

FY 2027 - FY 2031 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**



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Bay County Transportation Planning Organization



FY 2027 - 2031 Project Priorities Document

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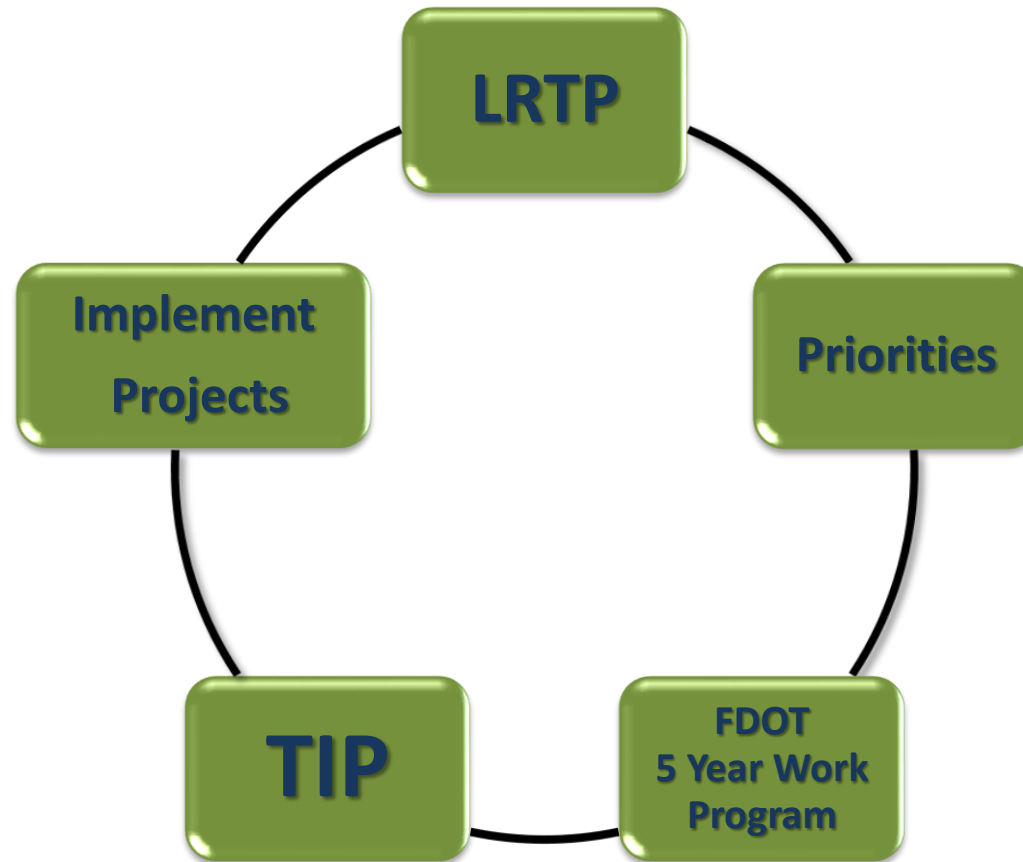
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INTRODUCTION

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 May each year and are due to the State Department of Transportation by August 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 May 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 and are ranked based upon TPO approved criteria.

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 2027-2031 Project Priorities took place from March 24, 2025— May 9, 2025 and a Public Outreach Report is included in Appendix B. In addition, two TPO and Advisory Committee workshops (March 5 and April 23, 2025) and one public workshop (April 23, 2025) were in person as well as virtual as part of the development of the FY 2027-2031 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 May agenda enclosure. A Public Forum was also held at the TPO meeting in May, 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 schedule was reviewed at the February TPO Meeting and the Project Priorities were approved at the May TPO Meeting (see Resolution Bay 25-09 in Appendix C) with the following changes:

Table 1 NON-SIS:

- Non-SIS Priority #9. US 98 Pedestrian Overpass Structure at Frank Brown Park. Changed to a Feasibility Study for an Underground Pedestrian Structure.

Table 2 SIS:

- SIS Priorities #3 US 231 from Pipeline to Penny and #4 SR 390 from SR 77 to US 231. Switched these priorities.
- SIS Priority #5. US 98 at Thomas Dr. Interchange. Changed Thomas Dr. to Navy Boulevard.

Table 1- FY 27-31 Non-Strategic Intermodal System (Non-SIS) Project Priorities

Priority Rank	Project Name/Limits	FDOT WPI#	Programmed Funding						Project/Strategy	Length (miles)	Funding Sought
1	ITS	4084123	Phase	2026	2027	2028	2029	2030	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	2026	2027	2028	2029	2030	Widen to 4 Lanes	1.509	ROW
3	Harvard Boulevard SR 390 to Issac Byrd Park	NA	Phase	2026	2027	2028	2029	2030	CST. of Sidewalks or Bicycle Lanes	1.55	\$350,000 (Annual Setaside Funds)
4	Public Transportation Capital Improvements	4282091	Phase	2026	2027	2028	2029	2030	Flex Funds	NA	\$350,000 (Annual Setaside Funds)
			CAP	\$350,000	\$350,000	\$350,000	\$350,000	\$350,000			
5	Corridor Management/Complete Streets Studies	NA	Phase	2026	2027	2028	2029	2030	Corridor Management/Complete Streets Study	7.4	\$150,000 (Annual Setaside Funds)
				*							
6	Corridor Management/Complete Streets Implementation	NA	Phase	2026	2027	2028	2029	2030	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	2026	2027	2028	2029	2030	Widen to 4 Lanes	2	PD&E
8	Star Avenue SR 22 (Wewa Highway) to US 231 (SR 75)	NA	Phase	2026	2027	2028	2029	2030	Widen to 4 Lanes (ROW and CST not in 2045 CFP)	6.7	PD&E
9	US 98 Pedestrian Underpass US 98 at Frank Brown Park	NA	Phase	2026	2027	2028	2029	2030	Construct New Pedestrian Underpass	TBD	Feasibility Study
10	Roundabout Harrison Street at 6th Street	NA	Phase	2026	2027	2028	2029	2030	Construct New Roundabout	0.27	PE
11	Bay Parkway Phase III Clara Avenue to Chip Seal Parkway	NA	Phase	2026	2027	2028	2029	2030	Construct New Roadway (ROW and CST not in 2045 CFP)	5.3	ROW

*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	2026	2027	2028	2029	2030			

Table 2 - FY 27-31 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	2026	2027	2028	2029	2030	Widen to 6 Lanes ¹	BAY	4.27	CST
			ROW	\$34,912,872	\$10,200,000	\$28,612,280	\$10,000,000	\$10,000,000				
2	SR 75 (US 231) SR 368 (23rd St.) to North of Pipeline Rd.	2179108	Phase	2026	2027	2028	2029	2030	Widen to 6 Lanes ²	BAY	4.642	CST
			ROW	\$11,660,500	\$16,278,000	\$15,227,733	\$20,000,000					
3	SR 390 SR 77 to US 231	4212252	Phase	2026	2027	2028	2029	2030	Widen to 6 Lanes (CST not in 2045 CFP)	BAY	4.308	ROW
4	SR 75 (US 231) N. of Pipeline Rd. to N. of Penny Rd.	2179103	Phase	2026	2027	2028	2029	2030	Widen to 6 Lanes	BAY	6.12	ROW
5	US 98 at Navy Boulevard	2179951 2199952	Phase	2026	2027	2028	2029	2030	Interchange (CST not in 2045 CFP)	BAY	1.412	PE
6	SR 368 (23rd St.) US 98 (15th St.) to SR 390	4410371	Phase	2026	2027	2028	2029	2030	Widen to 6 Lanes	BAY	1.812	PE
7	East Avenue Port Entrance to SR 30 (US 98B) 5th St.	4403006	Phase	2026	2027	2028	2029	2030	Enhanced 2 Lane Capacity	BAY	1.115	ROW
			PE	\$1,265,000								
8	SR 389 (East Avenue) SR 30 (US 98B) 5th St. to Sherman Av.	4403003	Phase	2026	2027	2028	2029	2030	Enhanced 2 Lane Capacity	BAY	2.189	PE
9	SR 30 (US 98) W. of Philips Inlet Bridge to SR 79	4210123	Phase	2026	2027	2028	2029	2030	Widen to 6 Lanes	BAY	7.077	PE
10	Transmitter Road C Street to US 98 (SR 30)	NA	Phase	2026	2027	2028	2029	2030	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)

ENV - Environmental

RR and UT - Railroad and Utilities

FULLY FUNDED PROJECTS NOT YET CONSTRUCTED

	SR 30A (US 98) PC Beach Parkway E. of R. Jackson Blvd. to Hathaway Bridge	2178385	Phase	2026	2027	2028	2029	2030	Widen to 6 Lanes	BAY	5.275	Fully Funded
			CST	\$76,369,739								
			RR and UT	\$6,550,000								
			ENV	\$250,000								
			ROW	\$8,200,000								

Table 3 - FY 27-31 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	2	SR 22	East Callaway Road	Construct EBLT lane	NA	NA
	FDOT Comments: No comments provided.					
Recommended Rank	Previous Rank	Major Street	Minor Street	Proposed Improvements	Study Date	Cost Estimate
3	0	SR 390	Harvard Boulevard	Construct Traffic Signal	NA	NA
	FDOT Comments: Potential opportunity for Bay County to realign Hill Top to Harvard. Potential opportunity for Bay County to construct second approach lane on Harvard Blvd. ID 456397-1					
Recommended Rank	Previous Rank	Major Street	Minor Street	Proposed Improvements	Study Date	Cost Estimate
4	0	SR 75	North Bear Creek Road	Construct SBLT lane	NA	NA
	FDOT Comments: Design Complete; Construction Funded Needed. ID 220918-3-52-08					

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

FULLY FUNDED PROJECTS NOT YET CONSTRUCTED

SR 75 (US 231) CR 388	4527341	Phase	2026	2027	2028	2029	2030	Traffic Signal	BAY	0.01
		CST	\$1,365,327							
		RR and UT	\$20,000							
SR 75 (US 231) Pipeline Road	4477881	Phase	2025	2026	2027	2028	2029	Intersection	BAY	0.21
		RR and UT	\$476,203							

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

Priority	FDOT WPI#	Project	Limits	Description	Phases
1	NA	South Gay Avenue (Callaway)	Boat Race Road to Cherry Street	Sidewalk	Engineering Design & Construction Engineering \$1,506,635
2	NA	Carolina Ave & 14th Street (Lynn Haven)	West 14th Street to SR 390 Maryland Avenue to SR 390	Sidewalk	Preliminary Engineering, Construction, CEI \$3,486,895
3	NA	Magnolia Beach Road (Bay County)	West Pelican Bay Drive to East of Mystic Lane	Multi-Use Path Phase III	Preliminary Engineering, Environmental Assessment, Construction, CEI \$929,086

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

FULLY FUNDED PROJECTS NOT YET CONSTRUCTED

Road											
TENNESSEE AVENUE	4517231	Phase	2026	2027	2028	2029	2030	Sidewalks	BAY	0.88	
14TH Street to 5th Street		CST	\$1,178,304								
BERTHE AVENUE	4499181	Phase	2026	2027	2028	2029	2030	Sidewalks	BAY	0.267	
Forsythe Drive to Eagle Lake Way		CST		\$471,667							
LAKE DRIVE	4536041	Phase	2026	2027	2028	2029	2030	Bike Lane/	BAY	0.99	
SR 30 (US 98) to South Berthe Avenue		PE	\$174,000					Sidewalks			
		CST			\$1,356,256						
SR77	4455643	Phase	2026	2027	2028	2029	2030	Sidewalks	BAY	0.854	
23rd Street to CR 2312 (Baldwin Road)		CST	\$4,157,619								

Table 5: FY 27 – 31 Bay County Public Transportation Project Priorities by Grant

FDOT Item Segment#	Funding Source	%	Project Description	Proposed FY 27 2026-2027	Proposed FY 28 2027-2028	Proposed FY 29 2028-2029	Proposed FY 30 2029-2030	Proposed FY 31 2030-2031
NA	TD – Bay Trip & Equip	90%	Paratransit Services - Provide non sponsored trips to transportation disadvantaged	524,362	524,362	524,362	524,362	524,362
	Local Funds	10%		58,262	58,262	58,262	58,262	58,262
NA	TD – Bay Planning	100%	For Planning agency to provide transportation planning related service	26,232	26,232	26,232	26,232	26,232
NA	FTA 5305	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 Toll Revenue Credit	80% 20%	Capital - prev. maint., replacement vehicles, expansion, vehicles, signage, shelters, transit centers, misc. equip, security and training	1,325,000 331,250	1,325,000 331,250	1,325,000 331,250	1,325,000 331,250	1,325,000 331,250
428209-1 ¹	FTA 5307 Flex Toll Revenue Credit	80% 20%	Capital - prev. maint., replacement vehicles, expansion, vehicles, signage, shelters, transit centers, misc. equip, security and training	350,000 87,500	350,000 87,500	350,000 87,500	350,000 87,500	350,000 87,500
422247-3	FTA 5307 Local Funds	50% 50%	Operating Assistance (Operating costs for equipment and facilities & JARC projects)	1,000,000 1,000,000	1,000,000 1,000,000	1,000,000 1,000,000	1,000,000 1,000,000	1,000,000 1,000,000

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

Table 5: FY 27 - 31 Bay County Public Transportation Project Priorities by Grant

FDOT Item Segment#	Funding Source	%	Project Description	Proposed FY 27 2026-2027	Proposed FY 28 2027-2028	Proposed FY 29 2028-2029	Proposed FY 30 2029-2030	Proposed FY 30 2030-2031
414281-2	FTA 5339 Toll Revenue Credits	80% 20%	Capital - bus and bus related facilities	425,546 106,381	425,546 106,381	425,546 106,381	425,546 106,381	425,546 106,381
433509-1	FTA 5310 State Local	80% 10% 10%	Capital - Enhanced Mobility of Seniors and Individuals with Disabilities	166,815 20,852 20,852	166,815 20,852 20,852	166,815 20,852 20,852	166,815 20,852 20,852	166,815 20,852 20,852
433509-2	FTA 5310 Local	50% 50%	Operating - Enhanced Mobility of Seniors and Individuals with Disabilities	100,000 100,000	100,000 100,000	100,000 100,000	100,000 100,000	100,000 100,000
422246-1	FDOT Block Grant Local Funds	50% 50%	Operating Assistance - Block Grant	620,861 620,861	639,488 639,488	658,717 658,717	658,717 658,717	658,717 658,717
421367-5	FDOT 5311 Local Funds	50% 50%	Operating-Rural Assistance	295,000 295,000	310,000 310,000	325,000 325,000	325,000 325,000	325,000 325,000
422249-1	FDOT	100%	Urban Corridor	270,000	270,000	270,000	270,000	270,000

**Table 6: FY 27 - 31 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	Environmental Assessment (EA) Study	\$450,000		\$50,000	\$500,000
2	N/A	Expand Terminal Cell Phone Lot		\$200,000	\$200,000	\$400,000
3	N/A	Rehab Flex Joint Seal Runway 16/34	\$2,700,000	\$150,000	\$150,000	\$3,000,000
4	N/A	T Hangar Design and Construction		\$375,000	\$375,000	\$750,000
5	N/A	North Terminal Expansion - CONSTRUCTION PHASE 3			\$21,690,250	\$21,690,250
6	N/A	TSA Relocation & Expansion - CONSTRUCTION	\$11,451,500		\$1,272,388	\$12,723,888
7	N/A	Terminal Skylight Replacement		\$237,500	\$237,500	\$475,000
8	N/a	Security Gate/Operator Replacement		\$150,000	\$150,000	\$300,000

**Table 6: FY 27 - 31 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 27 - 31 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	Master Plan Update	\$675,000	37,500	37,500	750,000
2	N/A	Taxilane "F" Pavement Rehabilitation - DESIGN	\$270,000		30,000	300,000
3	N/A	CBP International Facility - DESIGN	\$370,566	\$20,587	\$20,587	\$411,740
4	N/A	East Airfield Development - DESIGN	\$4,500,000	\$250,000	\$250,000	\$5,000,000
5	N/A	West Bay Parkway Pavement Rehabilitation	\$5,760,000	\$320,000	\$320,000	\$6,400,000
6	N/A	Taxiway "D" Pavement Rehabilitation - DESIGN	\$1,620,000		\$180,000	\$1,800,000
7	N/A	Replacement vehicle for ARFF and Extrication Equipment	\$697,500	\$38,750	\$38,750	\$775,000
8	N/A	Boom Lift		\$50,000	\$50,000	\$100,000

**Table 6: FY 27 - 31 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	Taxilane "F" Pavement Rehabilitation - CONSTRUCTION	\$2,250,000		\$250,000	\$2,500,000
2	N/A	Pave Internal Service Road (Security Road) - Phase I Construction	\$4,832,100	\$268,450	\$268,450	\$5,369,000
3	N/A	Parallel Taxiway - DESIGN	\$1,080,000		\$120,000	\$1,200,000
4	N/A	Taxiway "D" Pavement Rehabilitation - CONSTRUCTION	\$10,800,000		\$1,200,000	\$12,000,000
5	N/A	Airport Public Safety Building Expansion - DESIGN and CONSTRUCTION		\$1,250,000	\$1,250,000	\$2,500,000
6	N/A	Airport Operations and Maintenance Equipment		\$300,000	\$300,000	\$600,000

**Table 6: FY 27 - 31 Aviation Project Priorities – Northwest Florida Beaches International Airport
2030**

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	Crosswind Runway (3/21) Environmental Assessment (EA) Study	\$450,000		\$50,000	\$500,000
3	N/A	Crosswind Runway - DESIGN	\$2,700,000	\$150,000	\$150,000	\$3,000,000
4	N/A	Crosswind Runway - Phase I Construction	\$27,000,000	\$1,500,000	\$1,500,000	\$30,000,000

2031

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 27 - 31 Seaport Project Priorities – Port Panama City
2027**

Priority #	Program	Description	Local	State	Total
1	TBD	East Avenue ROW Acquisition (SIS)	TBD	TBD	TBD
2	TBD	East Terminal Bulkhead Extension	10,000,000	12,000,000	21,000,000
3	TBD	East Terminal Turning Basin and Access Channel Improvements	2,250,000	6,750,000	9,000,000
4	TBD	West Terminal 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	East Terminal Bulkhead Extension	10,000,000	12,000,000	21,000,000
3	TBD	East Terminal Turning Basin and Access Channel Improvements	2,250,000	6,750,000	9,000,000
4	TBD	West Terminal Bulkhead Refurbishment (Study & Engineering)	750,000	250,000	1,000,000

2029

Priority #	Program	Description	Local	State	Total
1	TBD	East Avenue ROW Construction (SIS)	TBD	TBD	TBD
2	TBD	West Terminal Bulkhead Refurbishment (Study & Engineering)	250,000	750,000	1,000,000
3	TBD	West Terminal Gate Operations, Truck Queuing, and Parking (Study)	1,000,000	1,000,000	2,000,000
4	TBD	Strategic Master Plan	300,000	300,000	600,000

Table 7: FY 27 - 31 Seaport Project Priorities – Port Panama City

2030

Priority	Program	Description	Local	State	Total
1	TBD	East Avenue ROW Construction (SIS)	TBD	TBD	TBD
2	TBD	West Terminal Bulkhead Refurbishment	3,750,000	11,250,000	15,000,000

2031

Priority	Program	Description	Local	State	Total
1	TBD	East Avenue ROW Construction (SIS)	TBD	TBD	TBD
2	TBD	West Terminal Bulkhead Refurbishment	3,750,000	11,250,000	15,000,000

Table 8: FY 27-31 SUN Trail Project Priorities Bay County TPO

Priority	FDOT WP#	Project	Limits	Description	Phases
1	4456012	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 Funded 2026 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. & 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

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

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

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

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

TRANSPORTATION SYSTEMS MANAGEMENT (TSM) CRITERIA

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

TRANSPORTATION ALTERNATIVES (TA) PROJECT CRITERIA

	Evaluation Category	Scoring (Maximum Points Possible)	Project Score
Criterion 1	Safety	25	
Criterion 2	Connectivity	15	
Criterion 3	Location Efficiency	10	
Criterion 4	Public Support	15	
Criterion 5	Proximity to School	15	
Criterion 6	Design 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

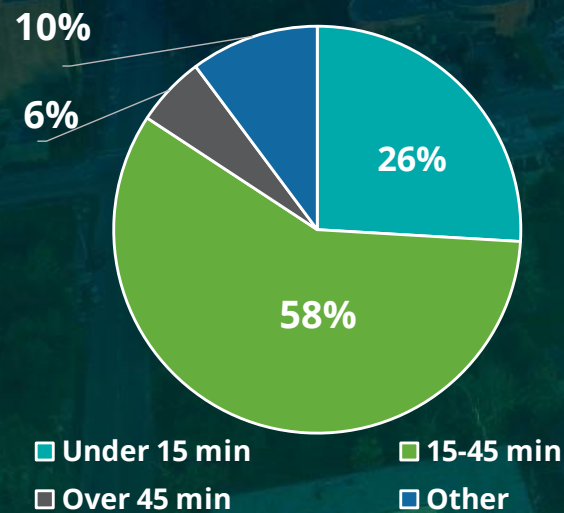
Survey Snapshot

- **Survey open:** March 24 – May 9
- **Total surveys:** 108
- **Top outreach channels:**
 - Social Media (46 %)
 - Email (37%)
 - Friend or Colleague (19%)
- Respondents represented a range of cities and zip codes - **from Panama City, Lynn Haven, and Panama City Beach** – highlighting broad geographic participation

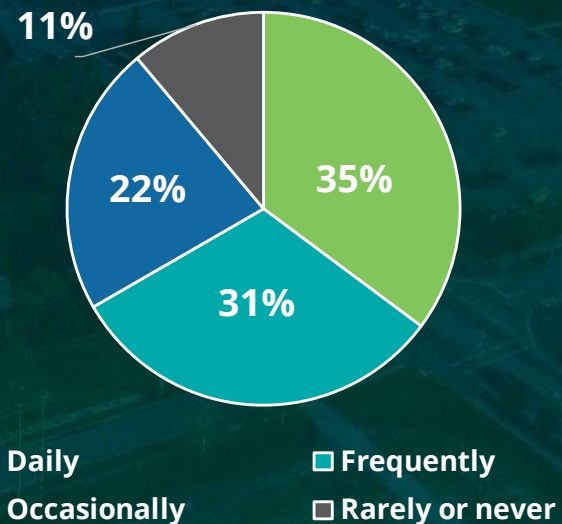
Daily Experience

Most respondents (~58%) commute 15 –45 minutes, and ~66% experience congestion daily or frequently

Commute Duration

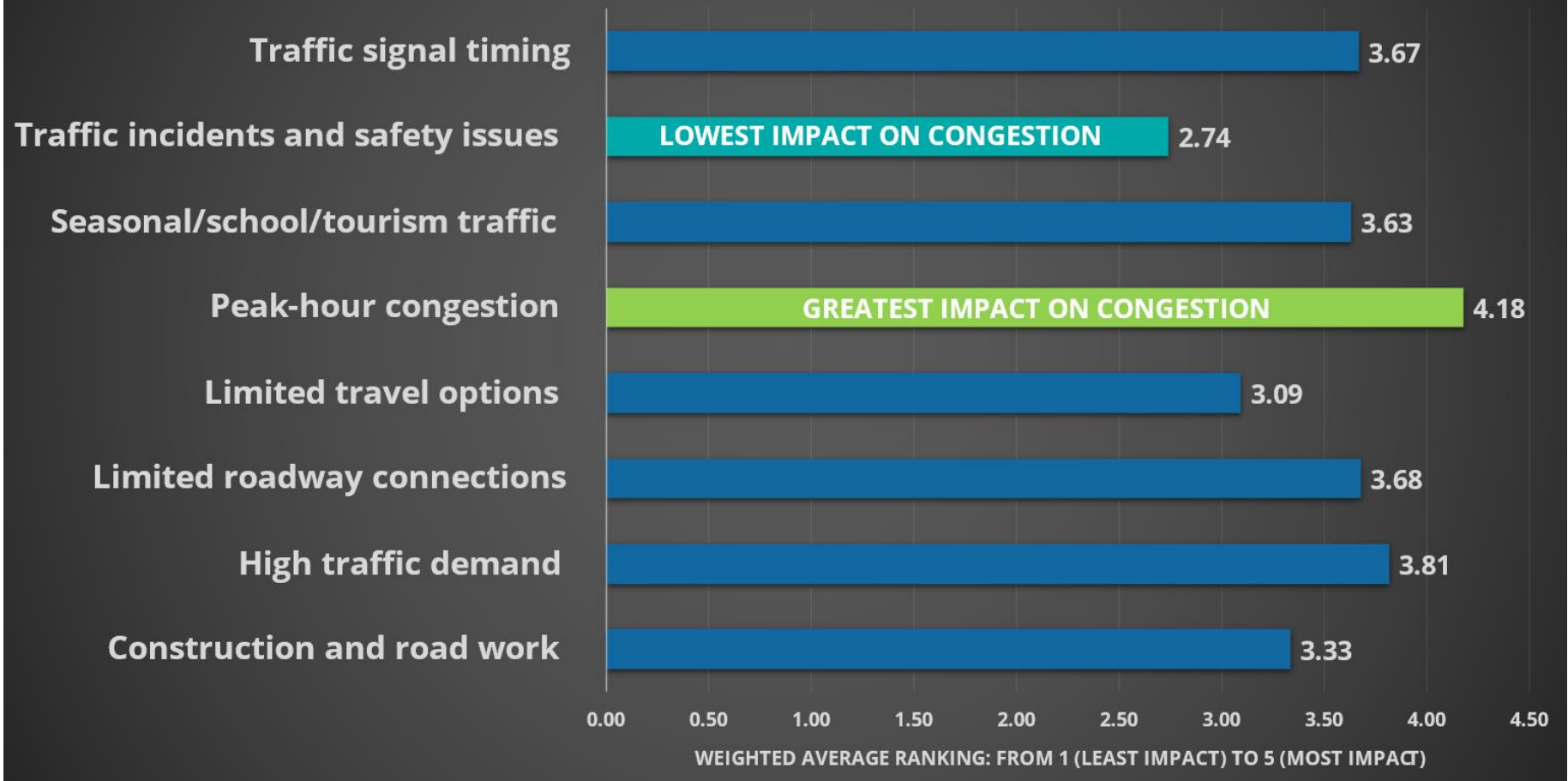


Congestion Impact



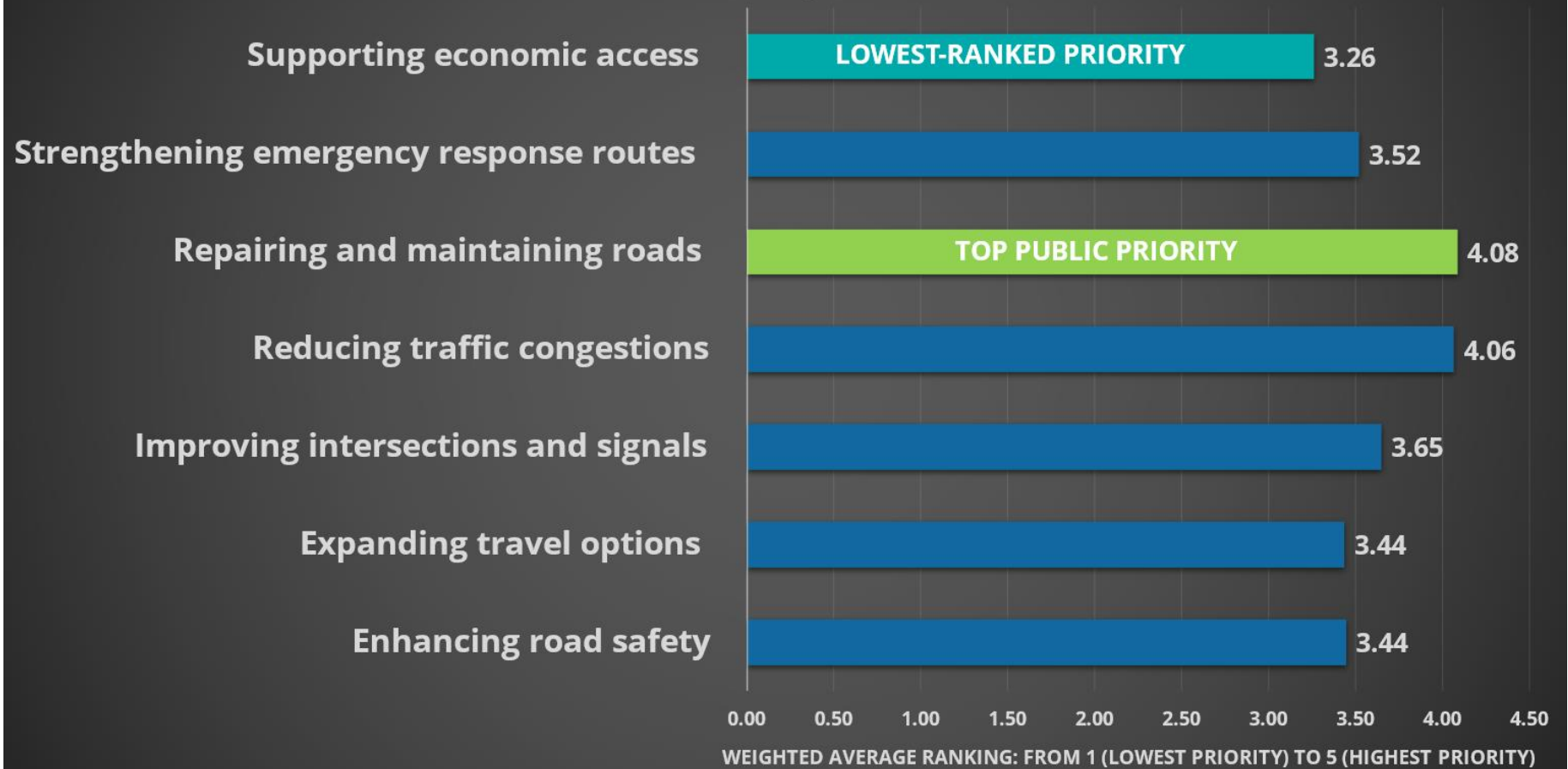
Bay County TPO Causes of Traffic Congestion

(Based on 108 responses)



Bay County TPO Transportation Priorities

(Based on 108 responses)



Survey Comments

Received **73 open comments** via the survey

(Themes reflect an initial review; full analysis is still in progress)

Early themes mentioned by participants included:

- **Highway 231 and Highway 22** were frequently mentioned for congestion, safety issues, and the need for more lanes and better traffic flow, especially in Callaway and Bayou George.
- **Pedestrian and bike safety** came up often, with requests for sidewalks, safer crossings, and protected lanes on roads like Beach Drive and Harrison Avenue.
- Many expressed frustration with **construction delays** and **long project timelines**, especially on Back Beach Road and 15th Street.
- Some called for **expanded transit options**, like trolleys or park-and-ride, particularly for North Bay County commuters.
-

March 5, 2025 TPO, TCC, CAC Workshop Comments and Responses

1. **Table 1 – Non-SIS Priority 1, ITS – Operations and Maintenance of the current ITS System. The SMART Bay Project was referenced as a possible project for the increase to \$700,000 from the \$600,000 increase for this Project Priority.**
Comment noted.
2. **Table 1 – Non-SIS Priority 2, SR 22 (Wewa Highway) from SR 30A (US 98) Tyndall Parkway to Star Avenue. A question was asked if this project is funded because a FDOT Identification Number is identified.**
It was clarified that FDOT Identification Number is the identification number from the Design Phase for this project which is complete. This priority for this project is for the Right-of-Way Phase.
3. **Table 1 – Non-SIS Priority 8. Star Avenue from SR 22 (Wewa Highway) to US 231 (SR 75). The growth along the US 231/Titus Road/Star Avenue 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 10. Roundabout at Harrison Street and 6th Street. It was expressed that this project should be removed. The origin of the project was requested.**
The FY 2027-2031 Project Priorities will be an action item at the May 28, 2025 Bay County TPO Meeting. This project is identified in this City of Panama City Planning Document [CPC Downtown Strategic Vision 100819 ONLINE.pdf](#) on pages 43 and 89. As a result, it was included in the TPO's 2045 Long Range Transportation Plan Needs Plan and ultimately the TPO's 2045 Long Range Transportation Plan Cost Feasible Plan.
5. **Table 1 – Non-SIS Priority 11. Bay Parkway Phase III from Clara Avenue to Chip Seal Parkway. It was mentioned that a public workshop on this project for the PD&E Study and Design Plans will be held on March 6, 2025.**
Comment noted.
6. **Table 3– TSM Priority 3. SR 390 at Harvard Boulevard Traffic Signal. An email was received after the meeting requesting the origin of this project.**
The TPO staff receives a candidate list of TSM projects for every project priority cycle from FDOT. This project was included in the candidate list of projects received from FDOT for the FY 2027-2031 Project Priorities and was ranked based on TPO approved criteria.

7. **Table 5– Bay County TPO Public Transportation Priority FTA Section 5307 Toll Revenue Credit.** BayWay has requested the 80% and 20% matches for this project be changed from \$1,625,000 and \$406,250 to \$1,325,000 and \$331,250 for all five fiscal years 27-31.
Changes will be made.
8. **Table 5 – Bay County TPO Public Transportation Priority FTA Section 5307 Local Funds.** BayWay has requested the 50% and 50% matches for this project be changed from \$700,000 and \$700,000 to \$1,000,000 and \$1,000,000 for all five fiscal years 27-31.
Changes will be made.

April 23, 2025 Public Workshop Comments and Responses

- 1. Table 1 – Non-SIS Priority 2. SR 22 from US 98 (Tyndall Parkway) to Star Avenue. What can be done to fund this project and what is the reason Priority 4 has funding and SR 22 does not?**

It was mentioned that funding projects on the Non-SIS is very difficult for FDOT. Past examples of segmentation, letters of support, and local contributions were mentioned, but the right-of-way cost is very expensive. Priority 4 is less than \$500,00 per year while the right of way cost for SR 22 would be several million dollars.

- 2. Table 4 – TA. What is the possibility of funding these priorities?**

When the tentative work program is presented in November, the priorities that FDOT has chosen to fund will be identified. There is about \$3,000,000 per year for FDOT to fund the TA program across the 16 counties of FDOT District III.

- 3. Table 4 – TA Priority 2. South Gay Avenue from Boat Race Road to Cherry Street. What is the improvement?**

The improvement is to construct an East Bound Left Turn Lane.

- 4. Advisory Committee Membership was mentioned by an attendee.**

Membership of the Advisory Committees is referenced in the bylaws which are on the ECRC website. It was explained that the Technical Advisory Committee consists of planners and engineers for the municipalities and the Citizens Advisory Committee represents the composition of the area based on area profiles.

- 5. The function of the ECRC was explained by an attendee.**

The ECRC serves as the staff for the Bay County Transportation Planning Organization and prepares the documents and the meeting materials for the Transportation Planning Organization and Advisory Committees. The Transportation Planning Organization members provide guidance on the transportation projects for the region not just projects in their individual jurisdiction.

April 23, 2025 TPO, TCC, CAC Workshop Comments and Responses

1. **Table 1 – Non-SIS Priority 2. SR 22 from US 98 (Tyndall Parkway) to Star Avenue. What can be done to fund this project?**
It was mentioned that funding projects on the Non-SIS is very difficult for FDOT. Past examples of segmentation, letters of support, and local contributions were mentioned by members, but the right-of-way cost is very expensive.
2. **Table 1 – Non-SIS Priority 3. Harvard Boulevard from SR 390 to Issac Bryd State Park. Support for this project was mentioned.**
Comment noted.
3. **Table 1 – Non-SIS Priority 6. Corridor Management/Complete Streets Implementation. What segment would be identified for implementation?**
SR 77 from Baldwin Avenue to Bailey Bridge is the segment that would be identified for implementation.
4. **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 from the new Gulf Coast Parkway 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. The cost and length of the project were discussed for the possibility of local contribution for the Project Development and Environmental Study.**
Comment noted.
5. **Table 1 – Non-SIS Priority 9. Elevated US 98 Pedestrian Structure at US 98 and Frank Brown Park. It was mentioned that an underpass such as the recently completed underpass on US 98 in Walton County would be cheaper and better utilized instead of a Pedestrian Overpass. Grants and a Feasibility Study were mentioned as possible priorities because of the development at US 98/Pier Park. It was also mentioned that the overpass could be an obstruction for the airport traffic. The cost of the Feasibility Study was also discussed.**
Comment noted.
6. **Table 2 – SIS Priorities 1 and 2. US 231 from US 98 to 23rd Street and US 231 from 23rd Street to Pipeline Road. What is the funding in the work program and when will construction be funded?**
The funding in the work program is for Right-of Way. Construction is the next phase to be funded but it is not currently in the five year work program.

7. **Table 2 – SIS Priority 3. SR 75 (US 231) from North of Pipeline Road to North of Penny Road and SIS 4. SR 390 from SR 77 to US 231. It was mentioned that these two priorities should be switched.**
Comment noted.
8. **Table 2 – SIS Priority 5. US 98 at Thomas Drive. It was mentioned that the portion of Thomas Drive that runs north to south from US 98 to the curve has been renamed as Navy Boulevard.**
Change will be made.
9. **Table 2 –SIS Priority 7. East Avenue from Port Entrance to SR 30 (US 98) 5th Steet. Support for this project was mentioned.**
Comment noted.
10. **Table 2 –SIS Priority 8. East Avenue from SR 30 (US 98) 5th Steet to Sherman Avenue. The location of this project was requested.**
The location of the project was provided.
11. **Table 2 – SIS Priority 9. SR 30 (US 98) from West of Phillips Inlet Bridge to SR 79. Support for this project was mentioned.**
Comment noted.
12. **Table 5 – Transportation Alternatives. What is the possibility of a funding increase for this program?**
Transportation Alternatives is a Federally funded program. A funding increase for approximately \$3,000,000 for the 16 counties in the FDOT District III region is not expected at this time.
13. **Table 8 – SUN Trail Priority 1. Crooked Sound Drive to Drone Recovery Road. It was asked what entity submitted this project request.**
Bay County submitted the project request.

Appendix C – Resolution Bay 25-09

RESOLUTION BAY 25-09

A RESOLUTION OF THE BAY COUNTY TRANSPORTATION PLANNING ORGANIZATION ADOPTING THE FY 2027-2031 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 (FTA), through the State of Florida and the Federal Highway Administration (FHWA); and

WHEREAS, public outreach occurred on March 24—May 9, 2025, TPO, advisory committee public workshops were held on March 5 and April 23, 2025, and a hybrid public workshop was held on April 23, 2025; and

WHEREAS, the initial step in 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 2027 - FY 2031 Project Priorities, with any changes that may have been presented.

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

**BAY COUNTY TRANSPORTATION
PLANNING ORGANIZATION**

BY: 
Pam Henderson, Chair

ATTEST: 