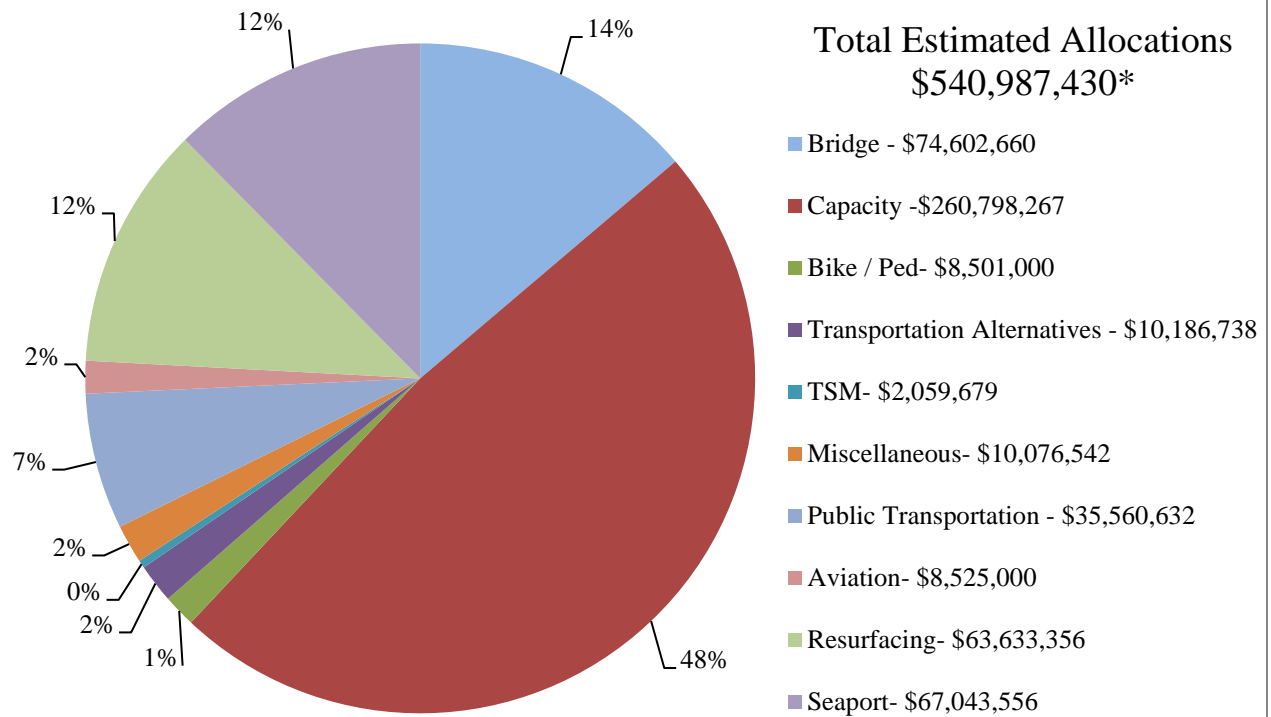
Fiscal Constraint Demonstration

Bay County TPO FY 2026-2030 TIP Fiscal Constraint



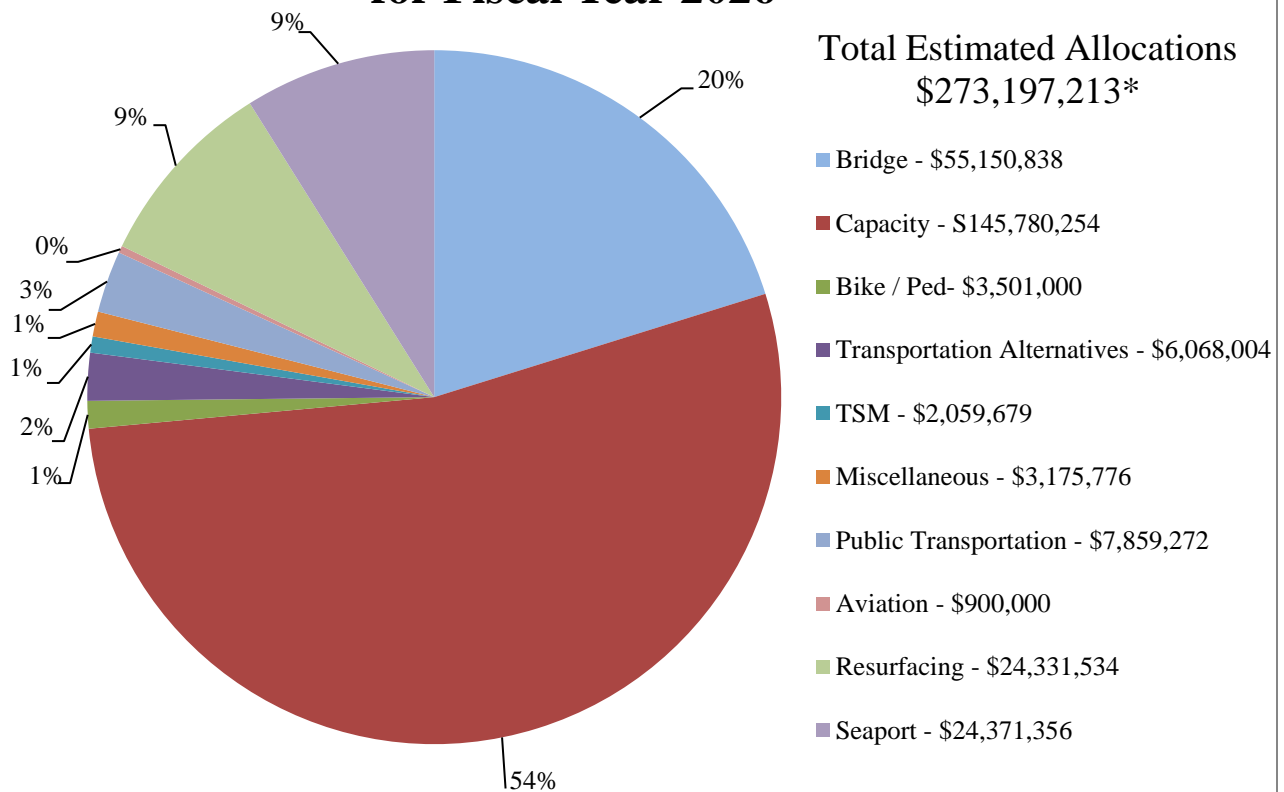
5 Year Summary of Available Funding by Funding Source						
Funding Source	2025/26	2026/27	2027/28	2028/29	2029/30	Total
Federal	68,238,536	36,570,463	53,764,826	4,673,819	5,849,630	169,097,274
Local	23,976,724	19,962,434	13,150,927	2,464,900	2,316,867	61,871,852
State	100,820,791	48,187,243	33,891,483	32,614,765	12,670,160	228,184,442
State 100%	80,161,662	1,672,200	0	0	0	81,833,862
Total	273,197,713	106,392,340	100,807,236	39,753,484	20,836,657	540,987,430

Estimated Funding Allocation by Project Type for Fiscal Years 2026 to 2030



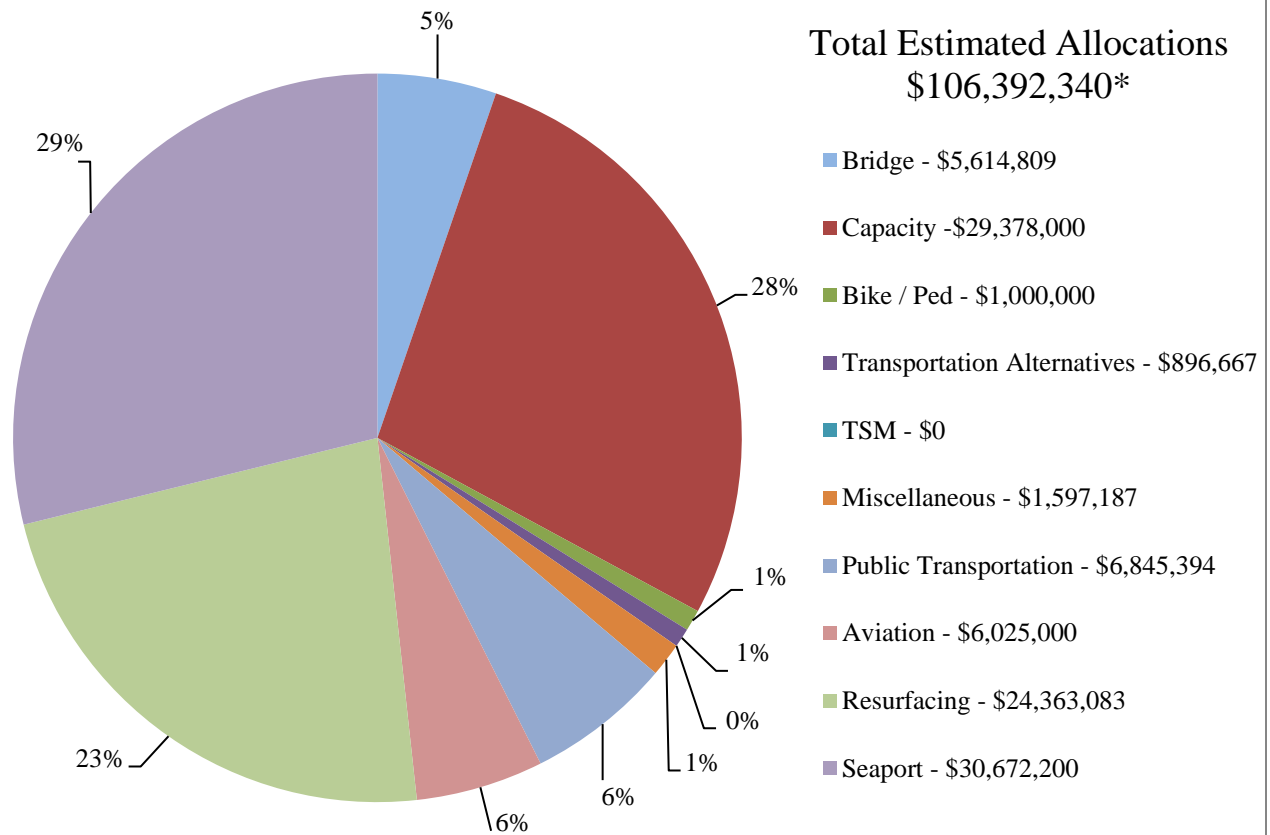
*Total Estimated Allocations includes funding from FDOT and Local Governments

Estimated Funding Allocation by Project Type for Fiscal Year 2026



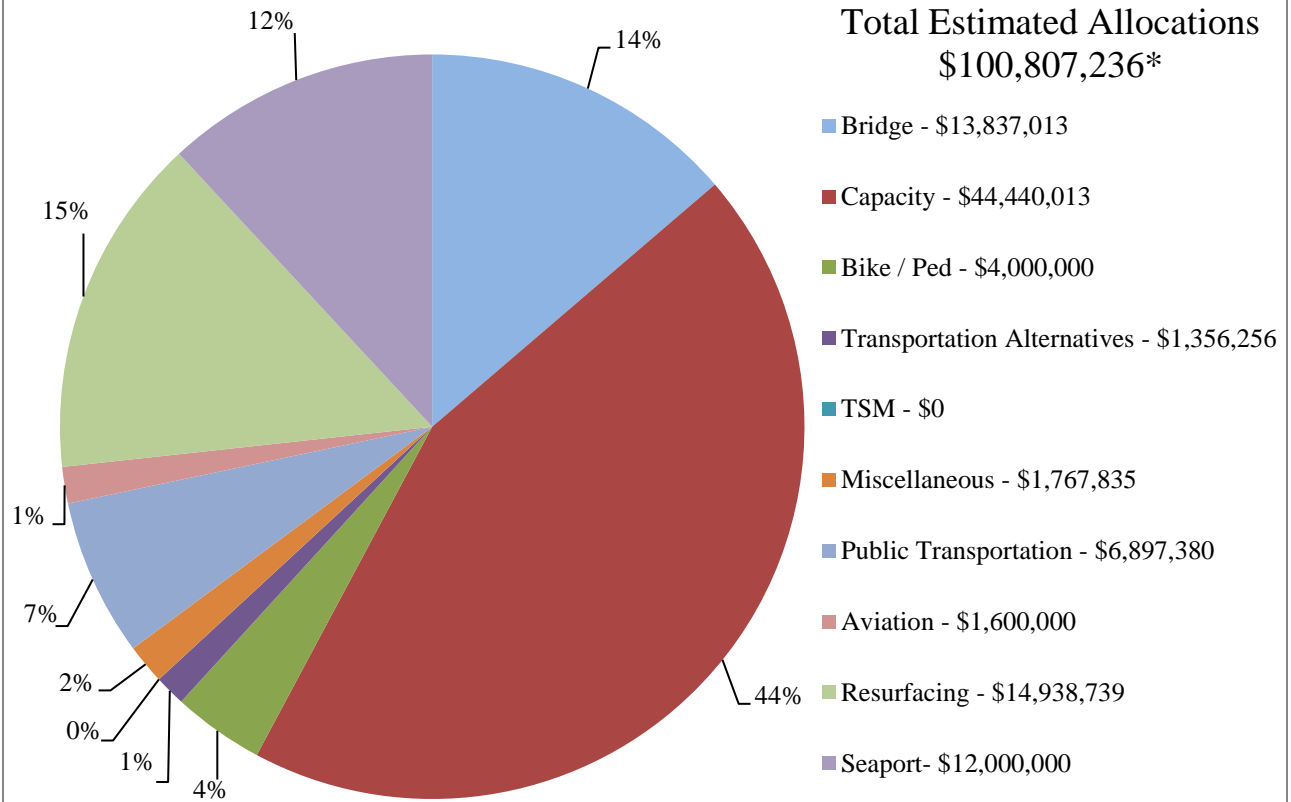
*Total Estimated Allocations includes funding from FDOT and Local Governments

Estimated Funding Allocation by Project Type for Fiscal Year 2027



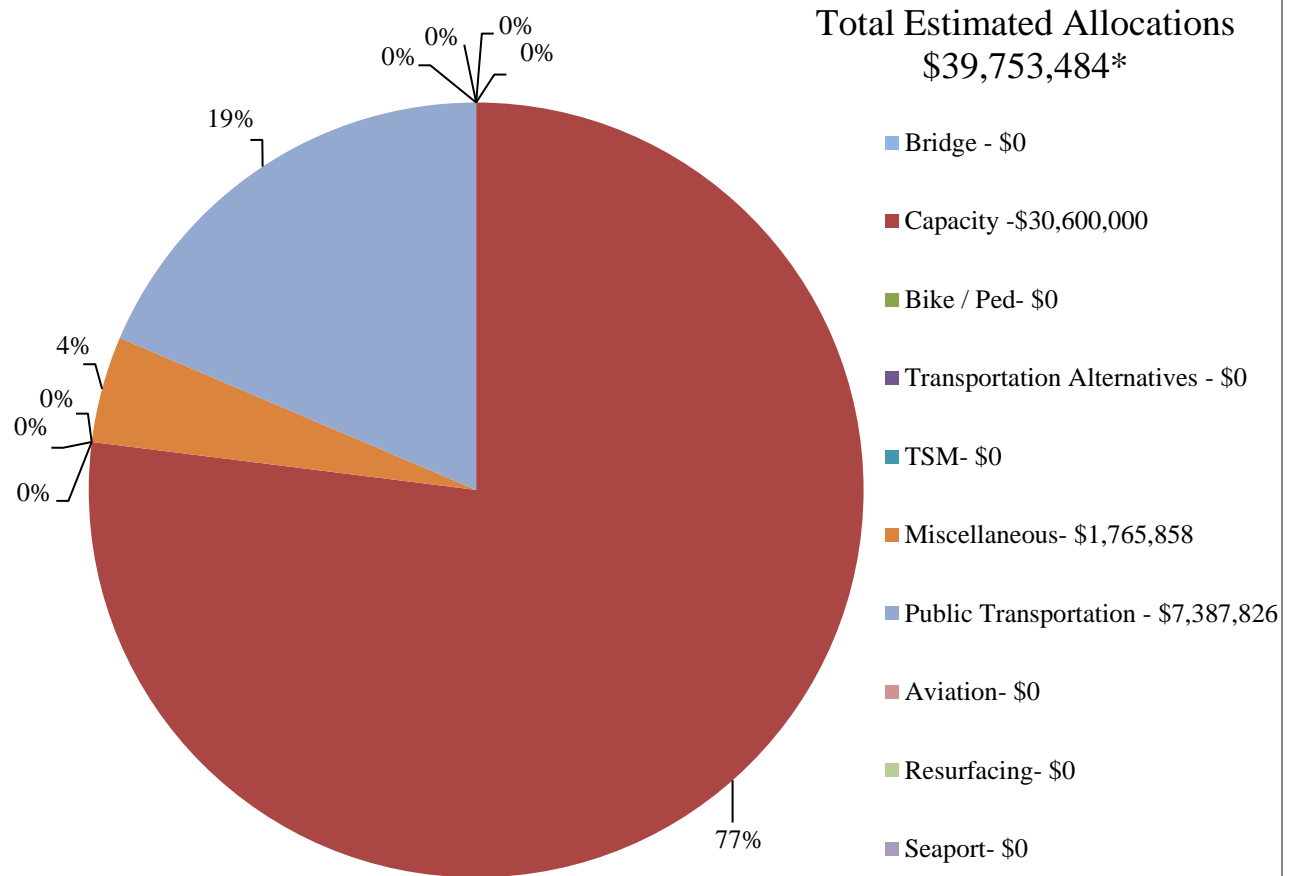
*Total Estimated Allocations includes funding from FDOT and Local Governments

Estimated Funding Allocation by Project Type for Fiscal Year 2028



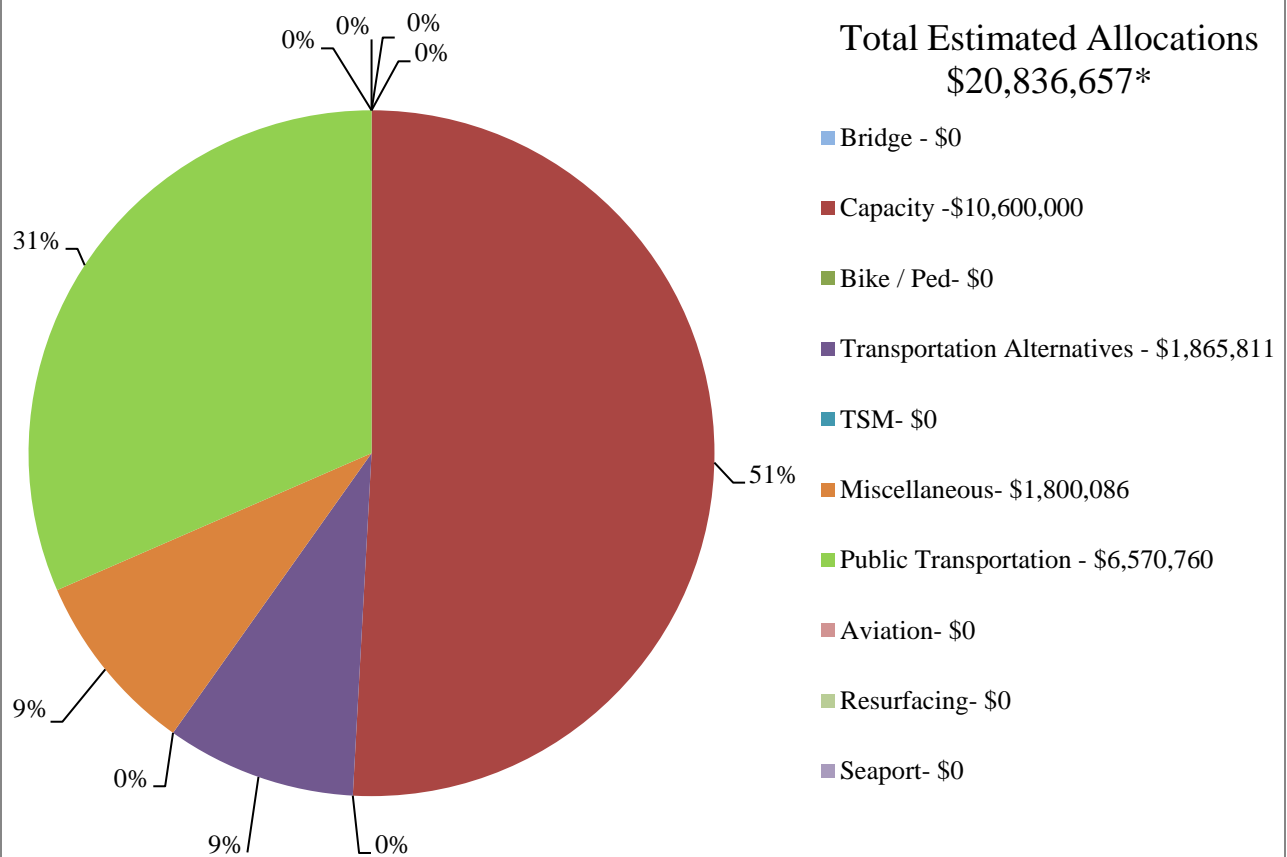
*Total Estimated Allocations includes funding from FDOT and Local Governments

Estimated Funding Allocation by Project Type for Fiscal Year 2029



*Total Estimated Allocations includes funding from FDOT and Local Governments

Estimated Funding Allocation by Project Type for Fiscal Year 2030



*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	680



Trips By Type of Service	2022	2023	2024	Vehicle Data	2022	2023	2024
Fixed Route (FR)	0	0	0	Vehicle Miles	345,058	376,581	518,256
Deviated FR	38	5	0	Roadcalls	7	7	10
Complementary ADA	0	0	0	Accidents	3	6	5
Paratransit	47,909	60,956	54,259	Vehicles	36	29	24
TNC	0	0	7,724	Drivers	24	26	23
Taxi	0	0	0				
School Board (School Bus)	0	0	0				
Volunteers	0	0	0				
TOTAL TRIPS	47,947	60,961	61,983				
Passenger Trips By Trip Purpose				Financial and General Data			
Medical	10,703	11,729	15,155	Expenses	\$1,759,935	\$2,249,799	\$2,872,808
Employment	5,764	7,918	7,767	Revenues	\$1,453,451	\$2,280,193	\$2,262,211
Ed/Train/DayCare	3,680	12,248	0	Commendations	2	12	13
Nutritional	7,730	4,719	6,674	Complaints	5	6	14
Life-Sustaining/Other	20,070	24,347	32,387	Passenger No-Shows	307	756	1,135
TOTAL TRIPS	47,947	60,961	61,983	Unmet Trip Requests	0	0	54
Passenger Trips By Revenue Source				Performance Measures			
CTD	19,174	20,013	31,708	Accidents per 100,000 Miles	0.87	1.59	0.96
AHCA	111	49	6	Miles between Roadcalls	49,294	53,797	51,826
APD	14,674	13,748	13,662	Avg. Trips per Passenger	36.54	88.48	91.15
DOEA	3,599	6,211	4,844	Cost per Trip	\$36.71	\$36.91	\$46.35
DOE	0	0	0	Cost per Paratransit Trip	\$36.71	\$36.91	\$50.25
Other	10,389	20,940	11,763	Cost per Total Mile	\$5.10	\$5.97	\$5.54
TOTAL TRIPS	47,947	60,961	61,983	Cost per Paratransit Mile	\$5.10	\$5.97	\$5.91
Trips by Provider Type							
CTC	0	0	0				
Transportation Operator	45,623	48,713	61,983				
Coordination Contractor	2,324	12,248	0				
TOTAL TRIPS	47,947	60,961	61,983				

Appendix G

Department of Economic Opportunity Letter of Consistency

The Department Economic Opportunity Letter of Consistency

Will be inserted here upon receipt

Appendix H

Florida Department of Transportation Letter of Consistency and Florida Department of Transportation Checklist

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**(The TIP is submitted to FDOT for approval after it is
approved by the TPO)**

Appendix I

FY 2026-2030 TIP Process and Comments Received

FY 2026-2030 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 2026-2030 TIP process began in June 2024 when Project Priorities were adopted by the TPO and then submitted to FDOT. The Project Priorities are then used to develop the FDOT FY 2026-2030 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 2026-2030 Transportation Improvement Program was posted online prior to the June 2025 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 2026-2030 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. The Meeting minutes can be obtained by contacting the TPO's Transportation Team transportation@ecrc.org.

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

Any comments and TPO Staff's responses to the FY 2026-2030
TIP will be inserted here.