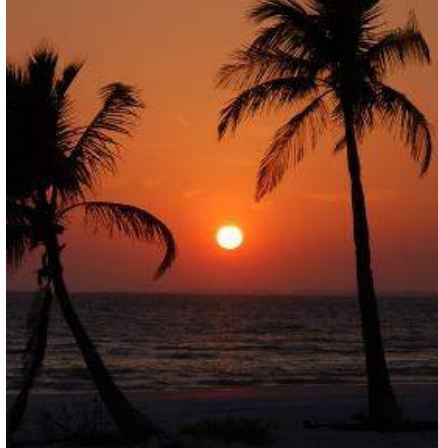


Palm Beach MPO 2040 Long Range Transportation Plan



MAIN DOCUMENT



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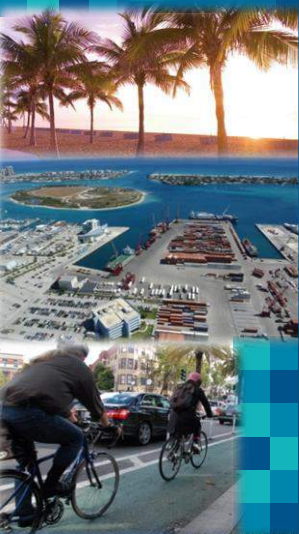
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- ◆ Palm Beach County Department of Airports
- ◆ Palm Beach County Department of Environmental Resources management
- ◆ Palm Beach County Department of Palm Tran
- ◆ Palm Beach County Department of Parks and Recreation
- ◆ Palm Beach County Department of Public Affairs
- ◆ Palm Beach Metropolitan Planning Organization
- ◆ Port of Palm Beach District, Planning & Development
- ◆ South Florida Regional Transportation Authority, Department of Planning & Capital Development



SECTION 1: INTRODUCTION

- ◆ MPO Purpose
- ◆ MPO Organizational Structure
- ◆ Long Range Planning
- ◆ Directions 2040 Plan



The Palm Beach Metropolitan Planning Organization (MPO) is responsible for deriving the long range transportation plans for Palm Beach County. The *Directions 2040 Plan* is the currently adopted plan. New plans are prepared every five years to ensure that the plans are up to date with current trends.

The MPO is represented by a Board and several supporting advisory committees that are guided by the 1973 Federal Highway Act and its guidelines for long range transportation plans. An overview of the *Directions 2040 Plan* is also presented.

Section 1 provides an introduction to the *Directions 2040 Plan*. It details the MPO purpose, presents the MPO structure, and summarizes the sections included in this document.

MPO PURPOSE

The Palm Beach MPO is responsible for providing overall policy direction and oversight in the planning of short-term and long-range improvements to the Palm Beach County transportation system, with open and fair participation from the public. The Palm Beach MPO serves as the coordination agency for transportation planning in Palm Beach County in conjunction with various federal, state, and local agencies for transportation and land use plans. Stakeholders include the Florida Department of Transportation, Palm Beach County, the 38 municipalities located within the county, local transportation providers, and members of the public.

The short-term plan is represented by the MPO's Transportation Improvement Program (TIP) that is formally updated once a year and covers committed transportation improvements for the upcoming five fiscal years. Proposed projects and programs move through a planning process where they are prioritized and may eventually be recommended for inclusion in Federal and State transportation agency budgets, such as the Florida Department of Transportation's annual work program. The MPO's TIP includes the following areas of transportation improvements:

- ◆ Major Roadway Improvements
- ◆ Interstate 95, Florida's Turnpike
- ◆ Transportation System Management
- ◆ Maintenance
- ◆ Aviation
- ◆ Railroad
- ◆ Port of Palm Beach
- ◆ Tri-Rail
- ◆ Transit (Palm Tran)
- ◆ Transportation Disadvantaged
- ◆ Non-Motorized



The long-term plan is represented by the MPO's Long Range Transportation Plan (LRTP). This document, titled the *Directions 2040 Plan*, is the MPO's currently adopted LRTP. The Palm Beach MPO is required to update its LRTP every five years. Once adopted, the LRTP serves as the basis for the development of the projects reflected within the TIP. In other words, only major projects which are included in the LRTP are eligible for funding in the TIP. Since the LRTP represents a 25-year forecast of future system needs, including specific projects that are projected to be financially feasible, it is critical that the LRTP reflects the latest and most reasonable assumptions. In the event that a future project is proposed for the TIP that was not considered cost feasible for the adopted LRTP, the LRTP will have to be amended to include the project.

MPO ORGANIZATIONAL STRUCTURE

The Palm Beach MPO is composed of the MPO Board, three advisory committees, and MPO staff. The MPO advisory committees include the Technical Advisory Committee (TAC), the Citizens' Advisory Committee (CAC), and the Bicycle, Greenways, Pedestrian Advisory Committee (BGPAC).

MPO Board

The MPO Board is comprised of nineteen elected officials that are appointed by their local government. Membership includes five members of the Palm Beach County Board of County Commissioners, thirteen officials from eleven Palm Beach County municipalities, and a Commissioner from the Port of Palm Beach. Positions on the MPO Board are determined by federal regulations and Florida Statutes and are updated as needed based on U.S. Census data. A list of the MPO Board members involved in the development of the *Directions 2040 Plan* is included on the back cover of this document.



The MPO Board serves as the decision-making body for Palm Beach MPO and in general serves to meet the United States Code, Title 23, which was derived to establish that it is in the national interest to:

- 1) encourage and promote the safe and efficient management, operation, and development of surface transportation systems that will serve the mobility needs of people and freight and foster economic growth and development within and between States and urbanized areas, while minimizing transportation-related fuel consumption and air pollution through metropolitan and statewide transportation planning processes identified in this chapter [US code, Title 23]; and
- (2) encourage the continued improvement and evolution of the metropolitan and statewide transportation planning processes by metropolitan planning organizations, State departments of transportation, and public transit operators

US Code , Title 23

Technical Advisory Committee (TAC)

The TAC is responsible for reviewing and evaluating transportation-related plans and programs before these items are presented to the MPO Board. The TAC ensures that the studies, plans, and programs submitted to the MPO are technically sufficient, accurate, and comprehensive. This enables the MPO Board to have the input of local technical staff in its decision making process. TAC membership is limited to staff representatives including professional planners and operational managers from the following agencies:

- ◆ Florida Department of Environmental Protection (FDEP)
- ◆ Florida Department of Transportation (FDOT)
- ◆ Palm Beach County (PBC)
- ◆ Palm Beach County Health Department
- ◆ Palm Beach County municipalities
- ◆ Palm Beach International Airport (PBIA)
- ◆ Palm Beach School District
- ◆ Palm Tran
- ◆ Port of Palm Beach
- ◆ South Florida Regional Transportation Authority (SFRTA)
- ◆ Treasure Coast Regional Planning Council



Citizens' Advisory Committee (CAC)

The MPO Board appoints citizen representatives to the CAC, seeking a diverse mix of members who are interested in the transportation planning process and are representative of Palm Beach County's demographics. The MPO strives to appoint CAC members to represent the following categories:

- ◆ Elderly community
- ◆ Handicapped/ disadvantaged population
- ◆ Minority population
- ◆ Environmental community
- ◆ Business community
- ◆ Construction and development industry
- ◆ Goods and freight movement industry
- ◆ Private transportation providers
- ◆ General public

The CAC is responsible for providing the MPO Board with a "resident's eye" view of ongoing transportation issues. Because one of the missions of the MPO is to gather local input and desires for transportation improvements, the CAC is an important conduit for serving the public's interests and submitting their views and concerns to the MPO Board.

Bicycle, Greenway, Pedestrian Advisory Committee (BGPAC)

BGPAC members are professional planning staff representatives from Palm Beach County and its municipalities, along with representatives from local bicycling clubs, advocacy groups, bicycling safety programs, and related interests.

The BGPAC is responsible for advising and informing the MPO Board regarding bicycle and pedestrian issues, and is instrumental in the preparation of the MPO's "Bicycle Master Plan."



Transportation Disadvantaged Local Coordinating Board (LCB)

The LCB focuses on the needs of Palm Beach County's transportation disadvantaged population, specifically those who are unable to use Palm Tran's traditional fixed-route bus service. Individuals with physical and economic challenges and senior citizens with mobility challenges would be included. The primary responsibility of the LCB is to evaluate the paratransit service provided by Palm Tran Connection, the local Community Transportation Coordinator (CTC) for Palm Beach County. The LCB meets on a quarterly basis and reviews price and service levels, safety concerns, eligibility and other pertinent issues.

LCB membership includes representation by citizen advocates and government agencies:

- ◆ Elderly
- ◆ Disabled
- ◆ FL Dept. of Veterans Affairs
- ◆ Palm Beach County Community Action
- ◆ Palm Beach School District
- ◆ Florida Department of Transportation (FDOT)
- ◆ Florida Department of Children & Family Services
- ◆ Florida Department of Education/ Division of Vocation Rehabilitation
- ◆ Agency for Persons with Disabilities
- ◆ Private Transportation Industry
- ◆ Mass/Public Transit Industry
- ◆ Florida Agency for Health Care Administration (AHCA)
- ◆ Area Agency on Aging
- ◆ Workforce Development Board
- ◆ Local Medical Community

LONG RANGE PLANNING

The mission of the Palm Beach MPO is to provide a Cooperative, Comprehensive, and Continuing (3-C) transportation planning process that encompasses all modes and covers both the short-term and long-range transportation planning efforts for Palm Beach County, in accordance with the Federal Highway Act of 1973. Included in that mission is to develop, promote, and ensure implementation of a transportation plan that:

- ◆ Supports the economic vitality of the metropolitan area.
- ◆ Increases the safety and security of the transportation system for motorized and non-motorized users.
- ◆ Increases the accessibility and mobility options available for people and freight.
- ◆ Protects the environment, promotes energy conservation, and improves quality of life
- ◆ Enhances the integration and connectivity of the transportation system across and between modes for people and freight.
- ◆ Promotes efficient transportation system management and operation.
- ◆ Emphasizes preservation of the existing transportation system [and] promotes efficient relationships between land-use and transportation that maximizes the use of existing and future public programs and infrastructure.
- ◆ Provides on-going coordination with local transportation agencies and surrounding metropolitan areas within the region.

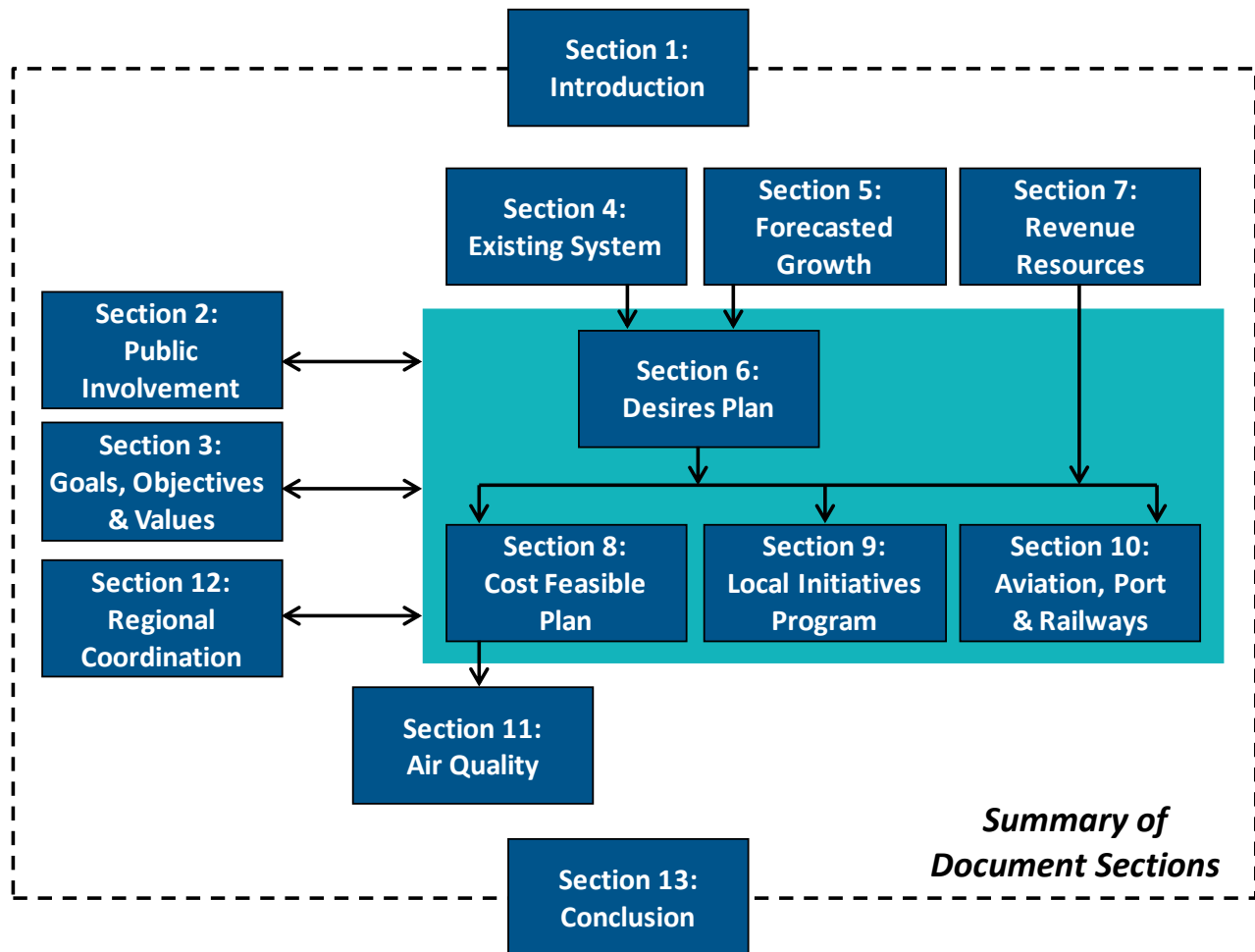
Palm Beach MPO Public Involvement Plan, 2014 Update

DIRECTIONS 2040 PLAN

The *Directions 2040 Plan* is the LRTP developed by the Palm Beach MPO. The *Directions 2040 Plan* provides the framework for a balanced and cost feasible transportation system that includes mass transit, roadways, bicycle and pedestrian facilities, freight logistics, transportation system management, and other aspects of transportation through the year 2040.

Section 1-Introduction provides an overview of the Plan. **Section 2-Public Involvement** includes outreach efforts utilized to ensure the Palm Beach County residents' engagement and input. **Section 3-Goals, Objectives, and Values (GOVs)** defines the premise for deriving and evaluating projects that meet the overall standards set for the Plan. **Section 12-Regional Coordination** was an on-going effort to ensure that a regional vision was considered for the Plan. Sections 2, 3, and 12 were continual and interactive efforts undertaken throughout the development of the Plan, as demonstrated in the flow chart on the following page.

The overall purpose of the *Directions 2040 Plan* was to adopt the Year 2040 Cost Feasible Plan. This was accomplished by defining the **Existing System**, as presented in **Section 4**, and the **Forecasted Growth** in population and employment within the county, as shown in **Section 5**. These two



components, along with the Public Involvement, the GOVs, and the Regional Coordination, served to assist in the development of the transportation needs for the area as described in [Section 6-Desires Plan](#). The next step performed was to review the [Revenue Resources](#), as presented in [Section 7](#), in order to identify the projected revenues available to fund projects through the year 2040. Once, the revenue was paired with the desired needs, the Cost Feasible Plan could be derived.

The Cost Feasible Plan is comprised of three components. First there is [Section 8-Cost Feasible Plan](#) which identified the major highway, transit, and freight projects that are financially feasible. Second there is the [Section 9-Local Initiatives Program](#) which provides the opportunity for smaller cost projects to be funded on an annual basis. The projects are locally identified projects which are submitted and then ranked to select the projects funded for the upcoming fiscal year. Third there are [the Section 10-Aviation, Seaport, and Railways](#) projects which are presented on a planning level basis to establish their significance to the Plan development, while acknowledging the fact that each are guided by their respective master plans.

Next the Year 2040 Cost Feasible Plan was reviewed for air quality determination and compared to the base year condition for air quality contaminant. Air quality results are presented in [Section 11, Air Quality](#). Finally, [Section 13-Conclusion](#) provides an summary of the findings of the Plan document.

SECTION 2:

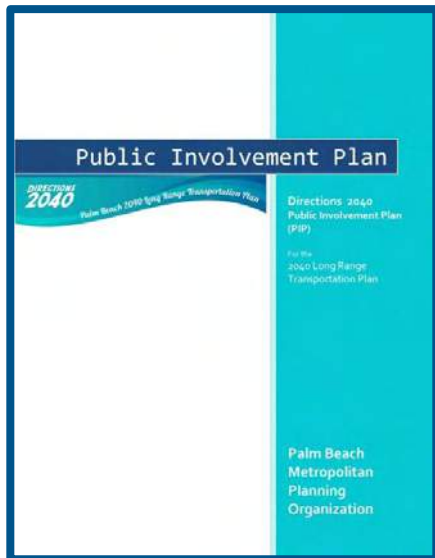
PUBLIC INVOLVEMENT

- ◆ Public Involvement Plan
- ◆ Online Resources
- ◆ Publications and Handout Materials
- ◆ Community Presentations/Exhibits
- ◆ Public Transportation Surveys
- ◆ MPO Presentations
- ◆ Limited English Proficiency (LEP) Summary



Public involvement for the *Directions 2040 Plan* was guided by the Directions 2040 Public Involvement Plan (PIP). The MPO's PIP was used as the base for the Plan's PIP, with added emphasis placed on the public outreach efforts directly associated with the Plan. Outreach tools used included a Plan website, three social media sites, quick response codes, publications and handout materials, community presentations and exhibits, a public transportation survey, MPO Board and advisory committee presentations, and public notices. An emphasis was placed on reaching out to the residents with limited proficiency in the English language throughout the public outreach efforts.

Along with decision makers, Palm Beach County residents participated in numerous opportunities throughout the Plan process to provide input into the development of the MPO's *Directions 2040 Plan*. Multiple opportunities were provided for the public to view and comment on each of the draft plan components as they were formulated.



PUBLIC INVOLVEMENT PLAN

A comprehensive Public Involvement Plan (PIP) developed specifically for the *Directions 2040 Plan* was presented to the MPO Board and its committees in September of 2013. A copy of the report is included in Appendix A.

The *Directions 2040 Plan* PIP restates and elaborates on the strategies from the MPO's general PIP as they relate to the long range transportation plan process. The document includes a statement of the MPO's public involvement policy, which is noted below.

- ◆ Public participation ensures high quality transportation planning, not a simple "add on."
- ◆ Effective transportation planning must include the participation of those whose everyday lives are critically affected by how they are able to get to work, home, school, shopping, and services.
- ◆ It is essential to solicit participation activity, not just wait for it; and it is essential to respect and seriously consider input that is received, not just collect it.
- ◆ Public participation must be about meaningful opportunities for input, not just fulfilling regulations.
- ◆ Educating the public about the transportation planning process is key to real participation.
- ◆ Additional emphasis should include underserved populations in the transportation planning process, including low-income, minority, and limited English proficiency populations.

The MPO PIP includes a document titled "Limited English Proficiency (LEP) Plan." The LEP was adopted in June, 2011 and is based on Title VI of the Civil Rights Act of 1964, which prohibits discrimination based on race, color, or national origin. **Palm Beach County residents are comprised of eight percent who speak Spanish and 2.3 percent who speak French Creole and who define their ability to speak English as "less than well," for a total of more than ten percent.** The *Directions 2040 Plan's* emphasis on LEP is summarized at the end of this section.

The primary purpose of the *Directions 2040 Plan* PIP is to encourage early and continuous participation by the public in the development of the *Directions 2040 Plan* and to strive to have the information obtained reflect the needs and values of Palm Beach County's communities and residents. The PIP provides a tabular listing of recommended public outreach tools which could be used during development of the Plan.

ONLINE RESOURCES

Public outreach was achieved through a variety of mediums. The following tools described in the *Directions 2040 Plan* PIP were utilized to ensure that the public was provided opportunity to participate in the *Directions 2040 Plan* development: Website, Social Media and Quick-Response (QR) Codes, Plastic Bags, Brochures, Newsletters, Public Transportation Survey, Community Presentations and Exhibits, MPO Board and Committee Presentations, and Public Notice.

Website

In addition to the MPO's website, www.PalmBeachMPO.org, a *Directions 2040 Plan* website was created. The Plan website, www.PalmBeach2040Plan.org, was designed to provide the following information:

- ◆ Overview of the *Directions 2040 Plan*
- ◆ Information on public outreach
- ◆ Plan related resources
- ◆ Link to Public Transportation Survey
- ◆ Contact information
- ◆ Spanish Language Tab titled "Español"



A summary of public comments that were received through the “Contact Us” website link are included in Appendix A.



Social Media/QR Codes

Social media platforms (Facebook, Google + and Twitter) were utilized to provide additional means to inform and involve the public in the Directions 2040 plan development process. QR (quick response) codes were incorporated into documents to allow easy website access by mobile phones.

Palm Beach MPO Website
Quick Response Code



Directions 2040 Plan
Social Media Used



PUBLICATIONS AND HANDOUT MATERIALS

Supporting materials for the *Directions 2040 Plan* included printed publications, including Plan newsletters, brochures, and various handouts which were distributed at outreach events throughout the Plan development process.

Newsletters



Two *Directions 2040 Plan* newsletter issues were distributed during the progress of the *Directions 2040 Plan* efforts. The first newsletter was mailed in May 2013 and served as an introduction to the Plan efforts, along with providing a Draft set of Plan Goals and an overview of the Plan schedule. The second newsletter was mailed in December 2013 and highlighted upcoming community presentations to encourage readers to take the Public Transportation Survey. Both newsletters issues are included in Appendix A. The newsletters, along with an expansion of the MPO contact database, combined for an approach that produced a greater degree of public awareness, understanding, and specific suggestions to improve and fund future transportation system investments.

Handout Materials

Several thousand plastic bags were also distributed at local events with a message promoting the MPO's transportation survey via the Palm Beach MPO's website or the QR code link, and included a Spanish message. The bags extended the reach into the community to seek public input beyond events with direct MPO participation.



Color-coded brochures were distributed in English, Spanish and Creole. The brochures focused on the message "Don't Miss This Opportunity to Influence Future Transportation Options" and listed means

for the public to get involved. The options listed were requesting or attending a community presentation, completing the Public Transportation Survey, visiting the Plan website, or following Plan social media. Sample brochures are provided in Appendix A.



COMMUNITY PRESENTATIONS/EXHIBITS

The most significant public outreach approach was to partner with a variety of agencies, organizations and special events to go out into the community to reach existing audiences where people are gathered in both professional and recreational settings, rather than hosting traditional, stand-alone public meetings which historically have been poorly attended.

Multiple presentation and exhibit opportunities enabled the MPO to educate the public about the purpose of a long-range transportation plan, its short-term impacts, and how to have the types of projects that are important to them considered for implementation. A summary public participation events is provided in Appendix A. Comments collected for the "Glades Region Master Plan are provided in Appendix A and include comments from stakeholders and the Belle Glade/South Bay and Pahokee workshops.

The presentations and exhibits had the following objectives:

- ◆ Provide a general introduction to the MPO and its on-going transportation efforts
- ◆ Inform the public of the *Directions 2040 Plan* efforts
- ◆ Distribute materials such as the newsletters, brochures, and plastic bags
- ◆ Offer opportunities for the public to provide input
- ◆ Respond to questions and comments

Community Presentations and Exhibits



GIS Expo, Oct. 2013



Belle Glade/South Bay Workshop, Nov. 2013



COBWRA, Nov. 2013



Alliance of Delray Alliance, Dec. 2013



COBWRA Presidents' Forum, Jan. 2014



South Florida Fair, Jan. 2014



PBC Vice Mayor Burdick Town Hall, Feb. 2014



PBC Vice Mayor Burdick Town Hall, Feb. 2014



Lantana Chamber, Mar. 2014



COBWRA, Mar. 2014



Palm Tran Service Board, Mar. 2014



Leadership Palm Beach County, Apr. 2014



Tequesta Town Hall, May. 2014



Belle Glade Community Meeting, Jun. 2014



Urban Land Institute Conference, Jul. 2014

PUBLIC TRANSPORTATION SURVEYS

A public transportation survey was created to serve as a primary means for obtaining input from the public regarding future transportation needs and priorities. The survey was available in both English and Spanish. The survey was advertised in the following public outreach media used as part of the Plan, in addition to the MPO Board and committee presentations:

- ◆ MPO and *Directions 2040* Plan Website
- ◆ Social Media Posts
- ◆ Newsletter No. 2
- ◆ Handout Material
- ◆ Community Presentations and Exhibits

The survey consisted of eight questions. Some questions were general in nature and focused on what the respondent saw as the most important transportation issues, namely main source of frustration and one project that would improve respondent's life. Other questions were mode specific and allowed for both check list and detailed responses. One question asked the respondent to rank local transportation priorities and another asked what other sources of funding were recommended. The two page survey is shown below.

Please return to Palm Beach MPO, 2300 N. Jog Rd., 4th Floor, West Palm Beach, FL 33411

DIRECTIONS 2040
Palm Beach 2040 Long Range Transportation Plan
PALM BEACH METROPOLITAN PLANNING ORGANIZATION

Transportation Survey

1. Please describe one frustration you have with our current transportation system. Examples include traffic congestion, road maintenance, traffic signal timing, bicycle or pedestrian facilities, transit service (Palm Tran buses, Tri-Rail trains, trolleys, etc.), roadway landscaping, etc.

2. Please describe one transportation project that would improve your daily life. Examples include road projects (widening, better-timed traffic signals, etc.); bicycle facilities (designated lanes or paths); pedestrian pathways; improved or expanded transit service (Palm Tran buses, Tri-Rail trains, trolleys, etc.); or any other mode of transportation or related facilities (airport, Port of Palm Beach, water taxi, etc.).

3. PUBLIC TRANSIT: How likely would you be to begin or increase your use of public transit (Palm Tran buses, Tri-Rail trains, local trolleys or shuttles, etc.) if the following improvements were made?

	Very Likely	Somewhat Likely	Not Likely
More frequent service			
Cleaner vehicles, stops and shelters			
Increased security on vehicles and at stops and shelters			
Additional community shuttle service			
Better access to key destinations such as work, home, school, shopping			
Better route and schedule information for trip planning including access to real-time schedule updates			

4. Are there any specific improvements you would recommend to increase the use of public transit in Palm Beach County?

5. BICYCLE – PEDESTRIAN: How likely would you be to begin or increase your frequency of bicycling and/or walking if the following improvements were made?

	Very Likely	Somewhat Likely	Not Likely
More bike and pedestrian facilities			
Better, safer facilities with improved separation from vehicular traffic			
More signage to indicate the location of facilities and key destinations			
Better route information (printed maps and/or internet)			
Better access to key destinations such as work, home, school, shopping			
New amenities such as bike lockers, restrooms, water fountains, etc.			
More bike/ped public events for public awareness and safety training			

6. Are there any specific improvements you would recommend to increase bicycling or walking in Palm Beach County?

7. LOCAL TRANSPORTATION PRIORITIES: Please rank the following local travel considerations in order of priority (#1 is highest priority, and use N/A or leave blank if not important to you at all).

<input type="checkbox"/> Maintain existing roadways, bridges, traffic signals, etc.
<input type="checkbox"/> Construct new roadways or expand existing roadways
<input type="checkbox"/> Improve traffic signal operations
<input type="checkbox"/> Maintain existing level of service for Palm Tran buses
<input type="checkbox"/> Expand Palm Tran bus service (more frequent buses, stops, shelters, and/or routes)
<input type="checkbox"/> Maintain existing level of service for Tri-Rail regional commuter rail service
<input type="checkbox"/> Extend Tri-Rail service north to Jupiter
<input type="checkbox"/> Extend Tri-Rail service south to downtown Miami
<input type="checkbox"/> Expand and improve bicycle and pedestrian facilities
<input type="checkbox"/> Improve landscaping along major roadways
<input type="checkbox"/> Improve Palm Beach International Airport facilities
<input type="checkbox"/> Improve Port of Palm Beach facilities
<input type="checkbox"/> Other: _____

8. TRANSPORTATION FUNDING SOURCES: What funding concepts listed below would you consider to maintain the safety and efficiency of our transportation system and fund needed enhancements? (Please check all that apply)

<input type="checkbox"/> Increase the flat rate of gas tax per gallon
<input type="checkbox"/> Index the gas tax rate so that it adjusts with inflation
<input type="checkbox"/> Implement a mileage based user fee (based on the number of miles driven by a vehicle)
<input type="checkbox"/> Implement more user fees (toll roadways, congestion pricing lanes on I-95, etc.)
<input type="checkbox"/> Establish an ad valorem property tax exclusively for transportation
<input type="checkbox"/> Establish a sales tax exclusively for transportation
<input type="checkbox"/> Other: _____

This survey is also available online at www.PalmBeach2040Plan.org
Contact Malissa Booth, Public Information Officer, at 561-684-4343 or MBooth@PalmBeachMPO.org with questions.

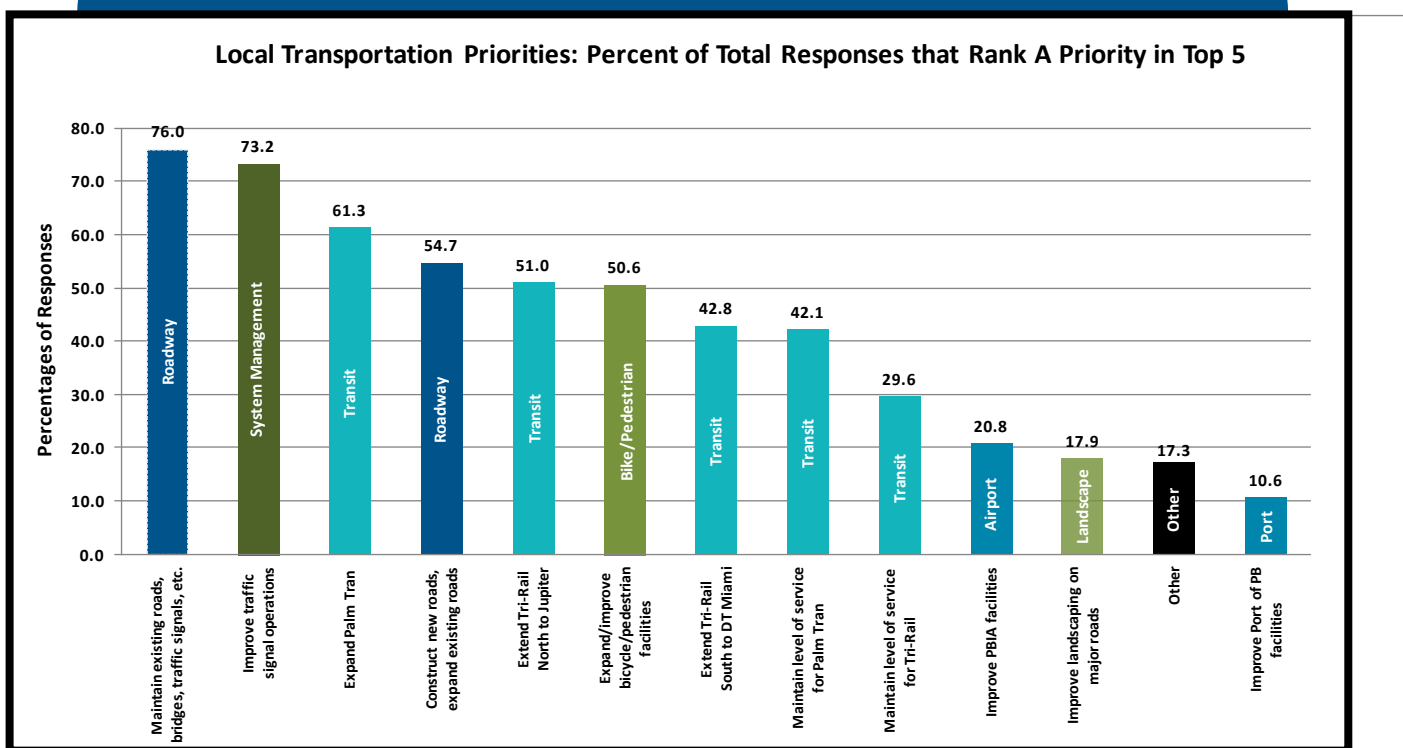
An additional five-question regional survey followed to provide public feedback for the Regional Transportation Plan, to focus on user trips between Palm Beach County and Broward and Miami-Dade counties to the south.

A summary of 531 survey results received as of early May 2014, were presented at that month's MPO Board and advisory committee meetings. That summary of survey results is provided in Appendix A, along with a summary of specific comments made by survey respondents.

- ◆ Roadways
- ◆ Transit System
- ◆ Transportation System Management & Maintenance
- ◆ Landscaping
- ◆ Airports and Port
- ◆ Non-Motorized Modes (e.g. bicycle, pedestrian, and greenways)
- ◆ Funding

Input gathered from the public transportation survey are dispersed throughout this document. The Local Transportation Priorities are highlighted in the below figure and indicate the ranking scored by survey respondents, with 1 being the highest priority and 13 being the lowest priority.

Community Input from Public Transportation Survey



MPO PRESENTATIONS

Presentations were made to the MPO Board and its advisory committees throughout the *Directions 2040 Plan* development. The presentations were open to the public, including the MPO Board meeting on October 16, 2014 which represented a Public Meeting to adopt the final Plan.

MPO Board and Advisory Committees

Regularly scheduled public meetings of the MPO Board and its Technical, Citizens' and Bicycle, Greenways, and Pedestrian Advisory Committees, also referred to as the MPO, TAC, CAC, and BGPAC, served as formal opportunities for plan updates and public comment. Presentations made to the MPO Board were posted on the MPO website for widespread public review. The table on the following page summarizes the MPO Board and committee presentations made for the *Directions 2040 Plan*.

Plan Adoption

A public notice to announce the October 16, 2014 Public Meeting for the adoption of the *Directions 2040 Plan* was posted as an ad in both "The Palm Beach Post" and in Spanish in "El Latino Semanal". The notices were published twice, in late September and in early October, 2014. In addition, a public notice was published 30 days in advance on the MPO's website, along with the Draft *Directions 2040 Plan* Executive Summary. Public notices were also provided in all Palm Beach County and municipal libraries. The public notice efforts are included in Appendix A, along with the public comments received.

LEP SUMMARY

Ensuring that a multi-lingual approach was applied for the public outreach component of the *Directions 2040 Plan* was an important element since more than ten percent of the population is considered as having Limited English Proficiency (LEP). The following summarizes the efforts undertaken to reach out to Palm Beach County non-English speaking residents with limited English proficiency:

- ◆ *Directions 2040 Plan* Website had a page in Spanish explaining the Plan process.
- ◆ *Directions 2040 Plan* Brochures were published in Spanish and French Creole and were available at community presentations and exhibits.
- ◆ Community Presentations and Exhibits were offered in areas with LEP population.
- ◆ Public Transportation Survey was provided in Spanish, in print format, at the Community Presentations and Exhibits.
- ◆ The public notice for the October 16, 2014 Public Meeting was published in "El Latino Semanal", a Spanish newsletter.
- ◆ Offers of free translations were provided for all meetings.

Summary of MPO and Committee Presentations					
Month/Year	Description	MPO	TAC	CAC	BGPAC
Dec 2012	- 2040 LRTP Kick-Off Meeting - 2040 LRTP Schedule	✓	✓	✓	
Feb 2013	- 2035 Goals and Objectives (TAC/CAC only)		✓	✓	
Apr 2013	- Revised Goals, Objectives, and Measures of Effectiveness (GOMs) (TAC/CAC only)		✓	✓	
June 2013	- Preliminary GOMs - Preliminary Palm Beach County Revenue Forecasts	✓	✓	✓	
Sept 2013	- Existing-Plus-Committed (E+C) Projects - Socio-Economic Data Summary - Preliminary Summary of Upcoming Public Outreach Efforts	✓	✓	✓	
Oct 2013	- Draft Public Involvement Plan Report - Overview of FDOT Revenue Forecasts	✓	✓	✓	
Oct 2013	- Preliminary GOMs - Draft Public Involvement Plan Report - Request for Needs/Desires Plan Input				✓
Nov 2013	- Process for inclusion of Projects into the LRTP				✓
Dec 2013	- Preliminary GOMs - Approach for Prioritizing Projects and Allocating Funds				✓
Jan 2014	- Review Tier 1 Bicycle Master Plan Projects for LRTP Inclusion - Ask for Additional Project Advisement on Projects to be Included in Plan				✓
Mar 2014	- Draft Year 2040 Highway Desires Plan - Draft Urban Interchange Analysis Procedure	✓	✓	✓	
Apr 2014	- Draft Year 2040 Transit and Freight Desires Plan - Project Funding Categories (intersections, sidewalks, low cost transit, etc.) - Results of Urban Interchange Analysis	✓	✓	✓	
May 2014	- Directions 2040 Survey Results to Date - Endorsement of 2040 Desires Plan - Preliminary Discussion of 2040 Cost Feasible Plan, incl. Revenues Available	✓	✓	✓	
July 2014	- Cost of Year 2040 Desires Plan (All Modes) - Roadway Prioritization Analysis Results	✓	✓	✓	
Aug 2014	- Review of Goals, Objectives and Values - Draft Scoring Criteria				✓
Aug 2014	- Review of Goals, Objectives and Values - Draft Scoring Criteria	LRTP Joint Workshop			
Sept 2014	- Endorsement of Goals, Objectives and Values - Draft Cost Feasible Plan Projects - Additional Revenue Considerations	✓	✓	✓	
Sept 2014	- Endorsement of Goals, Objectives and Values - Draft Cost Feasible Plan Projects - Additional Revenue Considerations				✓
Oct 2014	- Directions 2040 Executive Summary - Including Phasing of Cost Feasible Plans		✓	✓	
Oct 2014	- Directions 2040 Executive Summary - Including Phasing of Cost Feasible Plans				✓
Oct 2014	- Directions 2040 Executive Summary - Including Phasing of Cost Feasible Plans - Adoption of Directions 2040 Plan	Public Meeting 10/16/14			

SECTION 3:

GOALS, OBJECTIVES &

VALUES

- ◆ Development
- ◆ Values
- ◆ Goals and Objectives
- ◆ Application



The MPO's Goals, Objectives and Values (GOVs) were developed as part of the long-range transportation planning process. The Values define the overall transportation priorities within the planning area. The Goals and Objectives provide the means for planning transportation projects that are Specific, Measurable, Agreed to, Realistic, and Time Bound (SMART). The Goals and Objectives have target values for interim year 2025 as well as the long-range target year 2040.

The *Directions 2040 Plan* GOVs were developed as part of the Plan efforts. The GOVs represent the guidelines to adhere to in developing a multi-modal plan which best serves the community.

DEVELOPMENT

During the spring of 2013, a review of the Year 2035 Long Range Transportation Plan Goals, Objectives, and Measures of Effectiveness (GOMs) was presented to the MPO and its advisory committees. Refinements were made based on input received from the Board, the Technical Advisory Committee, the Citizens' Advisory Committee, and local transportation agencies resulting in a preliminary set of *Directions 2040 Plan* GOMs in June of 2013. Additional review was conducted by the Bicycle, Greenways, and Pedestrian Advisory Committee during its October and December 2013 meetings. The focus of the refinements was to prioritize individual transportation modes, update descriptions to current transportation terminology, and introduce new Plan emphases.

In the summer of 2014, a revised approach was taken to ensure that the Moving Ahead for Progress in the 21st Century Act (MAP-21) guidelines for developing mobility performance measures were more closely adhered to. More specifically, the 2035 GOMs were evaluated and measurable items became Objectives organized under 5 major goals while non-measurable items were reassigned into 10 major values. The Act was signed into law on July 6, 2012 and is a federal program which provides "the policy and programmatic framework for investment to guide the system's growth and development." The Department of Transportation (DOT) MAP-21 Fact Sheet states that:

"MAP-21 requires the establishment of national performance measures in the areas of safety, infrastructure condition, congestion reduction, system reliability, freight movement and economic vitality, environmental sustainability, and reduced project delivery delays. Developing a common set of performance measures that are appropriate for all states is challenging due to wide differences among states in base conditions, environment, state resources and economic conditions."

The focus is to set targets that provide for performance measures that are SMART:

- ◆ **Specific** - Measures must be clear and focused to avoid misinterpretation. They must include measurement assumptions and definitions, and be interpreted easily and consistently.
- ◆ **Measurable** - Measures must be quantifiable and comparable to other data. They must allow for meaningful statistical analysis.
- ◆ **Attainable** - Measures must be achievable, reasonable, and credible.
- ◆ **Realistic** - Measures must fit into the organization's budgetary constraints and be cost-effective.
- ◆ **Timely** - Measures must be do-able within a given time frame.

A draft set of Goals, Objectives, and Values was prepared by MPO staff. The draft GOVs were reviewed and refined at the Joint MPO Advisory Committee Workshop conducted on August 14, 2014. Members of the Technical Advisory Committee, the Citizens' Advisory Committee, and the Bicycle, Greenways, and Pedestrian Advisory Committee were invited to attend. The members in attendance were split into four groups, as shown in the pictures on the subsequent page. The Joint Workshop was very

productive and well received. The revisions agreed to at the Joint Workshop were incorporated into the final set presented to and endorsed by the MPO Board at its September 2014 meeting. The GOVs were formally adopted as part of the *Directions 2040 Plan* on October 16, 2014.



Joint MPO Advisory
Committees Workshop

August 14, 2014



VALUES

The Values define the overall transportation priorities within the planning area and are distinguished by ten values with the focus on having a safe, efficient, multi-modal, and purposeful transportation system that serves the public at large. The below table details each of the ten Values:

DIRECTIONS 2040 PLAN VALUES

1. Improve the safety and security of the transportation system for all users.
2. Fund maintenance and rehabilitation of existing infrastructure before expanding.
3. Implement Transportation Systems Management and Operations (TSM&O) and Transportation Demand Management (TDM) strategies to maximize efficiency of existing system before expanding.
4. Maximize benefits of existing transportation revenues.
5. Provide multimodal access to areas with low income and/or traditionally underserved populations.
6. Support context-sensitive implementation of complete street principles in or near identified redevelopment areas or urban centers.
7. Support economic growth and development through projects consistent with local comprehensive plans and with minimal environmental impacts.
8. Promote regionally significant facilities and coordination of projects crossing jurisdictional boundaries to facilitate effective movement of people and goods.
9. Prioritize non-motorized facilities at all transit hubs, interchanges, bridges, and railroad crossings.
10. Invest in an efficient, convenient and attractive mass transit system.

GOALS AND OBJECTIVES

Based on the overall Values, a set of Goals and Objectives were derived. The five Goals are represented as follows:

- ◆ **Goal 1** - Provide an Efficient and Reliable Vehicular Transportation System
- ◆ **Goal 2** - Prioritize an Efficient and Interconnected Mass Transit System
- ◆ **Goal 3** - Prioritize a Safe and Convenient Non-Motorized Transportation Network
- ◆ **Goal 4** - Maximize the efficient Movement of Freight through the Region
- ◆ **Goal 5** - Preserve and Enhance Social and Environmental Resources

Each Goal has between two and five Objectives associated with it. Furthermore, the Goals and Objectives have target values established for years 2025 and 2040, in reference to MAP-21. The adopted Goals and Objectives are presented on the next page.

DIRECTIONS 2040 PLAN GOALS AND OBJECTIVES

	OBJECTIVE	DESCRIPTION	CURRENT VALUE	2025 TARGET	2040 TARGET
1	Goal 1: Provide an efficient and reliable vehicular transportation system				
	1.1	Reduce the number of thoroughfare intersections with critical sum > 1400	40	30	25
	1.2	Increase the percentage of traffic signals connected to the central control system by fiber optic network	78%	85%	90%
	1.3	Increase the percentage of principal arterials covered by closed circuit TV cameras	55%	65%	75%
	1.4	Increase the percentage of traffic signals with operable vehicle detection	75%	85%	95%
	1.5	Increase the percentage of facilities that accommodate two feet sea level rise For the SIS network For the non-SIS thoroughfare network	99% 99%	90% 75%	90% 75%
2	Goal 2: Prioritize an efficient and interconnected mass transit system				
	2.1	Increase the percentage of transit commuter mode choice	1.6%	3%	5%
	2.2	Increase passenger trips per revenue mile			
		For Tri-Rail service For Palm Tran fixed route service	1.36 1.61	1.5 2.0	2.0 2.5
	2.3	Increase the number of park-n-ride spaces	2,196	3,000	4,000
3	2.4	Reduce the average ratio of transit travel time to auto travel time for Palm Tran fixed route system	2.87	2.50	2.00
	Goal 3: Prioritize a safe and convenient non-motorized transportation network				
	3.1	Increase the percentage of Pedestrian commuter mode choice Bicycling commuter mode choice	1.7 % 0.5%	3.5 % 1.5%	5 % 3%
	3.2	Increase centerline mileage of Buffered bike lanes 10-ft or wider shared use pathways Designated bike lanes Priority bike network operating at LOS C or better	8 25 125 140	50 75 250 350	100 125 500 500
	3.3	Increase percentage of thoroughfare mileage near transit hubs That provides dedicated bicycle facilities (within 3 miles) That provides dedicated pedestrian facilities (within 1 mile)	10% 85%	20% 100%	40% 100%
4	Goal 4: Maximize the efficient movement of freight through the region				
	4.1	Decrease the percentage of SIS facilities, SIS connectors, and non-SIS designated truck routes that exceed capacity ($v/c > 1.1$)	3.3%	2.5%	1.5%
	4.2	Increase the annual tonnage of freight through The Port of Palm Beach Palm Beach International Airport	2.14 M 22K	2.5 M 25K	3.0 M 35K
5	Goal 5: Preserve and Enhance Social and Environmental Resources				
	5.1	Decrease per capita daily fuel use (gallons/person)	1.54	1.25	1.00
	5.2	Decrease per capita daily NOx emissions (grams/person)	50	35	25
	5.3	Decrease per capita daily Hydrocarbon emissions (grams/person)	30	20	10
	5.4	Decrease per capita daily Carbon Monoxide emissions (grams/person)	400	300	250
	5.5	Decrease per capita daily Vehicles Miles Travelled (VMT/person)	25	21	20

APPLICATION

The Values form the premise for deriving a project scoring process to compare and evaluate major transportation projects relative to one another, regardless of mode. Note that the scoring system was used to establish the Plan but that the allocation of points to various items can be varied by MPO and advisory committees when annually selecting projects to advance into the TIP. A total of one hundred points were assigned between the following categories:

- ◆ **Safety, Security, and Complete Streets** (Values 1 and 6)
- ◆ **Maintenance** (Value 2)
- ◆ **Transportation System Management and Operations/Travel Demand Management** (Value 3)
- ◆ **Project Benefit and Leveraged Funds** (Value 4)
- ◆ **Equity** (Value 5)
- ◆ **Economic Development/Environmental Steward** (Value 7)
- ◆ **Regional Freight** (Value 8)
- ◆ **Non-Motorized Connectors** (Value 9)
- ◆ **Efficient Transit** (Value 10)

The table on the next page shows the Priority Scoring points associated with each category. It includes a break-down of individual maximum and sub-score points along with a description of the scoring criteria. Section 8, Cost Feasible Plan, provides an overview of how the Priority Scoring procedure was applied to derive individual Priority Score point totals for the Desires Plan projects. The Priority Scoring points were one of the factors used to develop the final Cost Feasible Plan.



The year 2025 and year 2040 targets derived for each of the Objectives serve as a means for measuring the achievement of the Goals and Objectives on a long-term basis. They are not directly utilized for evaluating individual transportation projects for the *Directions 2040 Plan*. Rather, they serve as a guide for developing a Plan which thrives to meet the set targets for respectively the year 2025 and the year 2040.

Priority Scoring Procedure for Review of Major 2040 Desires Plan Transportation Projects						
Value	Category	Max	Criteria	Value	Scoring	
1 & 6	Safety, Security and Complete Streets	15	Project improves non-motorized safety by providing:		Near RA/UC	Non RA/UC
				buffered bike lanes - 2	8	4
				10'+ shared-use pathways - 1.5	6	3
				designated bike lanes - 1	4	2
		new sidewalks - 0.5	2	1		
		Project improves vehicular safety (project must demonstrate)			5	
5	Project improves performance of hurricane evacuation route			3		
	Project mitigates impacts of sea level rise			2		
2	Maintenance	10	Project improves infrastructure in unacceptable condition with widespread advanced signs of deterioration; potential imminent failure		10	
			Project improves infrastructure in poor condition and mostly below standard, approaching the end of its service life, exhibiting significant deterioration and of strong risk of failure		8	
			Owner/operator provides commitment to fund O&M of capacity expansion		5	
3	TSM&O / TDM	10	Non-capacity project implements TSM strategies		7	
			Non-capacity project implements TDM strategies		3	
			Capacity project improves Thoroughfare intersection(s) where critical sum > 1400		5	
			Capacity project expands fiber optic traffic signal network		3	
			Capacity project expands CCTV camera coverage area on principal arterials		2	
4	Project Benefit and Leveraged Funds	2	Project fills in missing link in transportation system		2	
		4	Benefit/Cost Ratio or Return on Investment	>4	4	
				3-4	3	
				2-3	2	
				1-2	1	
		4	Other public or private cash funds in project	50%	4	
25%	2					
5	Equity	5	Median income of benefit area vs PBC median income (\$52,806)	< 60%	5	
				60 - <80%	3	
				80% - <100%	1	
		5	Traditionally underserved population percentage in benefit area	>80%	5	
				>60 - 80%	4	
				>40% -60%	3	
				>20% - 40%	2	
				5-20%	1	
7	Econ Dev/ Envir. Steward	10	Project is consistent with all applicable local comprehensive plans		5	
			Project is likely to be a NEPA categorical exclusion or EA FONSI		5	
8	Regional Freight	5	Project improves capacity on congested SIS facility/connector or non-SIS truck route	v/c > 1.2	5	
				v/c > 1.1	3	
				v/c > 1	1	
5	Project improves efficient movement of freight in region			5		
	9	Non-motorized Connectors	10	Project improves non-motorized facilities at an interchange, bridge, or railroad crossing		6
Project improves non-motorized facilities on Thoroughfare within 2 miles of a transit hub				4		
10	Efficient Transit	10	Project improves service at a transit hub		6	
			Project reduces transit travel time between transit hubs		4	

Note: The procedure was utilized for the *Directions 2040 Plan*. It is not an adopted procedure and it may be updated regularly as part of the MPO's annual revenue allocation process.

SECTION 4:

EXISTING SYSTEM

- ◆ Highway
- ◆ Transit
- ◆ Freight
- ◆ Non-Motorized
- ◆ TSM&O



The existing transportation system within the Palm Beach urban area is an integrated network of highways, transit, freight, and non-motorized facilities such as bike and pedestrian pathways. The multi-modal system is anchored by the Tri-Rail commuter train system and supported by the Palm Tran fixed route bus system and various local shuttles and circulators.

Section 4 provides an overview of the transportation system within Palm Beach County with respect to each of the travel modes and describes how Transportation System Management and Operations (TSM&O) serves to enhance mobility.

The existing Palm Beach County highway, transit, and freight system are shown on the subsequent pages. The following describes each of the transportation components of the Palm Beach County multi-modal system.

HIGHWAY

The roadway network is anchored by I-95, Florida's Turnpike, SR 80, US 27 and SR 710 which traverse the county and provide connections to Broward, Martin and Hendry Counties. These facilities form the backbone of what the Florida Department of Transportation describes as the Strategic Intermodal System (SIS). The network is supported by a grid system of numerous arterials, collector streets and local roadways.

The Palm Beach County roadways illustrated on the subsequent pages generally represent the County's Thoroughfare System and show number of lanes in place in current Year 2014 with respect to freeways, arterials, and collectors. The local streets are not addressed in the *Directions 2040 Plan*.

A summary of the lane miles by functional class and the Vehicle Miles Traveled (VMT) is provided below. The information is presented relative to the Southeast Florida Regional Planning Model (SERPM) Version 6.5 base year 2005, which represents the travel demand forecasting model applied during the Plan development.

Base Year 2005 Roadway Lane Miles and VMT

Facility	Lane Miles	VMT
Freeway	598.3	10,997,033
Arterial	3,341.4	17,337,766
Collector	710.1	1,946,950
Total	4,649.9	30,281,749

Interstate 95

Interstate 95 is the main north-south highway on the East Coast of the United States, running parallel to the Atlantic Ocean. I-95 serves regional and local traffic through a coordinated system of higher speed mainline lanes and strategically located interchanges with ramps designed to coordinate traffic accessing and departing the interstate.



I-95 is the longest north-south interstate within the country, extending 1925 miles between US 1 in Miami-Dade County to the Canada-United States border in Maine. The following interchanges exist within Palm Beach County:

- ◆ Glades Road (Exit 45)
- ◆ Yamato Road (Exit 48)
- ◆ Congress Avenue (Exit 50)
- ◆ Linton Boulevard (Exit 51)
- ◆ Atlantic Avenue (Exit 52)
- ◆ Woolbright Road (Exit 56)
- ◆ Boynton Beach Boulevard (Exit 57)
- ◆ Gateway Boulevard (Exit 59)
- ◆ Hypoluxo Road (Exit 60)
- ◆ Lantana Road (Exit 61)
- ◆ 6th Avenue South (Exit 63)
- ◆ 10th Avenue North (Exit 64)
- ◆ Forest Hill Boulevard (Exit 66)
- ◆ Southern Boulevard (Exit 68)
- ◆ Belvedere Road (Exit 69)
- ◆ Okeechobee Boulevard (Exit 70)
- ◆ Palm Beach Lakes Boulevard (Exit 71)
- ◆ 45th Street (Exit 74)
- ◆ Blue Heron Boulevard (Exit 76)
- ◆ Northlake Boulevard (Exit 77)
- ◆ PGA Boulevard (Exit 79)
- ◆ Military Trail/Limited Access (Exit 79C)
- ◆ Donald Ross Road (Exit 83)
- ◆ Indiantown Road (Exit 87)

Florida's Turnpike

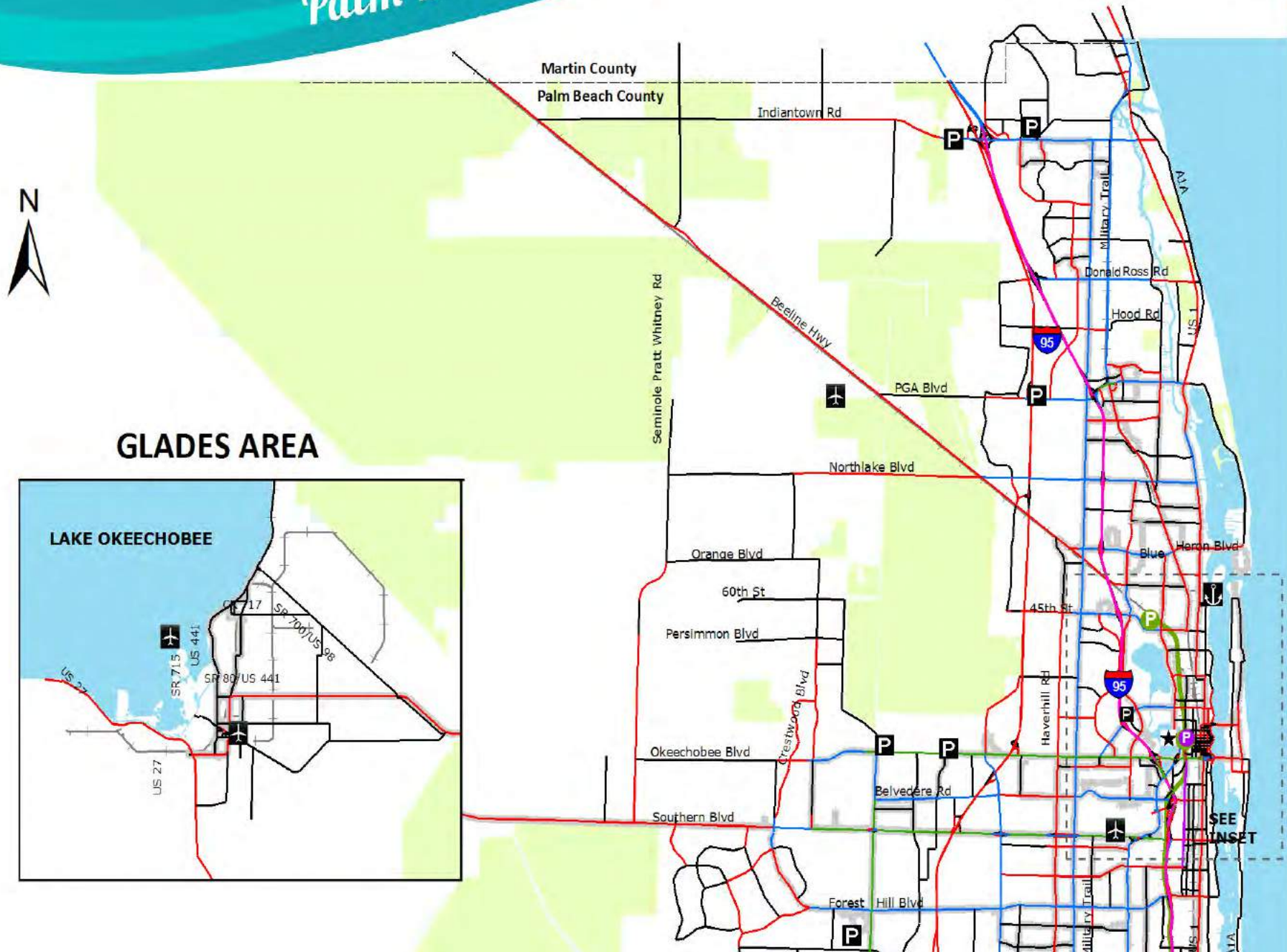
Florida's Turnpike (SR 91) is another major north-south highway in Palm Beach County. It is a western parallel to I-95 and offers automobile and truck drivers an alternate route to I-95, by charging a toll for using its facility with the incentive of avoiding traffic congestion on the nearby interstate. It too serves regional and local traffic and has limited access points in the form of interchange ramps.

DIRECTIONS 2040

Palm Beach 2040 Long Range Transportation Plan

EXISTING SYSTEM

Palm Beach Metropolitan Planning Organization



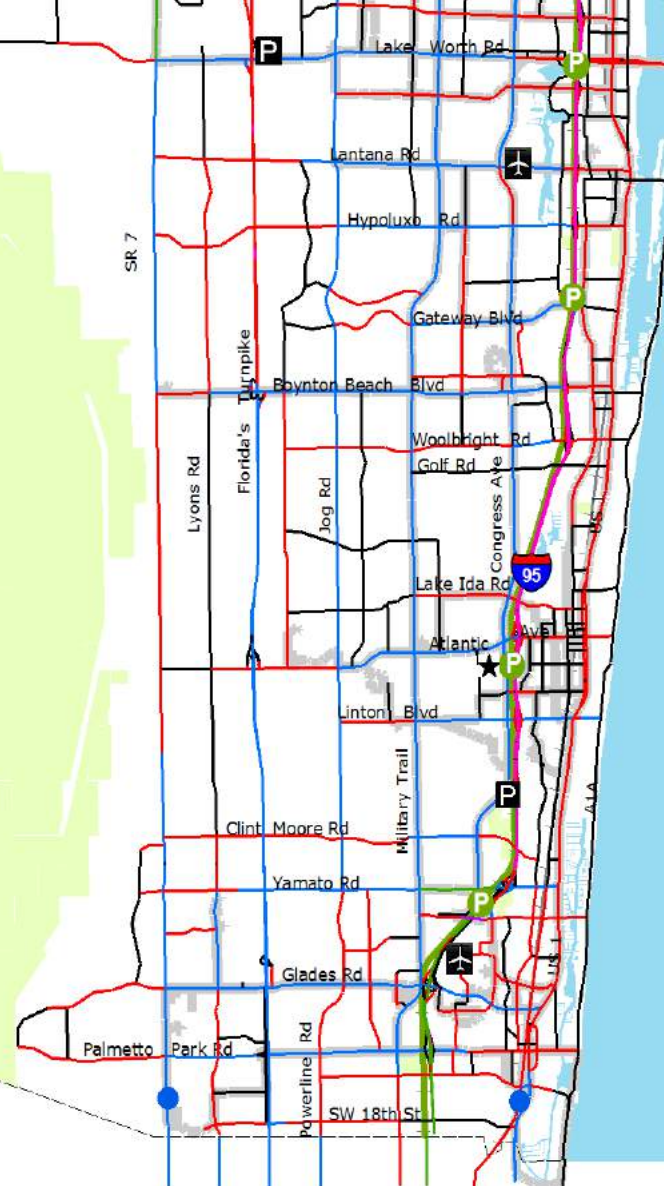
WEST PALM BEACH AREA



2014 Existing Network

Highway, Transit, and Freight Component

Palm Beach County
Broward County



LEGEND

Existing Facilities

- 2 Lanes
- 3 Lanes
- 4 Lanes
- 6 Lanes
- 8 Lanes
- 10+ Lanes

- Tri-Rail Station
- P Tri-Rail Station with Parking Facility
- Tri-Rail Route
- Railroad Lines
- P Tri-Rail Station with Passenger Intermodal Center
- Palm Tran Bus Routes
- ★ Amtrak Service at Existing Tri-Rail Station

- ✈ Airport
- ⚓ Port of Palm Beach
- P Park-N-Ride Facility
- Broward County Transit Transfer Station
- Natural Area
- Natural Water Bodies

Notes



Leftwich Consulting Engineers, Inc.

Highway, Transit, and Freight Component

Florida's Turnpike is a statewide 312 miles toll system operated by the Florida's Turnpike Enterprise. Over 2.1 million motorists use the overall system daily. The following interchanges exist within Palm Beach County, along with their milepost (MP) locations:

- ◆ Glades Road (MP 75)
- ◆ Atlantic Avenue (MP 81)
- ◆ Boynton Beach Boulevard (MP 86)
- ◆ Lake Worth Road (MP93)
- ◆ Southern Boulevard (MP 97)
- ◆ Jog Road/Limited Access (MP 98)
- ◆ Okeechobee Boulevard (MP 99)
- ◆ Beeline Highway (MP 107)
- ◆ PGA Boulevard (MP 109)
- ◆ Indiantown Road (MP 116)



A West Palm Beach service place is provided at MP 94, with various conveniences for travelers.

Other Roadways

The remaining Thoroughfare network is comprised of arterial and collector roads. Examples of primary arterial facilities within Palm Beach County are presented below.

- ◆ US 27
- ◆ Beeline Highway
- ◆ SR 7
- ◆ Powerline/Jog Road
- ◆ Military Trail
- ◆ US 1
- ◆ A1A
- ◆ Glades Rd
- ◆ Atlantic Avenue
- ◆ Boynton Beach Road
- ◆ Lake Worth Road
- ◆ Forest Hill Boulevard
- ◆ Southern Boulevard
- ◆ Okeechobee Boulevard
- ◆ PGA Boulevard
- ◆ Indiantown Road



The primary arterials are supported by a multitude of other arterial and collector facilities that serve to distribute local traffic.

TRANSIT

The transit network is anchored by the Tri-Rail regional commuter train operating between Mangonia Park in Central Palm Beach County and Broward and Miami-Dade Counties to the south. It consists of the Palm Tran fixed route bus system with an intermodal center in West Palm Beach. There are various local trolleys, shuttles, and other circulator systems within several municipalities that connect major transit services to activity centers and park-and-ride lots throughout the county. Palm Tran Connection provides paratransit services for eligible transportation disadvantaged individuals.

Tri-Rail Commuter Rail

Tri-Rail has been in existence since 1989. The South Florida Regional Transportation Authority (SFRTA) now operates Tri-Rail on the South Florida Rail Corridor (SFRC, formerly CSX Railway). The SFRTA, a tri-county public transit authority, was created by Florida Statute in 2003 to expand cooperation with the local transit operators and planning agencies in the Palm Beach, Broward, and Miami-Dade Counties. The primary focus of Tri-Rail is to serve commuter rail passengers and the system currently serves over 16,000 passengers on an average weekday.



Tri-Rail currently extends 71 miles from the Miami International Airport in Miami-Dade County to the Mangonia Park station in Palm Beach County. There are currently six Tri-Rail stations in Palm Beach County:

- ◆ Boca Raton
- ◆ Delray Beach
- ◆ Boynton Beach
- ◆ Lake Worth
- ◆ West Palm Beach
- ◆ Mangonia Park

Palm Tran

Palm Tran has provided public transportation in Palm Beach County since 1971. Palm Tran currently operates 150 buses and serves over 3200 bus stops. This is achieved through 38 bus routes strategically situated within the area, as shown in 2014 Existing Network map. The routes serve Jupiter, Palm Beach Gardens, Riviera Beach, West Palm Beach, Wellington, Lake Worth, Royal Palm Beach, Lantana, Greenacres, Boynton Beach, Delray Beach, Boca Raton, Belle Glade, and Pahokee, along with many other areas. In addition, the routes provide service at each of the six Tri-Rail Stations within the county, major hospitals and medical centers, malls and shopping centers, colleges and universities, downtown landmarks, Palm Beach International Airport, and County parks and facilities situated adjacent to the Tri-Rail West Palm Beach station and provides commuter transfers between Palm Tran, Tri-Rail, Amtrak trains, Greyhound buses, and Downtown West Palm Beach trolley service operated by the City of West Palm Beach.



Local Circulator Systems

Local circulator systems exist in numerous communities within the county. A shuttle is operated in Belle Glade which provides service to and from Clewiston in Hendry County. This service is operated by Good Wheels, Inc. and is funded by the Florida Department of Transportation. The City of West Palm Beach offers a free trolley for travelers within the downtown area. The City of Delray Beach

Downtown Roundabout Shuttle is a free service between the Delray Beach Tri-Rail station and Ocean Boulevard by the coast and is funded by the city. The City of Boca Raton provides a free shuttle service traveling between the Boca Tri-Rail station and the Arvida Park of Commerce (APOC), referred to as the APOC East/West Shuttle. The Boca Corporate Center Shuttle, also known as the TREX shuttle, is operated by the Brea Property Management. It is a free service operated between the Boca Raton Tri-Rail Station and the Boca Corporate Center.

Tri-Rail, through SFRTA funding, operates several free shuttles from its stations for the convenience of its passengers. These Tri-Rail funded shuttles are located at the Boca Raton, Delray Beach, and Lake Worth stations and are in addition to any locally operated shuttles.

Intermodal Center

The West Palm Beach Intermodal Center is located in Downtown West Palm Beach. It is situated adjacent to the Tri-Rail West Palm Beach station and provides commuter transfers between Palm Tran, Tri-Rail, Amtrak trains, Greyhound buses, and the Downtown West Palm Beach trolley service operated by the City of West Palm Beach. It is multimodal in nature and includes accommodations for automobiles, pedestrians, and bicycle riders.



Water Taxi

There are currently twenty-one public water taxi stops within Palm Beach County. They are located along the intracoastal waterway and offer leisure and entertainment excursions. Many of the water taxi services provide access to shopping, dining, and other entertainment venues. Appendix C provides a map of the existing water taxi stop locations, along with proposed future water taxi locations which are shown for informational purposes only.

Park-and-Ride Lots

Key park-and-ride locations exist throughout the county. The Florida Department of Transportation maintains an annual inventory of the park-and-ride facilities, as shown in the table below:

Palm Beach County Park-and-Ride Inventory	
Facility Name	Park-and-Ride Spaces
Boca Raton Tri-Rail Station	171
Congress Avenue Park-and-Ride	390
Delray Beach Tri-Rail/Amtrak Station	129
Boynton Beach Tri-Rail Station	328
Lake Worth Tri-Rail Station	225
Lake Worth Road and Turnpike Mile Post 93 Park-and-Ride	76
West Palm Beach Tri-Rail/Amtrak Station	265
Mangonia Park Tri-Rail Station	271
PGA Boulevard and Turnpike Mile Post 109 Park-and-Ride	44
Indiantown Road and Turnpike Mile Post 116 Park-and-Ride	38
West Palm Beach Park-and-Ride	43
Wellington Park-and-Ride	138
Oakton Commons Park-and-Ride	20
Indiantown Road and Central Boulevard Park-and-Ride	30
Palm Beach County Total	2,168



Source: Fall 2013 Final Park Ride Inventory Report, FDOT March 2014.



Transportation Disadvantaged Services

“Transportation Disadvantaged” means those persons who because of physical or mental disability, income status, or age are unable to transport themselves or to purchase transportation and are, therefore, dependent upon others to obtain access to healthcare, employment, education, shopping, social activities, or other life-sustaining activities, or children who are

handicapped, high-risk or at-risk as defined in F.S. 411.202. The Commission for the Transportation Disadvantaged was created by the Florida Legislature in 1989 to accomplish the coordination of transportation services provided to the transportation disadvantaged. Palm Tran Connection serves as the Community Transportation Coordinator to meet the paratransit needs in Palm Beach County. Paratransit complimentary service is provided within 3/4 miles of fixed routes Palm Tran local bus service.

FREIGHT

Airports and the Port of Palm Beach provide both passenger and freight transport heading outside the county. Railway corridors serve local, regional, and statewide freight and passenger movement and include the existing Amtrak service. In addition, the existing roadway system carries truck traffic transporting goods to and from the area.



Airports

Airports provide passenger as well as freight service and are an integral part of the Palm Beach County transportation system. The Palm Beach County Department of Airports operates four airports: Palm Beach International Airport, North Palm Beach County General Aviation Airport, Palm Beach County Park Airport, Palm Beach County Glades Airport (Pahokee). In addition to the Palm Beach County airports, there is the Belle Glade State Municipal Airport and the Boca Raton Airport which is operated by the Boca Raton Airport Authority.

Seaport

The Port of Palm Beach (POPB) is an independent special taxing district, a sub-division of the state of Florida. It is located in Riviera Beach and provides deep-water access to the Atlantic Ocean with a channel depth of 33 feet as well as connecting to nearby freeways and FEC railway. It is the fourth busiest container port in Florida. Eighty percent of its cargo is export. It also serves cruise line passengers.

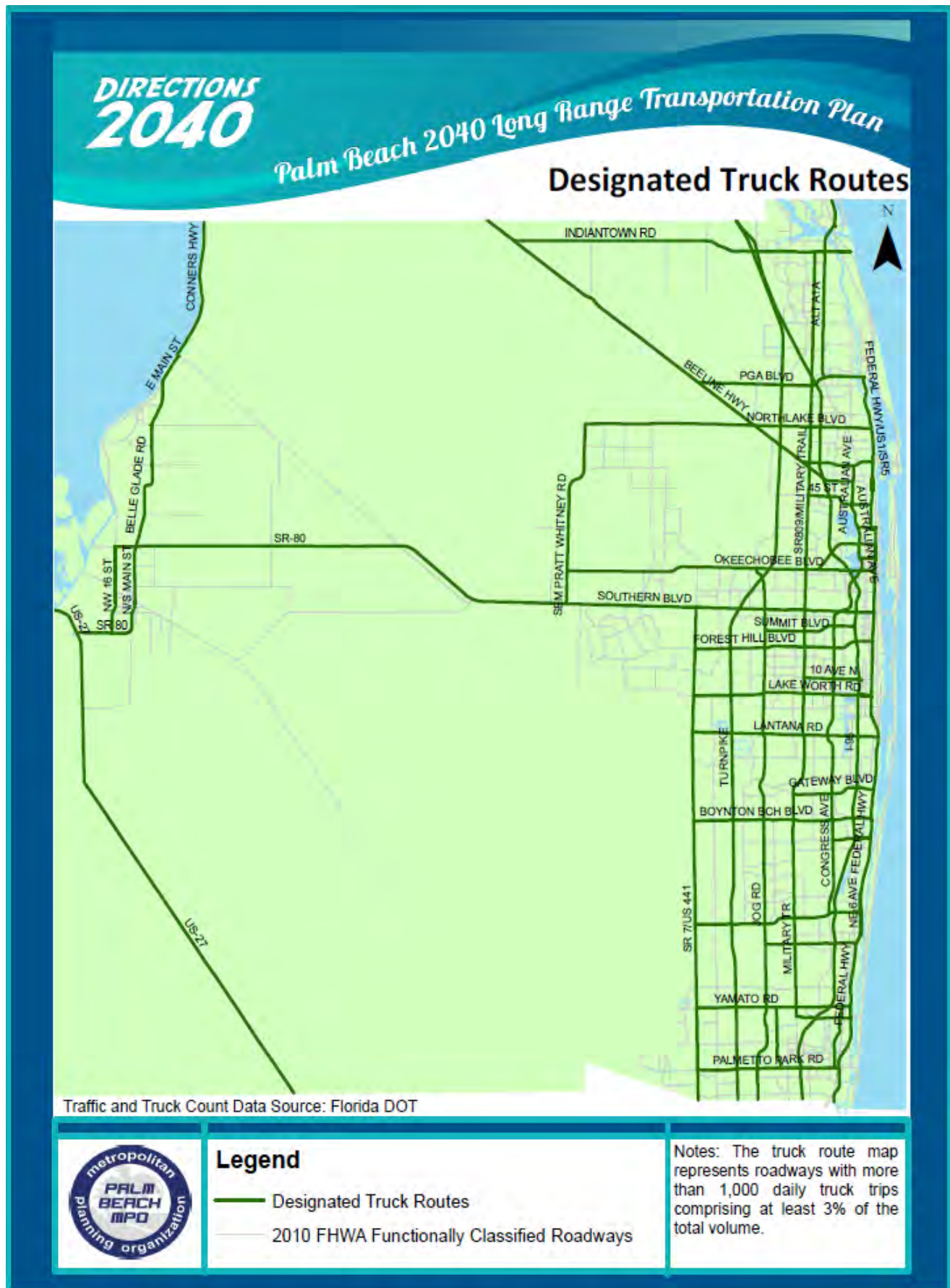
Railways

The FDOT Rail and Motor Carrier Operations Office is responsible for assisting in the development of the Florida's rail system, both passenger and freight. FDOT owns the South Florida Rail Corridor (SFRC, formerly CSX Railway) portion which begins east of the I-95 overpass over SR 710 and continues south into Miami-Dade County. Tri-Rail is one of the rail services currently operating on the SFRC. The Amtrak Service Program utilizes the SFRC and continues to the CSX corridor at the north border of the SFRC property. Amtrak originates in Miami to the south and continues to Jacksonville and further north, including stops at Delray Beach and West Palm Beach. CSX retains a perpetual freight easement and provides all freight service on the SFRC. CSX is currently responsible for the dispatch and maintenance of the SFRC which in 2015 will be part of SFRTA's duties. The Florida East Coast (FEC) rail corridor runs along the east coast of Florida. It includes numerous seaport freight stops and various other freight stops along the way, including the POPB and Jupiter. The FEC railway crosses many roadways along the way. It is worth noting that rail operations in the vicinity of roadway crossings are critical to the mobility of all travel modes in Palm Beach County's diverse urban fabric of transportation, including the freight, automobiles, local bus, bicycles, and pedestrians.

Trucks

Trucks delivering and picking up goods exist on most roadways within the county. The heavily traveled corridors that have the highest concentration of truck traffic have been identified. The Figure on the next page illustrates the roadways that have more than 1000 daily truck trips and that have truck traffic representing at least three percent of the total traffic, with some smoothing to ensure a continuous network.

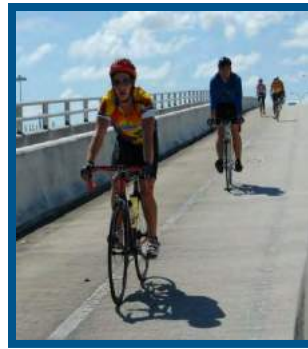
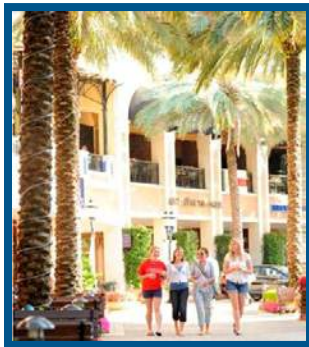




NON-MOTORIZED

Non-motorized transportation represents car alternative modes of travel: pedestrians, bicycle riders, and equestrians. The transportation system supporting these modes is made up of sidewalks, bicycle facilities, trails, and greenways.

Pedestrians are generally served by sidewalks at the outer edges of public rights of way or are in the form of shared used pathways within and outside of public rights of way. Bicycle facilities include buffered bike lanes which are horizontally separated from vehicle travel lanes, shared use pathways (10 feet or wider), designated bike lanes, and paved shoulders adjacent to vehicle travel lanes. Off-system trails and greenways accommodate pedestrians, bicycles and equestrians with some facilities designated exclusively for specific modes.



TSM&O

The Federal Highway Administration defines Transportation Systems Management and Operations (TSM&O) as a set of strategies that aim to reduce congestion, primarily by improving system capacity and efficiency. The following provides highlights of the TSM&O operations within Palm Beach County:

- ◆ Palm Beach County's Traffic Management Center (TMC) is maintained by Palm Beach County.
- ◆ The TMC is funded by FDOT and the federal government, and is staffed through grants.
- ◆ Palm Beach County handles traffic signals within the unincorporated areas of the County and 36 municipalities, excluding the City of Boca Raton and the Town of Palm Beach which have their own operations.
- ◆ The TMC currently monitors 75 percent of the 1000 signals within its system. This allows for real-time incident detection and management of signal timing phasing plans to reduce congestion as it occurs.
- ◆ The operations are supported by 100 traffic cameras countywide at critical intersections, plus 260 video cameras at mast arm traffic signals countywide.
- ◆ 460 miles of fiber optic cable have been installed to connect the traffic signals and the cameras to enable the TMC to have control over the system.
- ◆ Vehicle Bluetooth monitoring system is now being tested to track vehicle travel speed and time.

SECTION 5: FORECASTED GROWTH

- ◆ Population
- ◆ Employment
- ◆ Application



The *Directions 2040 Plan* addressed the forecasted growth in both population and employment through the year 2040. Forecasted growth was utilized for defining transportation needs for the 25 year period addressed by the Plan. The population was expected to increase from 1.32 million in year 2010, according to the 2010 census, to 1.68 million by year 2040. Employment was projected to grow from 571 thousand to 820 thousand for the same thirty year period. The land use increases were distributed throughout the county and were consistent with adopted local government comprehensive plans.

Section 5 describes the population and employment growth projections utilized by the *Directions 2040 Plan*.

Palm Beach County has a population of 1.32 million people as of the 2010 Census (58.7% Caucasian, 18.2% Black, 20.1% Latino, 2.6% Asian, & 2.3% Other). Approximately 45% of the population resides in unincorporated areas and the median age is 42 years. Palm Beach County is the second largest county in Florida (by land area) with tourism as its number one industry, followed by agriculture. The population is projected to grow by approximately 27 percent to nearly 1.68 million by the year 2040. Similarly, the employment within the county is forecasted to grow from 571 thousand to 820 thousand employees in the same 30 year period for an increase of nearly 44 percent. The future growth is compared to historical growth from 1990 through 2010, as indicated below.

Population and Employment Growth



POPULATION

The year 2010 population information is based on the Year 2010 Census Data and is identified by individual Traffic Analysis Zones within the county. A Traffic Analysis Zone, or TAZ, is simply a smaller defined geographic area with similar travel characteristics and access to the major transportation system and is used as part of the transportation planning modeling process to forecast travel demand on surrounding roadway and transit corridors.

The year 2040 population by TAZ has been developed based on the year 2040 population “control total” shown above. Specifically, the total year 2040 population is obtained from the Bureau of Economic and Business Research (BEBR). The Palm Beach County Planning Division uses a tool known

as its "Population Allocation Model" to distribute BEBR information into individual TAZs. The County's process involves reviewing the locations that contain respectively developable or built-out residential land areas, along with knowledge of planned development. The allocation model distributes population to individual TAZs according to the adopted future land use designations in adopted local government comprehensive plans.

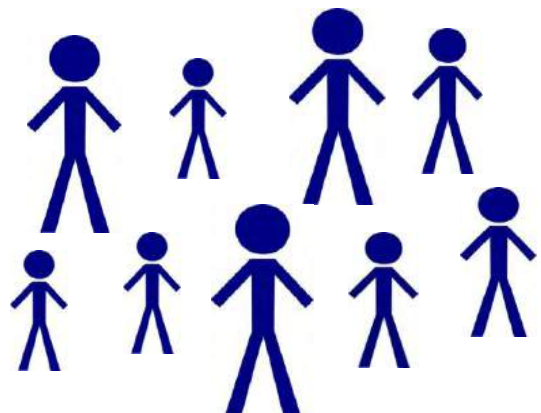
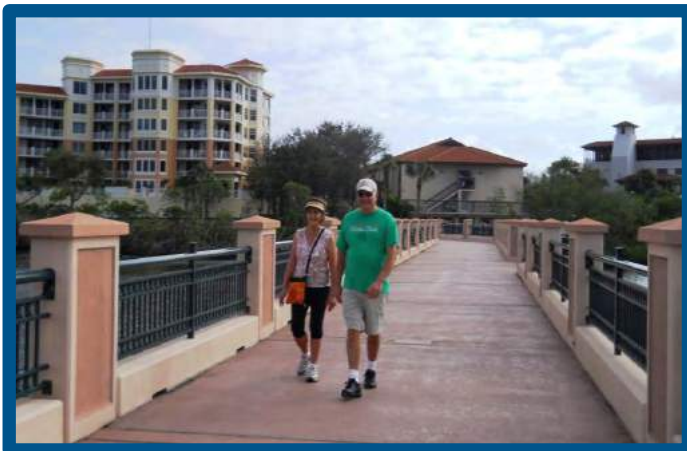
The anticipated total population growth per acre between the year 2010 and the year 2040 is shown on the next two pages. The information is displayed according to TAZs and is displayed in terms of intensity of projected growth. As illustrated, the population growth is dispersed throughout the county with higher intensities in areas where new housing or redevelopment is permitted by local comprehensive plans.

EMPLOYMENT

Year 2010 employment total was factored to the year 2040 based on the growth ratio projected in the population for the same time period. The commercial, industrial, and service employment has been assigned in accordance with available land areas and by acknowledging potential redevelopment locations. Planned or anticipated development was considered, along with consultation with local municipalities. The anticipated growth in overall employment per acre within individual areas of the county is shown on the two pages following the population growth maps. As shown, there are pockets of employment growth throughout the county.

APPLICATION

The focus of the *Directions 2040 Plan* is to address transportation needs relative to the anticipated growth in transportation demand throughout the county. The developed population and employment data by TAZ through the year 2040 is utilized as input into the planning-level travel demand forecasting process of estimating future year trips and their travel patterns. The associated travel demand model results are one of several tools referenced to assess transportation needs within Palm Beach County and take into account regional interchange of trips with surrounding counties.



DIRECTIONS 2040

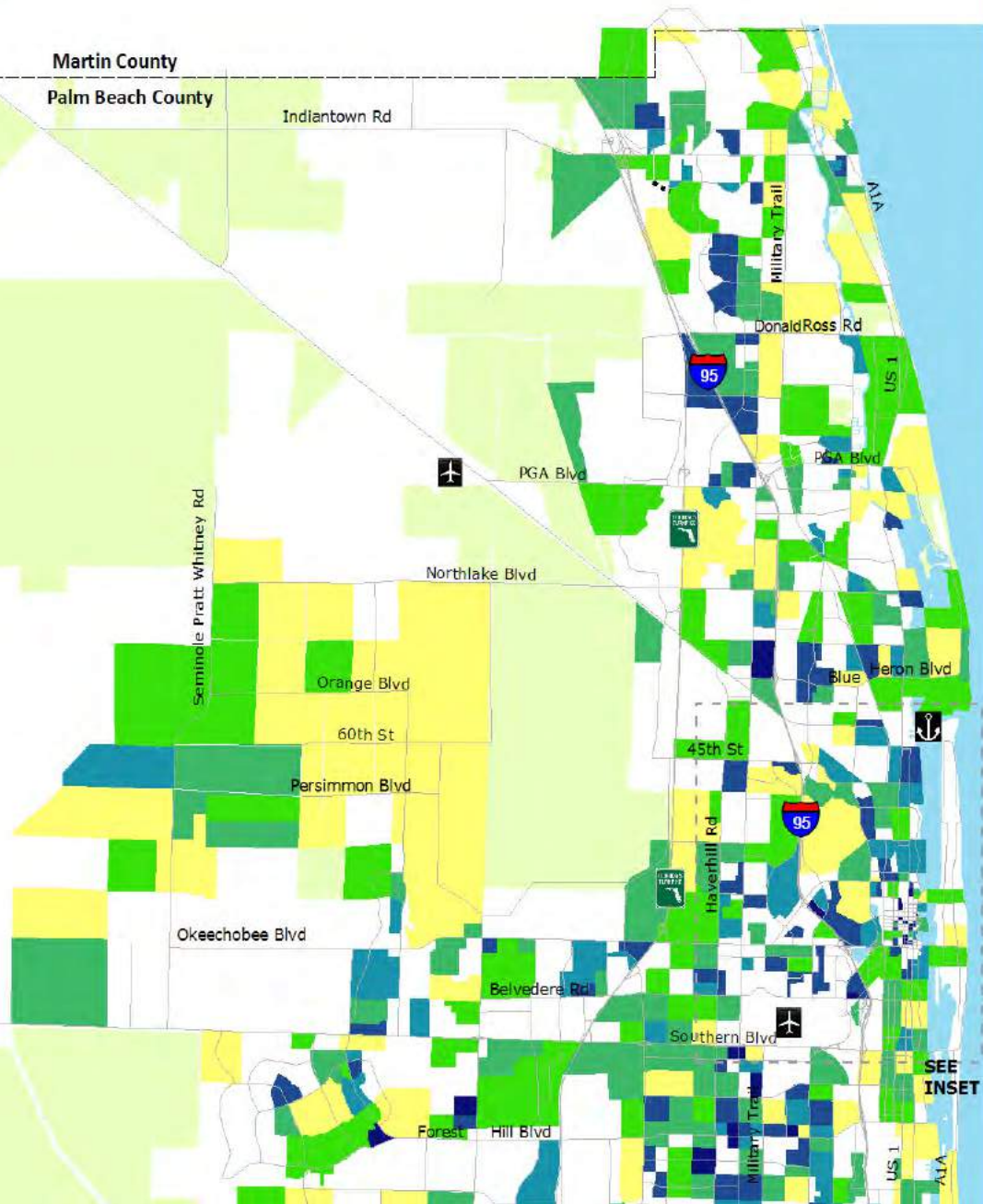
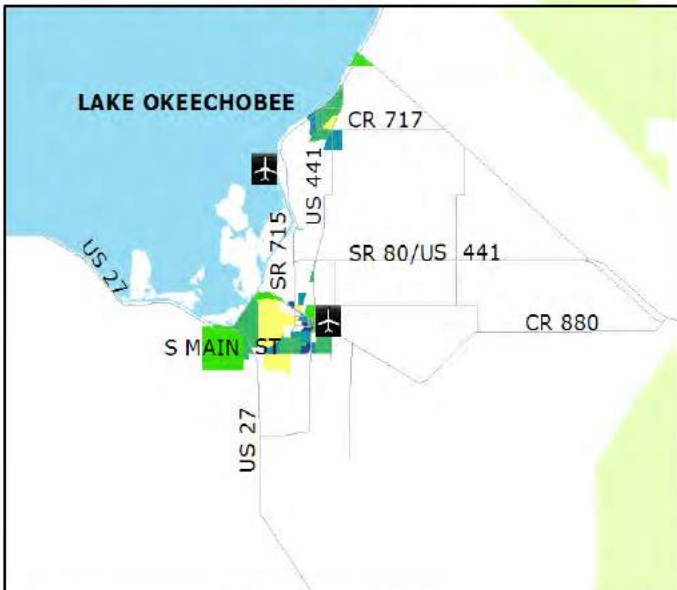
Palm Beach 2040 Long Range Transportation Plan

FORECASTED GROWTH

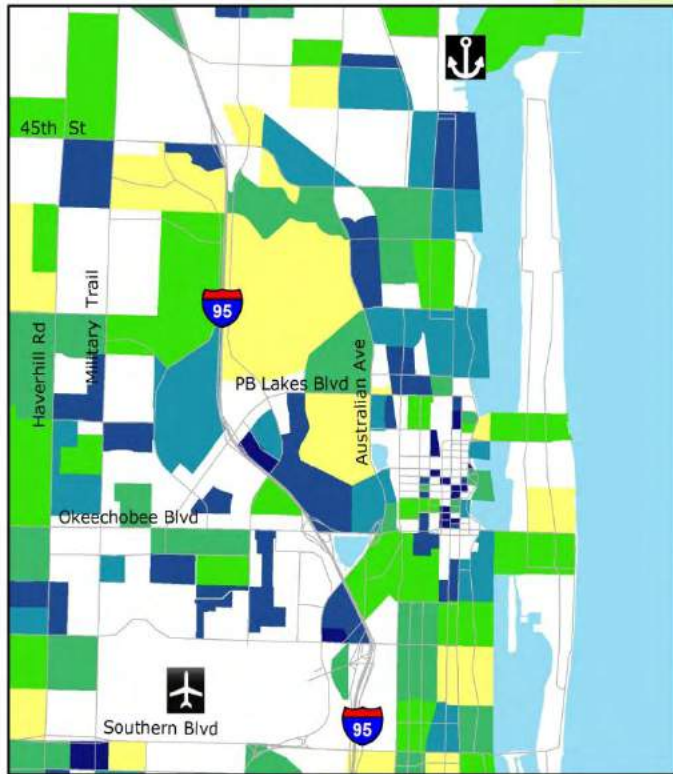
Palm Beach Metropolitan Planning Organization



GLADES AREA

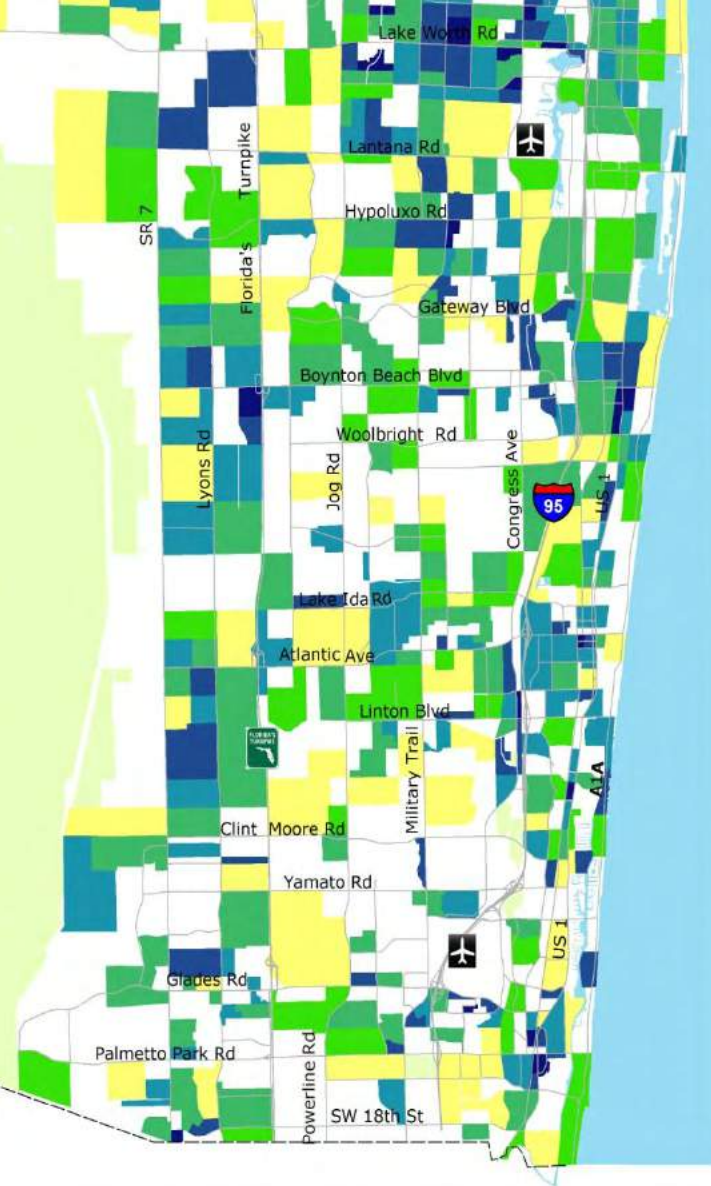


WEST PALM BEACH AREA



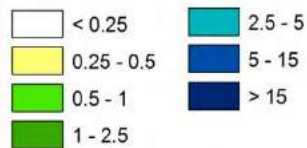
2010 - 2040 Population Growth

Palm Beach County
Broward County



LEGEND

Population Growth in Persons per Acre



Existing Facilities/ Natural Areas



DIRECTIONS 2040

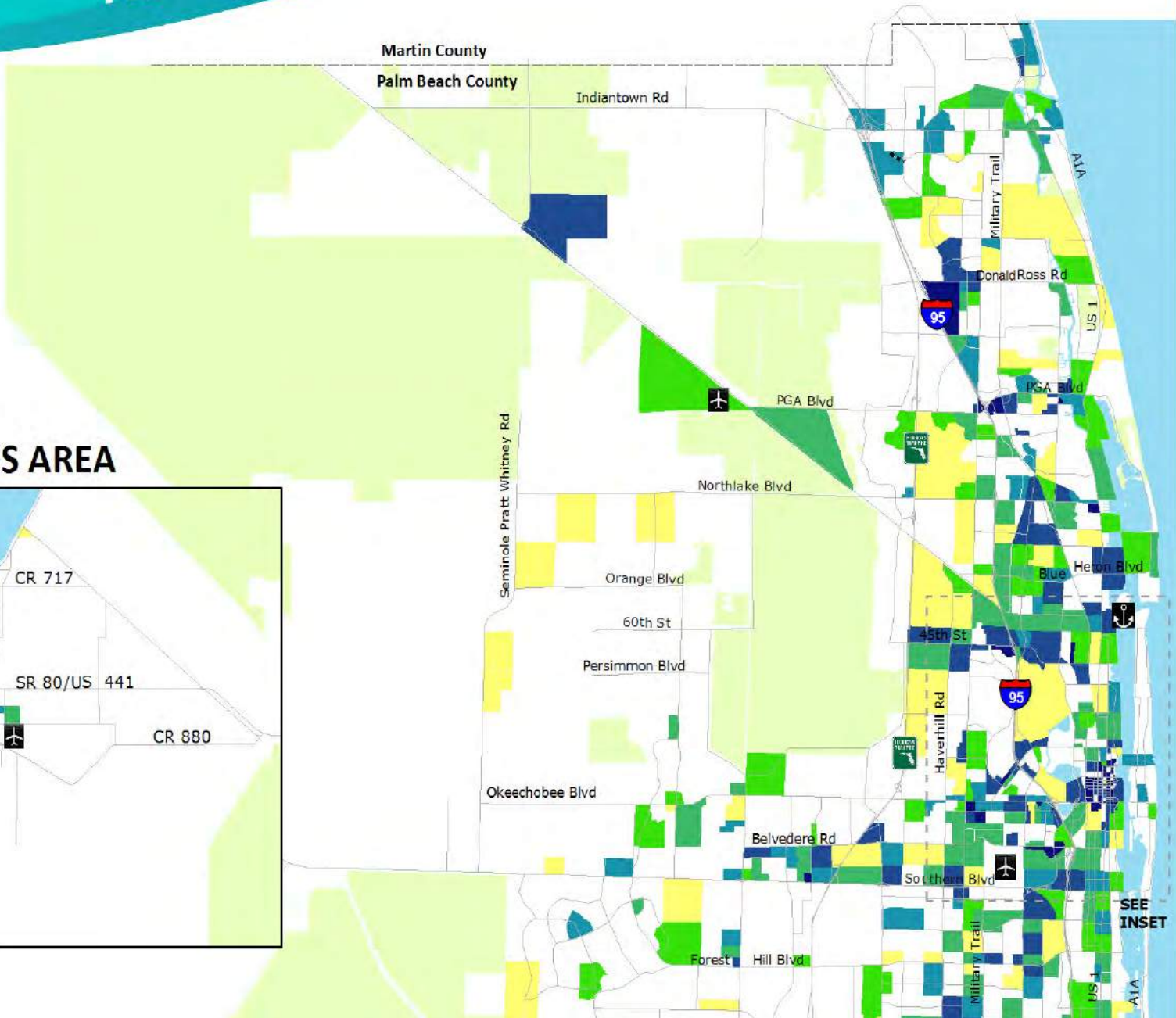
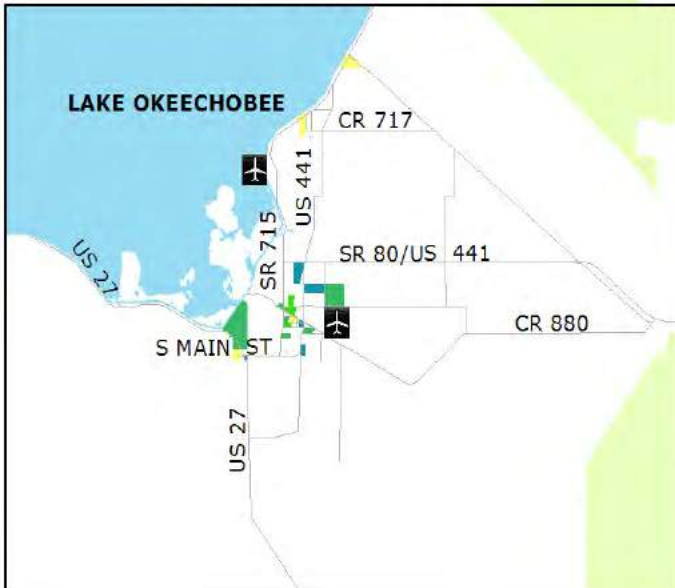
Palm Beach 2040 Long Range Transportation Plan

FORECASTED GROWTH

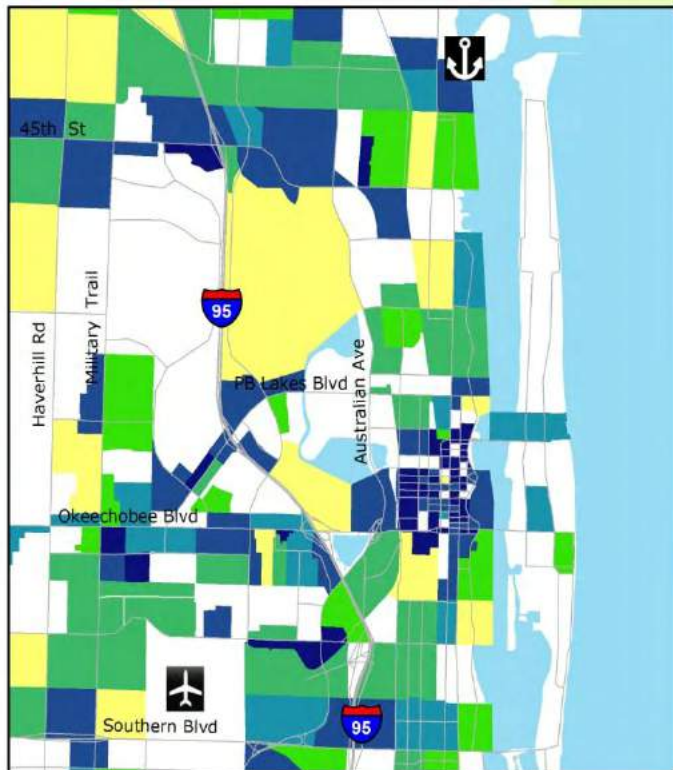
Palm Beach Metropolitan Planning Organization



GLADES AREA

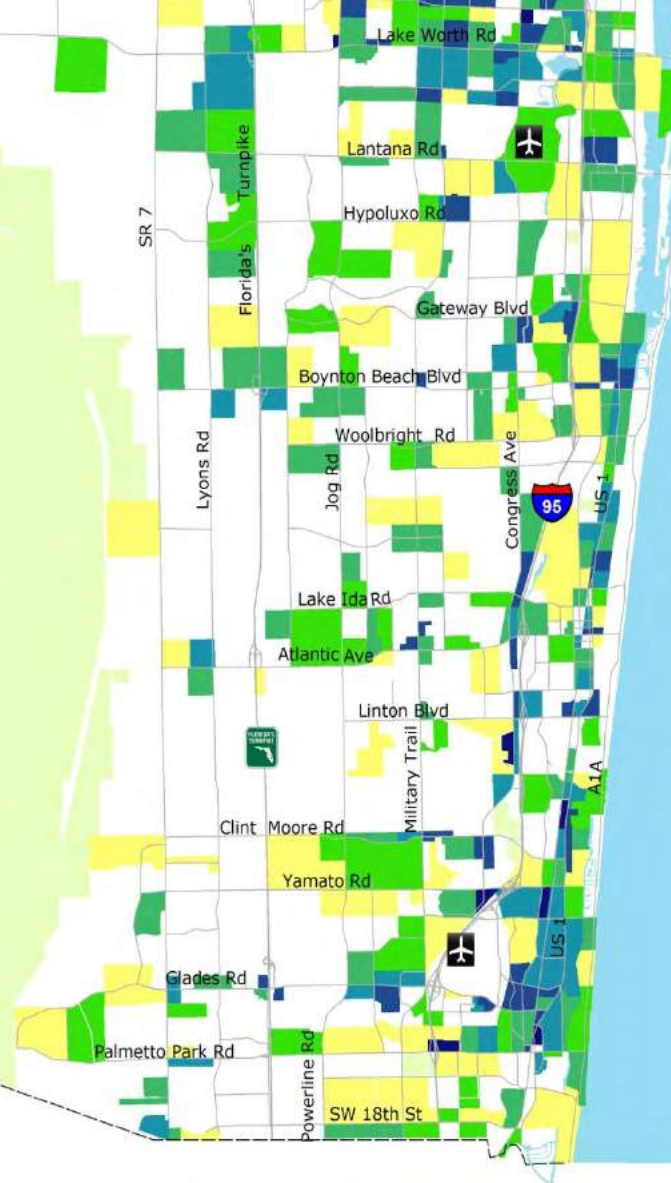


WEST PALM BEACH AREA



2010 - 2040 Employment Growth

Palm Beach County
Broward County



LEGEND

Employment Growth in Employees per Acre



Existing Facilities/ Natural Areas



SECTION 6:

DESIRES PLAN

- ◆ Baseline Projects
- ◆ Planning Resources
- ◆ Desires Plan Development
- ◆ Final Desires Plan



The Year 2040 Desires Plan represents all the transportation improvements that are “desired” to accommodate anticipated transportation demands regardless of any funding limitations. The Desires Plan places special emphasis on local constraints including policy and environmental limitations. All primary modes of transportation are incorporated, including roadways, local buses, commuter rail, airports, the seaport, railways, bicycle and pedestrian facilities, and Transportation System Management and Operations investments.

Section 6 describes the process used to derive the final Year 2040 Desires Plan transportation system.

BASELINE PROJECTS

Projects with established funding commitments in the FY 2015-2019 Transportation Improvement Program served as the "baseline" for the Year 2040 Desires Plan, and ultimately the Year 2040 Cost Feasible Plan. Individual committed major capacity projects included in the Plan are provided in the table on the following page for major highway, transit and freight projects.

Transportation Improvement Program (TIP)

The MPO's Transportation Improvement Program is adopted annually and provides a list of projects funded for the next five fiscal years (FY). The TIP in place at the time of LRTP adoption addresses FY 2015 through 2019. The TIP includes the following categories:

- ◆ Major Roadway Improvements
- ◆ Interstate 95, Florida's Turnpike
- ◆ Transportation System Management
- ◆ Maintenance
- ◆ Aviation
- ◆ Railroad
- ◆ Port of Palm Beach
- ◆ Tri-Rail, Transit (Palm Tran)
- ◆ Transportation Disadvantaged
- ◆ Non-Motorized



The FY 2015-2019 TIP is included as the first five years in the *Directions 2040 Plan*. Note that the TIP includes major projects that will be implemented by transportation system and service providers regardless of funding source. For example, major projects in the Palm Beach County Five Year Road Program for FY 2014 through FY 2018 are included in the FY 15-19 TIP and therefore included in the *Directions 2040 Plan*. Appendix B includes the FY 2015-2019 MPO TIP.



Year 2015-2019 Committed Highway, Transit, and Freight Projects

FACILITY NAME	FROM	TO	IMPROVEMENT
MAJOR IMPROVEMENTS			
Church St	Limestone Creek Rd	W of Central Blvd	Widen 2L to 3L
Congress Ave Ext	Northlake Blvd	Alt. A1A	New 2L
Flavor Pict Rd	SR 7	Lyons Rd	New 2L
Haverhill Rd	N of 45th Street	Bee Line Hwy	Widen 2L to 5L
Haverhill Rd	Lantana Rd	Lake Worth Rd	Widen 2L to 4L
Hood Rd	E of Florida's Turnpike	W. of Central Blvd	Widen 2L to 4L
Jog Rd Extension	Roebuck Road	45th Street	New 4L
Lyons Rd	Broward/PB County Line	SW 18th St	Widen 4L to 6L
Lyons Rd	Clint Moore Rd	Atlantic Ave	Widen 2L to 4L
Northlake Blvd	Seminole Pratt Whitney Rd	Coconut Blvd	Widen 2L to 4L
Old Dixie Hwy	Yamato Rd	Linton Blvd	Widen 2L to 3L
Old Dixie Hwy	Park Ave	Northlake Blvd	Widen 2L to 3L
Roebuck Rd	SR 7	Jog Rd	New 4L
Roebuck Rd	Jog Rd	Haverhill Rd	Widen 2L to 4L
Royal Palm Beach Blvd	60th St	Orange Blvd	Widen 2L to 4L
Seminole Pratt Whitney Rd	Orange Blvd	Northlake Blvd	Widen 2L to 4L (drainage 6L)
Silver Beach Rd	E of Congress Ave	Old Dixie Hwy	Widen 2L to 3L
Southern Blvd/SR 80	W of Lion Country Safari	Crestwood/Forest Hill Blvd	Widen 4L to 6L
SR 7	Okeechobee Blvd	60th St	Widen 2L to 4L
SR 7	60th St	Northlake Blvd	New 4L
SR 710	Martin/PBC Line	W of Indiantown Rd	Widen 2L to 4L
SR 710	W of Indiantown Rd	W of Pratt Whitney Rd	Widen 2L to 4L
SR-710	W of Congress Ave	W of Australian Ave	Widen 2L to 4L
SR 710	Australian Ave	Old Dixie Hwy	Widen 2L to 4L
INTERSTATE 95			
I-95	@ Spanish River Blvd		New Interchange
I-95	@ Atlantic Avenue		Interchange Improvement
I-95	@ Linton Blvd		Interchange Improvement
I-95	@ Blue Heron Blvd		Interchange Improvement
I-95	@ Donald Ross Road		Interchange Improvement
TURNPIKE			
Florida's Turnpike	@ PGA Blvd		Interchange Improvement
Florida's Turnpike	Broward/PB County Line	Lantana Toll Plaza	All Electronic Tolling Conversion
Florida's Turnpike	Lantana Toll Plaza	Martin/PB County Line	All Electronic Tolling Conversion
Florida's Turnpike	I-595 (Broward CL)	S of Lantana Toll Plaza	Tolling Improvement
TRI-RAIL			
SFRTA Layover	Light Maintenance Facility	North end of S Florida Rail Corridor	Rail Preservation Project
New Tri-Rail Station	Glades Rd	Boca Raton	New Station on CSX Corridor
PALM TRAN			
Palm Tran South Bus Facilities Expansion			Design and construction to accommodate expansion
FREIGHT			
FEC Corridor Rail Crossings			Upgrade Rail Crossings to Improve Safety for Vehicular and Non-motorized crossing maneuvers and to mitigate noise impacts along the corridor
Northwood Connection Phase I	NW Quadrant on CSX Mainline	SE Quadrant on FEC Mainline	Rail Capacity Project
Northwood Connection Phase II	SW Quadrant on CSX Mainline	NE Quadrant on FEC Mainline	Rail Capacity Project

Strategic Intermodal System Master Plan

Per the Florida Department of Transportation (FDOT), the Strategic Intermodal System (SIS) is a transportation system that is:

- ◆ **STRATEGIC** - Comprised of facilities and services of statewide and interregional significance
- ◆ **INTERMODAL** - 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
- ◆ **SYSTEM** - Integrates individual facilities, services, forms of transportation (modes) and linkages into a single, integrated transportation network

The FDOT Strategic Intermodal System Master Plan identifies cost feasible transportation improvements for FY 2020 through FY 2025 and for FY 2024 through FY 2040, with one year overlap. The two major components of the SIS Plan known as the "Second Five Year Plan" and the "Long Range Cost Feasible Plan," as they define funded projects for the next five years beyond the TIP and ultimately the long-term years through 2040. All SIS cost feasible projects located within the county were incorporated into the Directions 2040 Desires Plan.



Florida's Turnpike Master Plan

The Florida's Turnpike is classified as a Strategic Intermodal System facility but the Turnpike system maintains a separate Master Plan which is updated annually. The "Florida's Turnpike Enterprise June 2013 Master Plan Update", which covers FY 2013-FY 2040, was consulted for the *Directions 2040 Plan* development. The Turnpike's Master Plan presents two future improvement categories beyond its Five-Year Finance Plan, namely a Ten-Year Finance Plan and a List of Unfunded Needs Projects. For purposes of the Plan efforts, major capacity projects included in the Unfunded Needs Projects through the year 2025 were included in the Directions 2040 Desires Plan. A new interchange at Hypoluxo Road and an interchange improvement at Glades Road were also assumed for the Directions 2040 Desires Plan. Coordination was made with the Turnpike to ensure that the projects reflected within the Plan were reasonable for purposes of the long range transportation plan efforts.

Year 2020-2040 Desires Plan SIS and Turnpike Projects

FACILITY NAME	FROM	TO	IMPROVEMENT
MAJOR IMPROVEMENTS			
2020-2040 Desires Plan (2014-2019 Partially Committed Funding)			
SR 710	Northlake Blvd	Blue Heron Blvd	Widen 4L to 6L
2020-2040 Desires Plan			
SR 80	Forest Hill/Crestwood	Royal Palm Beach Blvd	Widen 6L to 8L
SR 710	W of Seminole Pratt Whitney Rd	PGA Blvd	Widen 4L to 6L
SR 710	PGA Blvd	Northlake Blvd	Widen 4L to 6L
INTERSTATE 95			
2020-2040 Desires Plan (2014-2019 Partially Committed Funding)			
I-95	@ Central Blvd or PGA Blvd		New Interchange/ Interchange Improvement
I-95	@ Northlake Blvd		Interchange Improvement
I-95	@ SR 80		Interchange Improvement
I-95	@ Gateway Blvd		Interchange Improvement
I-95	@ Boynton Beach Blvd		Interchange Improvement
I-95	@ Glades Rd	Includes Auxillary Lanes between Executive Center Dr and NW13st St/FAU Blvd	Interchange Improvement
I-95	Broward/PBC Line	Linton Blvd	Add Managed Lanes
2020-2040 Desires Plan			
I-95	@ Indiantown Rd		Interchange Improvement
I-95	@ 45th St		Interchange Improvement
I-95	@ Palm Beach Lakes Blvd		Interchange Improvement
I-95	@ Okeechobee Blvd		Interchange Improvement
I-95	@ Belvedere Rd		Interchange Improvement
I-95	@ Forest Hill Blvd		Interchange Improvement
I-95	@ 10th Ave N		Interchange Improvement
I-95	@ 6th Ave S		Interchange Improvement
I-95	@ Lantana Rd		Interchange Improvement
I-95	@ Hypoluxo Rd		Interchange Improvement
I-95	@ Woolbright Rd		Interchange Improvement
I-95 Managed Lanes	Linton Blvd	Southern Blvd	Add Managed Lanes
I-95 Managed Lanes	Southern Blvd	Indiantown Rd	Add Managed Lanes
I-95 Managed Lanes	Indiantown Rd	Martin/PBC Line	Add Managed Lanes
TURNPIKE			
2020-2040 Desires Plan			
Turnpike	@ Hypoluxo Rd		New Interchange
Turnpike	@ Glades Rd		Interchange Improvement
Turnpike Mainline	Okeechobee Blvd/Jog Rd (Mile Post 98)	PGA Blvd (Mile Post 109)	Widen 4L to 6L
Turnpike Mainline	Boynton Bch Blvd (Mile Post 86)	Okeechobee Blvd/Jog Rd (Mile Post 98)	Widen 4L to 6L
Turnpike Mainline	Broward/PBC Line (Mile Post 73)	Boynton Bch Blvd (Mile Post 86)	Widen 6L to 8L
I-95 AND/OR TURNPIKE			
Direct Connect from Turnpike to I- 95 @ Indiantown Rd	Turnpike	I-95	New Direct Connector

PLANNING RESOURCES

To develop the remaining projects in the Directions 2040 Desires Plan, a number of planning resources were considered including established existing transportation plans, the on-going I-95 Interchange Master Plan, local stakeholder needs, existing and projected future deficiencies, and residents' input.

Existing Transportation Plans

A thorough review of existing transportation plans related to Palm Beach County was conducted. Numerous master plans and studies were consulted, the main of which are shown below:



The Comprehensive Plan Transportation Elements for Palm Beach County and large municipalities were also reviewed. These municipalities are: Boca Raton, Boynton Beach, Delray Beach, Greenacre,

Jupiter, Lake Worth, Palm Beach Gardens, Riviera Beach, Royal Palm Beach, Wellington, and West Palm Beach.

The plans were checked to ensure that any proposed major transportation improvements were considered for inclusion in the Year 2040 Desires Plan and to ensure that the *Directions 2040 Plan* is consistent with policies adopted by local entities.

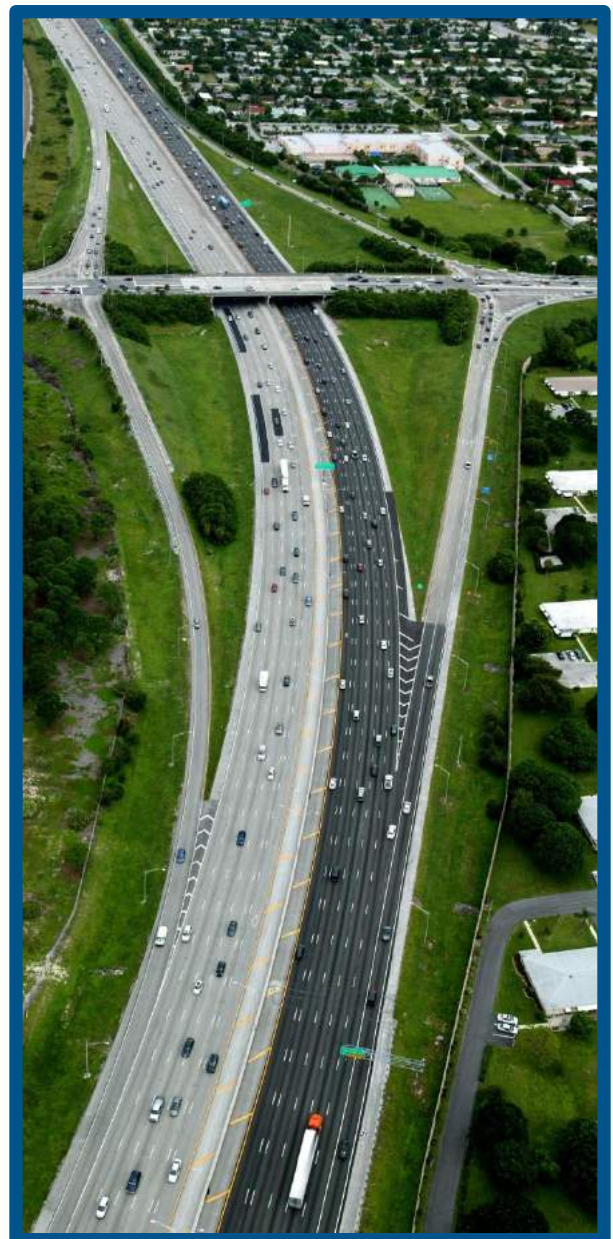
I-95 Interchange Master Plan

At the time of the *Directions 2040 Plan* development, the Florida Department of Transportation was in the process of preparing its I-95 Master Plan. The following interchanges were being studied as part of the I-95 Interchange Master Plan:

- ◆ I-95 and Linton Boulevard
- ◆ I-95 and Atlantic Avenue
- ◆ I-95 and Woolbright Road
- ◆ I-95 and Boynton Beach Boulevard
- ◆ I-95 and Gateway Boulevard
- ◆ I-95 and Hypoluxo Road
- ◆ I-95 and Lantana Road
- ◆ I-95 and 6th Avenue
- ◆ I-95 and 10th Avenue
- ◆ I-95 and Forest Hill Boulevard
- ◆ I-95 and Southern Boulevard
- ◆ I-95 and Belvedere Road
- ◆ I-95 and Okeechobee Boulevard
- ◆ I-95 and Palm Beach Lakes Boulevard
- ◆ I-95 and 45th Street
- ◆ I-95 and Blue Heron Boulevard
- ◆ I-95 and Northlake Boulevard

Some of the interchange improvements are part of the SIS Second Five Year and SIS Long Range Cost Feasible Plans.

The interchange improvements were yet to be identified in terms of specifics. Notably, all improvements were not automatically assumed cost feasible for purposes of the *Directions 2040 Plan* and therefore were not identified as "baseline" projects. They were, however, all included for the Desires Plan.



Local Stakeholder Requests

Additionally, Palm Beach County, local municipalities, and local transportation providers were contacted requesting input on transportation needs for the area. Two priorities were requested for each transit, roadway, and bicycle/pedestrian improvements.

Stakeholder Needs Request Forms

DIRECTIONS 2040 - Palm Beach MPO Needs Assessment - TRANSIT

GENERAL INFORMATION

Contact Name

Contact Agency

Address

Phone

Email

TRANSIT PRIORITY #1

Project Name

General Location*

From

To

Project Description*

Project Purpose and Need*

Potential Communities Served

Is it on a transit route (if yes, specify)?

Is Right of Way Required?

TRANSIT PRIORITY #2

Project Name

General Location*

From

To

Project Description*

Project Purpose and Need*

Potential Communities Served

Is it on a transit route (if yes, specify)?

Is Right of Way Required?

DIRECTIONS 2040 - Palm Beach MPO Needs Assessment - ROADWAY

GENERAL INFORMATION

Contact Name

Contact Agency

Address

Phone

Email

ROADWAY PRIORITY #1

Project Name

General Location*

From

To

Project Description*

Project Purpose and Need*

Potential Communities Served

Is it on a transit route (if yes, specify)?

Is Right of Way Required?

ROADWAY PRIORITY #2

Project Name

General Location*

From

To

Project Description*

Project Purpose and Need*

Potential Communities Served

Is it on a transit route (if yes, specify)?

Is Right of Way Required?

Needs Assessment - BIKE/PEDESTRIAN

GENERAL INFORMATION

Contact Name

Contact Agency

Address

Phone

Email

BIKE/PEDESTRIAN PRIORITY #1

Project Name

General Location*

From

To

Project Description*

Project Purpose and Need*

Potential Communities Served

Is it on a transit route (if yes, specify)?

Is Right of Way Required?

BIKE/PEDESTRIAN PRIORITY #2

Project Name

General Location*

From

To

Project Description*

Project Purpose and Need*

Potential Communities Served

Is it on a transit route (if yes, specify)?

Is Right of Way Required?

Stakeholders that Responded

Stakeholders Contacted	
Municipality	Other Agency
City of Boca Raton	Engineering Dept., Palm Beach County
City of Boynton Beach	FDOT District 4
City of Lake Worth	Palm Tran
Town of Jupiter	South Florida Regional Transportation Authority (SFRTA)
City of Palm Beach Gardens	Division of Airports, Palm Beach County
Town of Lake Park	Port of Palm Beach
Village of Wellington	Economic Council of Palm Beach County
Village of Royal palm Beach	Westgate Belvedere Homes CRA

Local Stakeholder transit needs included local shuttles, park-and-ride, Palm Tran bus routes and stops, Tri-Rail station updates, and the Glades Intermodal Logistics Center projects. Roadway projects included new extensions, lane additions, intersection improvements, and complete streets. Bicycle and Pedestrian enhancements included new pathways, bicycle lanes, sidewalks, and improved bicycle storage on Tri-Rail trains. Appendix C details requested stakeholder needs projects.

Existing Transportation Conditions

Acknowledging capacity constraints for the existing transportation system was another important component in identifying needs for the Year 2040 Desires Plan. Existing traffic counts were compared to estimated facility capacities to establish where present deficiencies exist. The MPO maintains information regarding bicycle and pedestrian path needs throughout the county which was consulted. Existing transit needs were based primarily on areas where new corridors and extensions would provide for improved service and provide new opportunities for transit riders.

Future Travel Forecasts

Future travel demand was estimated using the Southeast Florida Regional Planning Model (SERPM) version 6.5. Although the Palm Beach MPO is part of the Southeast Florida Region and there were hopes to utilize the SERPM 7.0 Activity Based Model, the schedule of model development and completion prevented its usefulness for the *Directions 2040 Plan*. As such, the SERPM Version 6.5 Model served as the base for the Plan's travel projections.

Future Transportation Conditions

Specifically, the SERPM Version 6.5 Model was coded with the existing roadway and transit networks and committed projects funded in the MPO's TIP were then added. The year 2040 socio-economic data referenced in Section 4 was input into the model to achieve a Year 2040 Existing-Plus-Committed (E+C) assignment. The resulting model projections provide insight into what transportation needs would exist by the year 2040, if no improvements were made to the transportation system beyond what is committed for the next five years. The Year 2040 Existing-Plus-Committed model volume-to-capacity ratios are provided in the Appendix C.

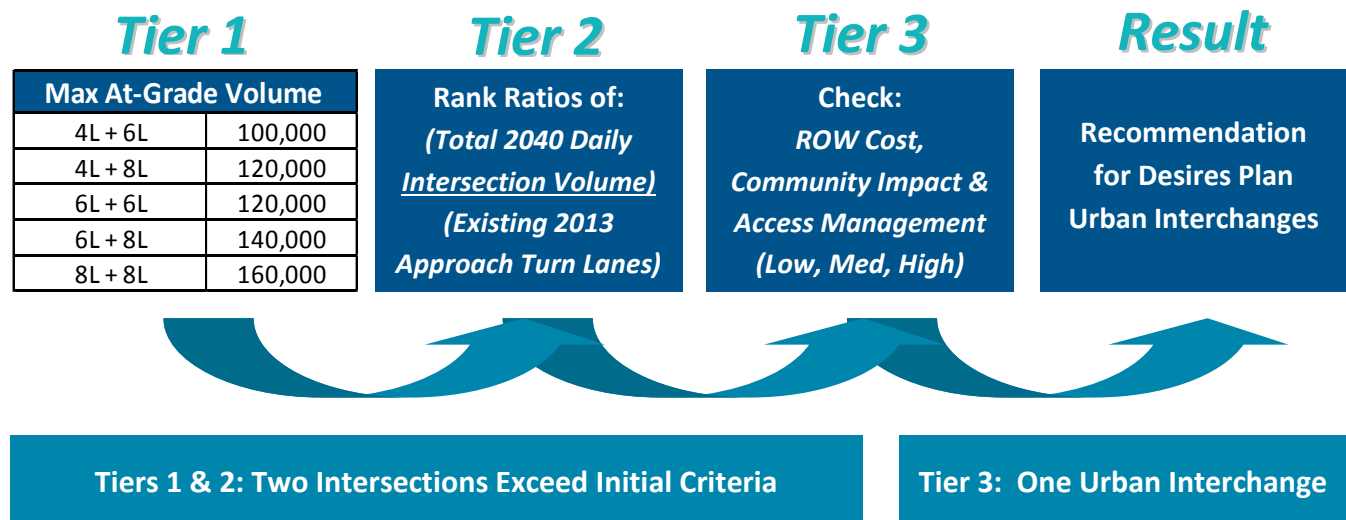
Transportation



Conditions

Evaluation of Grade Separated Interchanges

One of the documents considered in identifying desired transportation projects was the 2035 Plan adopted by the Palm Beach MPO. The 2035 Plan included six urban interchanges but recent discussion at MPO Board meetings prompted a formal analysis of the justification for grade separations at these locations and any other locations as may be warranted. The analysis consisted of a three tier procedure, as shown below.



The six locations in the 2035 Plan were evaluated along with eight additional locations which exceeded the thresholds outlined in Tier 1. Although two locations cleared Tiers 1 and 2, at-grade improvements were shown to have greater benefit and lesser tier 3 impacts at the intersection of SR 80 at Forest Hill/Crestwood Blvd. Only one major interchange improvement project was identified to be needed at the Florida's Turnpike and Glades Road, for purposes of the Desires Plan. The detailed analysis is presented in Appendix C.

Public Input

Section 2, Public Involvement, demonstrates that an extensive outreach effort was prepared for the *Directions 2040 Plan*. Part of the efforts included accumulation of some 550 surveys. The survey was designed to not only have check mark type of responses but to provide opportunity for individual site-specific recommendations for transportation system improvements. Additional comments were received at the various outreach public presentations, workshops, and the Plan website.

The surveys provided responders the opportunity to score what their priorities were with respect to 13 transportation investment options. The subsequent table shows the results tallied by summarizing the transportation improvements which received a score ranked as being in the top 5 priority relative to each of the options. The options with the highest rankings are maintenance of the existing system, improving signal operations, and expanding local Palm Tran bus service.

Resident Priorities	Priorities based on a top five ranking by individual survey respondents	
	Options	% Ranking Option in Top 5
	Maintain existing roads, bridges, traffic signals, etc.	76.4
	Improve traffic signal operations	73.9
	Expand Palm Tran	60.6
	Construct new roads, expand existing roads	53.3
	Expand/improve bicycle/pedestrian facilities	50.3
	Extend Tri-Rail North to Jupiter	49.5
	Extend Tri-Rail South to Downtown Miami	42.0
	Maintain level of service for Palm Tran	41.9
	Maintain level of service for Tri-Rail	29.7
	Improve PBIA facilities	20.4
	Improve landscaping on major roads	17.6
	Other	15.5
	Improve Port of Palm Beach facilities	9.7

Appendix A provides a summary of the individual recommendations relative to the general and site specific improvements within the following transportation categories: Roadway, Transit, Transportation System Management and Maintenance, Landscaping, Airports and Seaports, and Non-Motorized Modes. The public input received from the public transportation survey, along with other outreach efforts, was consulted in the assessment of "desired" projects for the Plan.



DESIRES PLAN DEVELOPMENT

After reviewing the various transportation needs identified through available master plans and studies, requested stakeholder projects, existing and future transportation conditions, and extensive public input, the next step was to identify the list of potential Directions 2040 Desires Plan projects. An explanation of how each contributed to the Desires Plan development is below and the Final Desires Plan projects, additional to the Committed and the SIS and Turnpike projects, are shown in the tables on the following pages.

Project Identification

All fully and partially committed projects were included along with the SIS and Turnpike cost feasible projects (e.g. baseline projects). Next other potential projects were reviewed to establish which projects were "desired." In other words, which projects were not only needed but viable projects in terms of physical, environmental, and community constraints. Stakeholder input was an integral part of the process. Several drafts were prepared prior to the final Desires Plan.

Regional Coordination

The Southeast Florida Regional Transportation Council (SEFTC) is a formal partnership of the Palm Beach MPO, Broward MPO, and Miami-Dade MPO within the U.S. Census designated Miami Urbanized Area. SEFTC served as a forum for policy coordination and all regional planning-level efforts related to individual transportation modes. These efforts included the Year 2040 Southeast Florida Regional Long Range Transportation Plan and review of major regional transportation corridors such as I-95, the Florida's Turnpike, and Tri-Rail. Coordination extended to ensuring that individual transportation improvements crossing the Palm Beach County and Broward County Line were consistent.

Review of potential improvements associated with facilities extending into the counties north and west of Palm Beach was conducted to ensure additional consistency.



Year 2020-2040 Desires Plan Other Major Highway, Transit, and Freight Projects

FACILITY NAME	FROM	TO	IMPROVEMENT
MAJOR IMPROVEMENTS			
2020-2040 Desires Plan (2014-2019 Partially Committed Funding)			
Lyons Rd	Lake Worth Rd	Stribling Wy	New 2L
Lyons Rd	Lantana Rd	Lake Worth Rd	Widen 2L to 4L
2020-2040 Desires Plan			
45th St	Haverhill Rd	W of Military Tr	Widen 4L to 6L
45th St	I-95	Congress Ave	Widen 6L to 8L
60th St	Seminole Pratt Whitney Rd	140th Ave N	New 2L
Atlantic Ave/SR 806	SR 7	W of Lyons Rd	Widen 2L to 4L
Atlantic Ave/SR 806	Lyons Rd	Jog Rd	Widen 4L to 6L
Avenue E Extension	US 27 Connector	SR 715	New 2L
Boca Rio Rd	Palmetto Park Rd	Glades Rd	Widen 2L to 4L
Boutwell Rd	Lake Worth	10th Ave N	Widen 2L to 3L
Flavor Pict Rd	Lyons Rd	Hagen Ranch Rd	New 2L
Hooker Hwy/SR 812	SR 715	US 441	Widen 2L to 4L
Indiantown Rd	Pratt-Whitney Rd	131st Trail N	Widen 2L to 4L
Indiantown Rd	Jupiter Farms Rd	W of Florida's Turnpike	Widen 4L to 6L
Island Way Southern Ext.	Indiantown Rd	Central Blvd	New 2L
Lantana Rd	Lyons Rd	Hagen Ranch Rd	Widen 4L to 6L
Okeechobee Blvd Extension	SR 80/CR 880 Intersection	Seminole Pratt Whitney Rd	New 2L
Okeechobee Blvd	Seminole Pratt-Whitney Rd	West of Crestwood Blvd	Widen 2L to 4L
Okeechobee Blvd	Crestwood Blvd	W of Royal Palm Beach Blvd	Widen 4L to 6L
Park Ave Extension	Old Dixie Highway	Congress Avenue	New 2L
Persimmon Blvd	Seminole Pratt Whitney Rd	140th Ave N	New 4L
PGA Blvd/SR 786	SR 710/Beeline Hwy	Ryder Cup Blvd	Widen 2L to 4L
Polo Road	Lake Worth Rd	Lyons Rd	New 2L
Potomac Rd	E-3 Canal	Military Tr	Widen 2L to 4L
Seminole Pratt-Whitney Rd	Persimmon Blvd	60th St	Widen 2L to 4L
Seminole Pratt Whitney Rd	N of Northlake Blvd	SR 710	New 2L
Silver Beach Rd	Old Dixie Hwy	US 1	Widen 2L to 3L
SR 7	Okeechobee Blvd	Belvedere Rd	Widen 6L to 8L
SR 715	S Main St	Hooker Hwy	Widen 2L to 4L
US 27 Connector	SR 80/US 27	SR 715	New 2L
TRI-RAIL			
2020-2040 Desires Plan (2014-2019 Partially Committed Funding)			
Tri-Rail Extension - New Service	West Palm Beach Station	New Jupiter Station	New Service to Jupiter on FEC corridor via Northwood Crossover with Stations in WPB, PG Gardens and Jupiter

Year 2020-2040 Desires Plan Other Major Highway, Transit, and Freight Projects (Cont'd)

FACILITY NAME	FROM	TO	IMPROVEMENT
TRI-RAIL (Cont'd)			
2020-2040 Desires Plan			
Tri-Rail Coastal Link - New Service	Boca/FAU	Miami*	Tri-Rail Coastal Link Project, Includes Total Regional Capital Cost and Operating Assistance
Tri-Rail Coastal Link - New Service	Jupiter	Ft Lauderdale*	
Tri-Rail Extension - New Service	Mangonia Park Station	Blue Heron Blvd/VA Hospital	Extend existing service on CSX corridor
New Tri-Rail Station	Toney Penna Dr	Jupiter	Tri-Rail Coastal Link station on FEC corridor
New Tri-Rail Station	PGA Blvd	Palm Beach Gardens	Tri-Rail Coastal Link station on FEC corridor
New Tri-Rail Station	Park Ave	Lake Park	Additional Tri-Rail Coastal Link Station on FEC corridor
New Tri-Rail Station	13th St	Riviera Beach	Additional Tri-Rail Coastal Link Station on FEC corridor
New Tri-Rail Station	45th St	West Palm Beach	Tri-Rail Coastal Link station on FEC corridor
New Tri-Rail Station	Northwood/25 St	West Palm Beach	Additional Tri-Rail Coastal Link Station on FEC corridor
New All Aboard Florida Station	Datura/Evernia	West Palm Beach	Station and new high-speed service to Ft. Lauderdale,
New Tri-Rail Station	S of Forest Hill Blvd	West Palm Beach	Additional Tri-Rail Coastal Link Station on FEC corridor
New Tri-Rail Station	Lake Worth Rd	Lake Worth	Tri-Rail Coastal Link station on FEC corridor
New Tri-Rail Station	Lantana Rd	Lantana	Additional Tri-Rail Coastal Link Station on FEC corridor
New Tri-Rail Station	Boynton Beach Blvd	Boynton Beach	Tri-Rail Coastal Link station on FEC corridor
New Tri-Rail Station	Atlantic Ave	Delray Beach	Tri-Rail Coastal Link station on FEC corridor
New Tri-Rail Station	20th St	Boca Raton	Additional Tri-Rail Coastal Link Station on FEC corridor
New Tri-Rail Station	Palmetto Park Rd	Boca Raton	Tri-Rail Coastal Link station on FEC corridor
New Tri-Rail Station	Blue Heron Blvd	Riviera Beach	Additional Tri-Rail Station on CSX corridor
New Tri-Rail Station	PBIA	West Palm Beach	Additional Tri-Rail Station on CSX corridor
Tri-Rail Park & Ride Expansion	45th St	Mangonia Park Station	New parking garage (300 spaces) and improved bus
Tri-Rail Park & Ride Expansion	WPB Intermodal Center	West Palm Beach	New parking garage (450 spaces)
Tri-Rail Park & Ride Expansion	Yamato Rd	Boca Raton	New parking garage (420 spaces)

Year 2020-2040 Desires Plan Other Major Highway, Transit, and Freight Projects (Cont'd)

FACILITY NAME	FROM	TO	IMPROVEMENT
PALM TRAN			
2020-2040 Desires Plan (2014-2019 Partially Committed Funding)			
Palm Tran North Bus Facilities Expansion	Electronics Way	South of 36th St	Design and construction to accommodate expansion
2020-2040 Desires Plan			
Boca Intermodal Center	At Tri-Rail Station near Glades Rd	Boca Raton	Proposed passenger intermodal center
Glades Area Intermodal Center	@SR80/US441/Hooker Hwy/Main St	Belle Glade	Proposed passenger intermodal center
Express Bus via I-95	Indiantown Rd	WPB Intermodal Center	New express bus service
Express Bus via Turnpike	Broward Co	Palm Beach Gardens	New express bus service
Express Bus via SR 7/Okeechobee Blvd	Mall at Wellington Green	WPB Intermodal Center	New express bus service
Express Bus via SPW Rd/Northlake Blvd/Military	SPW/Persimmon Blvd	Palm Beach Gardens Station	New express bus service
Express Bus via Military Tr	Boca Intermodal Center	WPB Intermodal Center	New express bus service
Express Bus via Glades Rd	SR 7	US 1	New express bus service
Express Bus via SR 7	Broward Co	Mall at Wellington Green	New express bus service
Express Bus via SR 7/Lake Worth Rd go US1	Mall at Wellington Green	US 1 in Lake Worth	New express bus service
Express Bus via US 1	Camino Real Rd	WPB Intermodal Center	New express bus service
Express Bus via SR 80/Australian Ave	Glades Area Intermodal Center	WPB Intermodal Center	New express bus service
Express Bus via Persimmons Blvd/SR 7/Okeechobee Blvd	SPW/Persimmon Blvd	WPB Intermodal Center	New express bus service
FREIGHT			
2020-2040 Desires Plan			
Proposed Intermodal Logistic Center	W of SR 715	US 27	Freight Logistic Facility
New Freight Rail Corridor	Hendry/PB County Line	Port of Miami via US 27*	New Freight Rail Line via SR 80 in South Bay incl. Utility Relocation

MPO Board and Advisory Committees

Numerous presentations were made to the MPO Board and its advisory committees throughout the Plan process for purposes of developing an adopted Year 2040 Desires Plan. The MPO's committees include its Technical Advisory Committee (TAC), its Citizens' Advisory Committee (CAC), and its Bicycle Greenways, and Pedestrian Advisory Committee (BGPAC). Presentations included results of the population and employment growth, Year 2040 E+C travel demand forecast, survey input, and draft

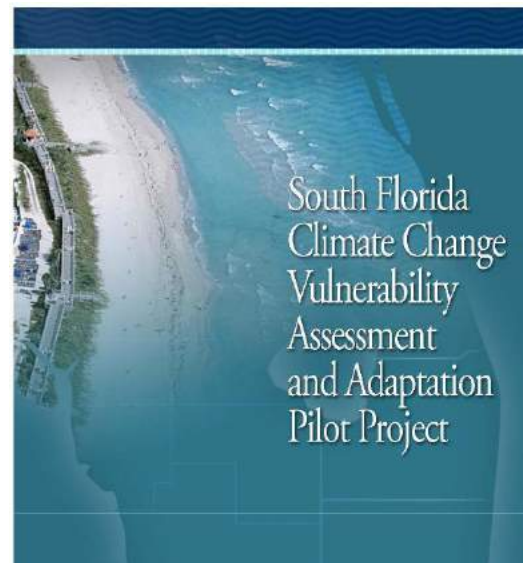
Desires Plan recommendations, as detailed in Section 2, Public Involvement. A Year 2040 Desires Plan was endorsed by the MPO Board at its May 15, 2014 meeting, with minor refinement at the Plan adoption and Public Meeting on October 16, 2014.

Environmental Mitigation Strategies

In consultation with various regulatory agencies, the Palm Beach MPO followed a comprehensive planning process that included analysis of potential environmental impacts associated with the final list of desired projects, along with mitigation activities that showed promise for minimizing any significant impacts to the surrounding environment. Such regulatory agencies included the Florida Department of Environmental Protection (FDEP), the Palm Beach County Health Department, the Palm Beach County Department of Environmental Resource Management (ERM) and Parks and Recreation Departments, and other environmental protection communities and businesses. Projects were screened and solicited for regulatory agency comments through the Efficient Transportation Decision Making process, or ETDM, established by the Florida Department of Transportation as a means to support the state's environmental policies. The system provides agencies and other stakeholders the opportunity for early input and consideration of the environment in transportation planning, including linking the Project Development and Environment (PD&E) process with the requirements listed under the National Environmental Policy Act (NEPA). ETDM proactively identifies potential avoidance, minimization, and mitigation opportunities for projects identified and selected by the MPO. When developing the remaining projects in the Desires Plan, a number of state & local resource agency plans were considered during the planning process, including the Strategic Intermodal System and Turnpike Master Plans, the Transit Development Plans for Palm Tran and Tri-Rail, and the Intracoastal Waterway Plan. Appendix E further describes the the MPO's environmental mitigation process.

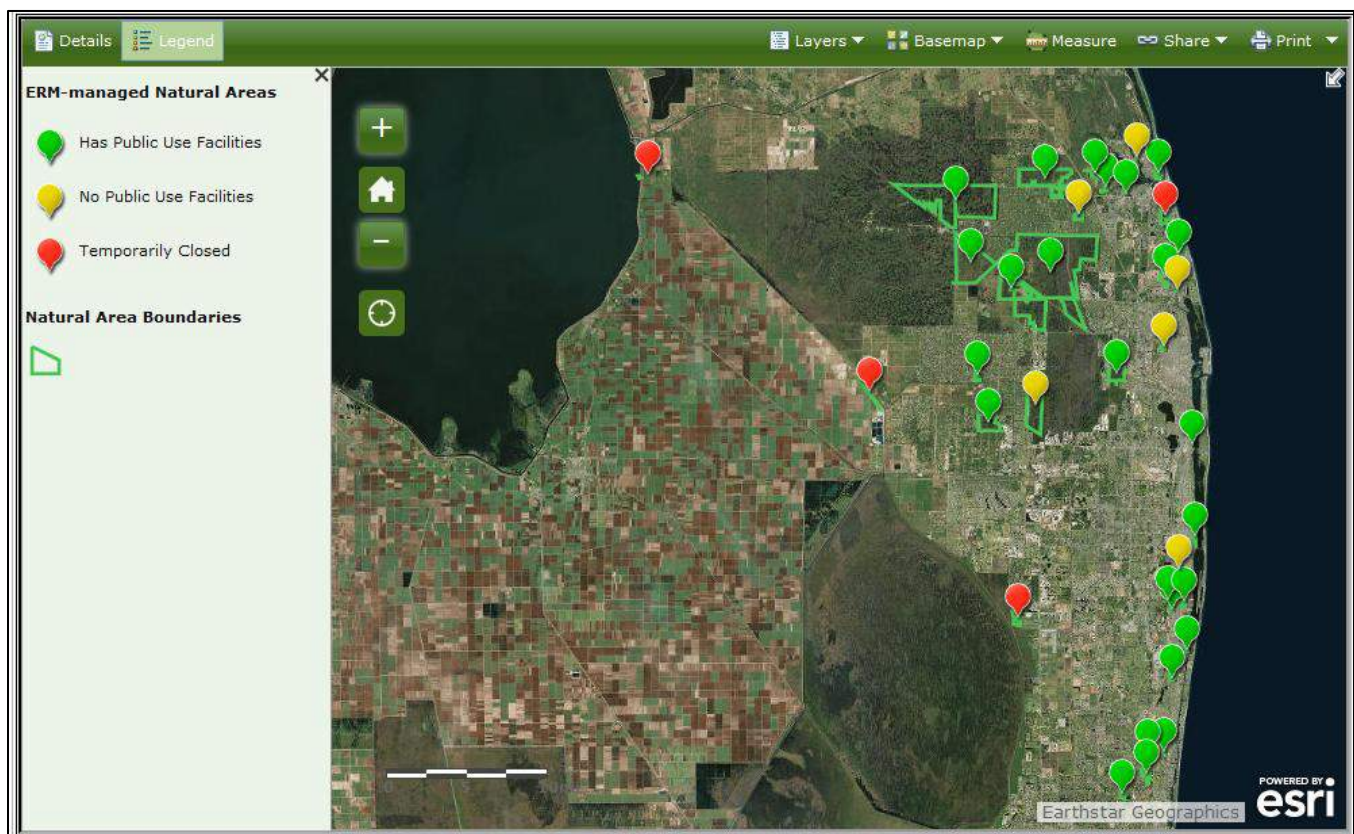
The Southeast Florida Regional Climate Change Compact

In 2009 the Southeast Florida Regional Climate Change Compact was formed between Miami-Dade, Broward, Palm Beach and Monroe Counties to create an Action Plan that identifies strategies for the built environment, land use, and transportation that reduce vulnerability and enhance resiliency to the effects of climate change, including projected sea level rise and anticipated increases in tropical storm events. During LRTP development, a study was ongoing to perform the vulnerability assessment, identify limitations of the analysis, and specifically focus on affected roadways and associated infrastructure. The MPO considered this study's draft recommendations when evaluating the cost feasible list of projects.



Natural Areas Map

The MPO seeks to preserve and protect environmental resources in Palm Beach County and to protect wildlife and endangered species. The map below identifies natural areas owned or managed by ERM. This map, other natural areas managed by state, drainage district and municipal agencies, and some private lands constitute the full complement of significant areas to be considered. Impacts to these natural areas are accounted for during the MPO's transportation planning process by the MPO Governing Board and its advisory committees, which include members from the Florida Department of Transportation's Planning & Environmental Management office, and the Palm Beach County's Planning and Health Departments (including the Environment and Air Pollution section). The advisory committees ensure that studies, plans, and programs submitted to the MPO are technically sufficient, accurate, and comprehensive, enabling the MPO's Board of elected officials to receive input from local staff members in its decision making process. Furthermore, under the Goals, Objectives, and Values (GOVs) section of this plan, the MPO has established a scoring criteria for review of major transportation projects (Desires Plan) that ranks and prioritizes projects submitted to the MPO for potential funding. For the Environmental Stewardship category (Value #7), a maximum of 10 points are available for projects that are both consistent with all applicable local comprehensive plans, and for those projects that are likely to be categorically excluded from the NEPA process or to constitute a Finding of No Significant Impact through an Environmental Assessment (EA FONSI).



FINAL DESIRES PLAN

In summary, the final Year 2040 Desires Plan represents major capacity projects for Transit, Freight, and Highways. The figures on the subsequent pages provide respectively the Year 2040 Desires Plan Highway map and the Year 2040 Desires Plan Transit map.

As illustrated, the Plan represents an accumulation of projects for the period Year 2015 through Year 2019 and the period Year 2020 through Year 2040. Transit and Freight improvements are highlighted below:

- ◆ New Tri-Rail Extensions to Jupiter and to the Veteran's Hospital at Blue Heron Boulevard
- ◆ New Tri-Rail Coastal Link Service between Boca Raton and downtown Miami via the SFRC and FEC railways and between Jupiter and Fort Lauderdale via the FEC railway
- ◆ 15 New Tri-Rail Stations (for Improving and Extending Existing Service and supporting new Coastal Link Service)
- ◆ 1 New All Aboard Florida Station in West Palm Beach
- ◆ 3 Tri-Rail Park-and-Ride Expansions
- ◆ 11 New Palm Tran Express Bus Corridors
- ◆ Construction of new Passenger Intermodal Centers in Boca Raton and Belle Glade
- ◆ Intermodal Logistics Center in Glades Area
- ◆ New US 27 Freight Rail Corridor Service from Hendry County Line to Port of Miami



The highway highlights include:

- ◆ I-95 Managed Lanes from Martin County Line to Broward County Line
- ◆ 21 New I-95 Interchange Improvements
- ◆ Widening of Florida's Turnpike from Broward County Line to PGA Boulevard
- ◆ 1 New Interchange and 2 New Interchange Improvements on Florida's Turnpike

- ◆ Direct Connect from Florida's Turnpike to I-95
- ◆ Widening of SR 710 from West of Seminole Pratt Whitney Road to Blue Heron Boulevard
- ◆ 16 New Roadways/Extensions, incl. Okeechobee Boulevard Extension to SR 80
- ◆ 39 Roadway Widenings, incl. 45th Street, Atlantic Avenue & Seminole Pratt Whitney Road

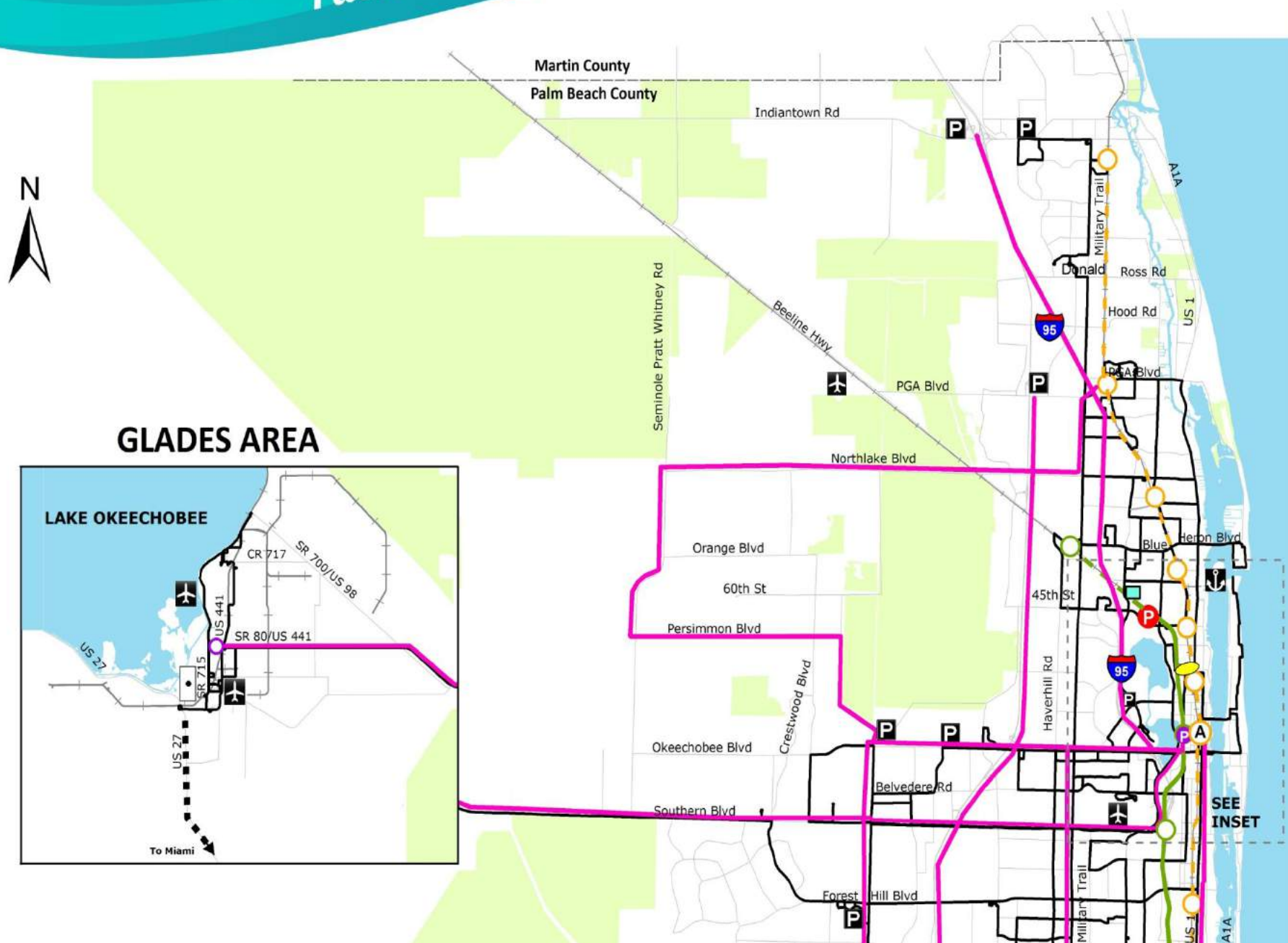


DIRECTIONS 2040

Palm Beach 2040 Long Range Transportation Plan

DESIRES PLAN

Palm Beach Metropolitan Planning Organization



WEST PALM BEACH AREA



Palm Beach County
Broward County

2040 Desires Plan

Transit and Freight Component



Leftwich
Consulting
Engineers, Inc.

LEGEND

Existing Facilities

- Tri-Rail Station
- P Tri-Rail Station with Parking Facility
- Tri-Rail Route
- ++ Railroad Lines
- P Passenger Intermodal Center & Expansion of Tri-Rail Parking Facility
- Palm Tran Bus Routes

- ★ Amtrak Service at Existing Tri-Rail Station
- ✈ Airport
- ⚓ Port of Palm Beach
- P Park-N-Ride Facility
- Broward County Transit Transfer Station
- Natural Area
- Natural Water Bodies

Committed/Desired Facilities

- Tri-Rail Station with Park-N-Ride Facility
- Tri-Rail Route Expansion
- Coastal Link Station with Park-N-Ride Facility
- Tri-Rail Coastal Link Service
- Regional Freight Rail (Miami to South Bay)
- P Expansion of Existing Tri-Rail Parking Facility
- Express Bus Service
- A Co-located All Aboard Florida and Tri-Rail Coastal Link Station
- Tri-Rail Northern Layover Facility
- Intermodal Logistics Center
- Passenger Intermodal Center
- Northwood Rail Crossover
- Bus Facility Expansion

Transit, and Freight Component

DIRECTIONS 2040

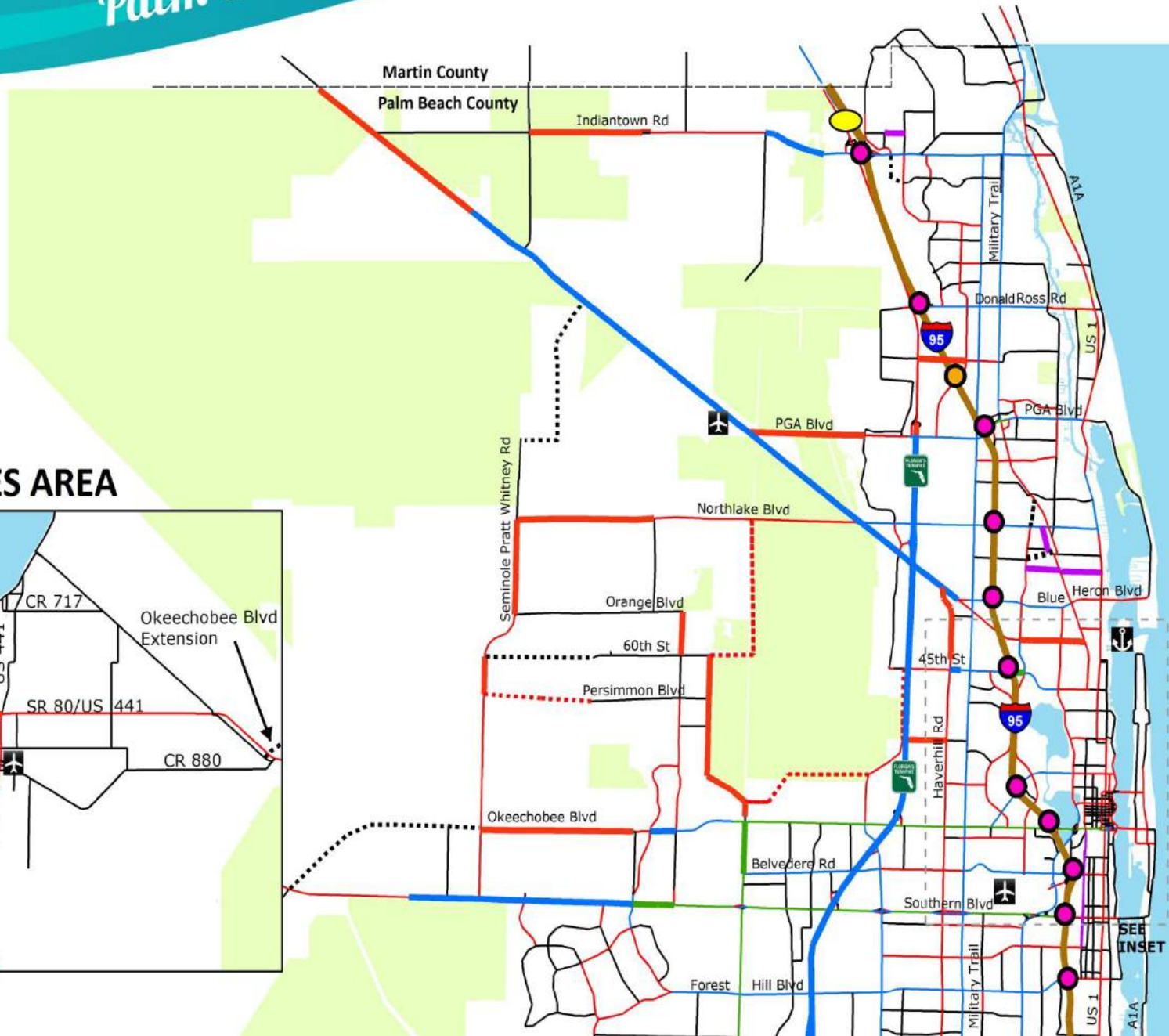
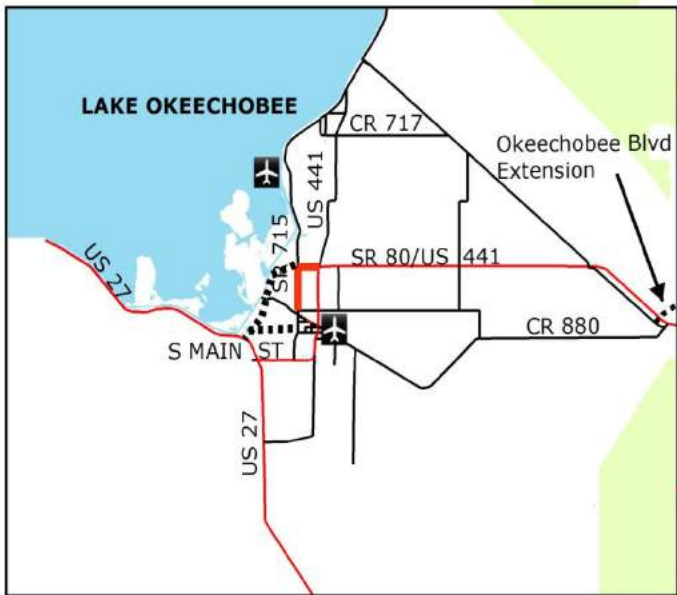
Palm Beach 2040 Long Range Transportation Plan

DESIRES PLAN

Palm Beach Metropolitan Planning Organization



GLADES AREA

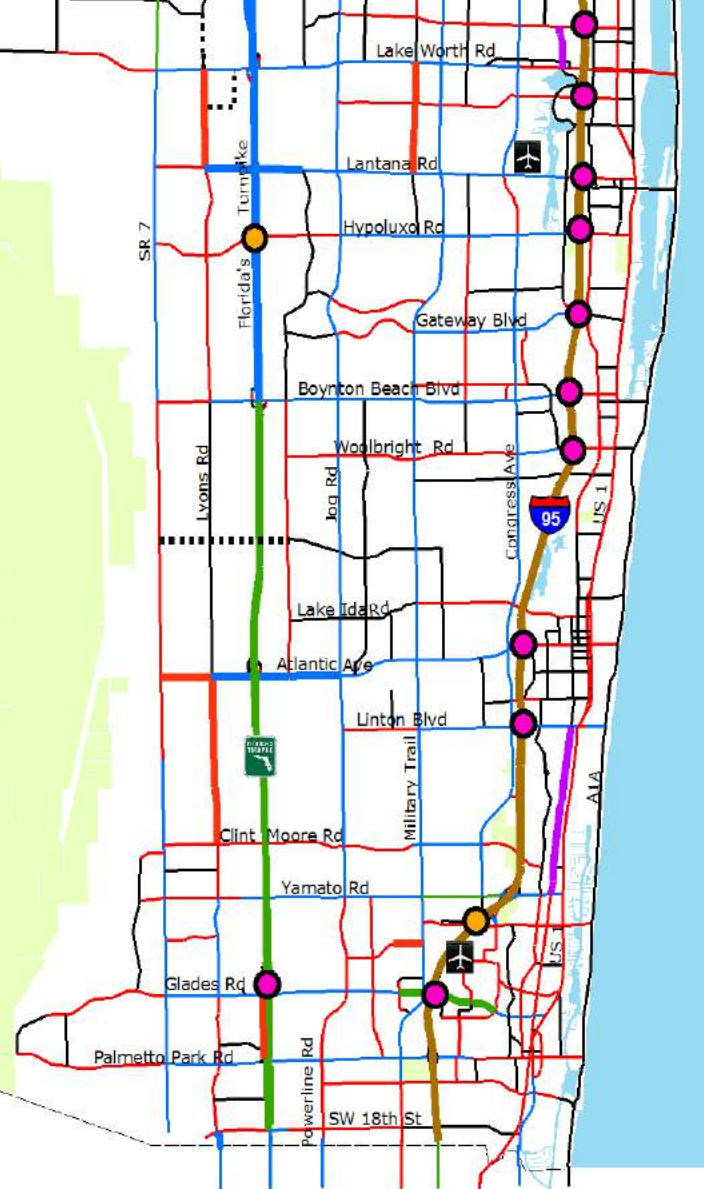


WEST PALM BEACH AREA



2040 Desires Plan Highway Component

Palm Beach County
Broward County



LEGEND

Existing Lanes/Facilities

- 2 Lanes
- 3 Lanes
- 4 Lanes
- 6 Lanes
- 8 Lanes
- Airport
- Port of Palm Beach
- Natural Area
- Natural Water Bodies

Committed/Desired Improvements

- New 2 Lanes
- New 4 Lanes
- Widen to 3 Lanes
- Widen to 4 Lanes
- Widen to 6 Lanes
- Widen to 8 Lanes
- I-95 Managed Lanes System
- Turnpike to I-95 Connector: SB to SB and NB to NB
- New Interchange
- Interchange Improvement

NOTES

Improvements committed and/or desired beyond existing network.



Leftwich Consulting Engineers, Inc.

SECTION 7:

FINANCIAL SUMMARY

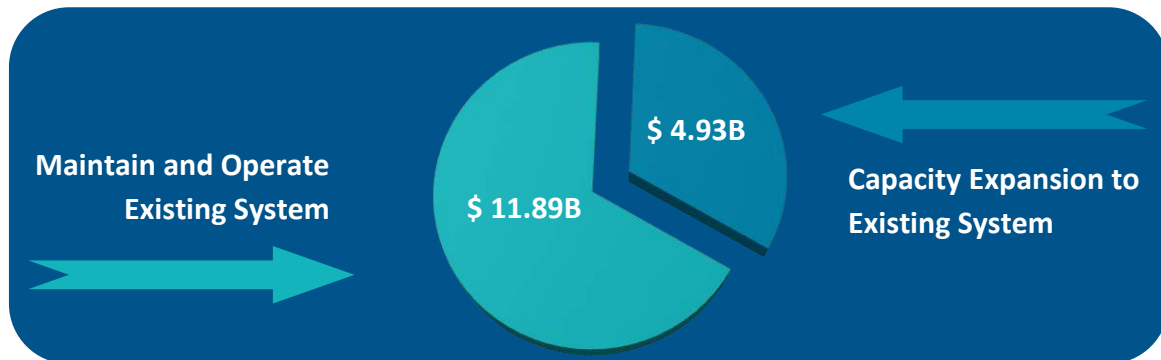
- ◆ Operations and Maintenance
- ◆ Capacity Expansion
- ◆ Alternative Revenues



The transportation system in place by the year 2040 will be constrained by the reasonably anticipated revenue for that time frame. As illustrated in this Section, financial revenue projections beyond the five year Transportation Improvement Program have been estimated for the *Directions 2040 Plan*.

These projections have been prepared both in terms of operating and maintenance and capital revenue resources. In addition, a brief discussion is included with regards to potential new resources which may be considered for future applications.

A summary of the financial revenue resources for both operating and maintaining the existing system and providing capacity expansions to accommodate future needs is presented. The below graph illustrates the *Directions 2040 Plan* distribution between the two categories of funds.



OPERATIONS AND MAINTENANCE

Operating and maintenance revenues represented a substantial portion of the overall revenues projected to be available through the year 2040. Funds to support the existing roadway and transit programs as well as the aviation, seaport, and railway programs are described here.

Roadways

Roadway operating and maintenance funds were identified for the FDOT State Highway System and for the Palm Beach County roadway engineering program.

FDOT State Highway System

Specific revenue estimates for the Palm Beach MPO have been prepared by FDOT's Office of Policy Planning. The forecasts are presented in the document titled "Supplement to the *2040 Revenue Forecast Handbook*, 2040 Revenue Forecast for Palm Beach Metropolitan Planning Area" (see Appendix B). The Supplement includes a Districtwide summary of the projected Florida Department of Transportation (FDOT) State Highway System (SHS) Operating and Maintenance funds for Palm Beach, Broward, Martin, St. Lucie, and Indian River Counties. The Palm Beach MPO estimated the portion of districtwide revenue anticipated for Palm Beach County. Both totals are shown below.

State and Federal O&M Programs (Millions of Dollars)						
CATEGORY	YEARS 2015-19	YEAR 2020	YEARS 2021-25	YEARS 2026-30	YEARS 2031-40	TOTAL
Districtwide SHS Operating & Maintenance Funds	\$1,534.0	\$306.8	\$1,566.0	\$1,716.0	\$3,770.0	\$8,892.8
SHS Operating & Maintenance Funds - Estimated PBC Portion	\$692.5	\$138.8	\$752.4	\$821.9	\$1,806.4	\$4,212



Palm Beach County Engineering

The basis for the County operating and maintenance revenue forecasts through the year 2040 were the "Palm Beach County Five Year Road Program-Exhibit A (FY 2013 through FY 2017), Mid-Year Adjustment" dated June 4, 2013, the "Gas Tax Revenue by Fund, Estimates 2014-2019" as of April 18, 2014 provided by Palm Beach County, and the "Palm Beach County, FL Fiscal Year 2014 Annual Budget" dated December 2, 2013. The three documents are referenced in Appendix B.

- ◆ **Constitutional Gas Tax:** Usage of the constitutional gas tax is unrestricted. The County currently uses it to fund engineering operations. A constant amount of \$9.1 million was assumed, consistent with the year 2015 through 2019 Gas Tax Revenue Fund estimates prepared by the County.
- ◆ **County Gas Tax:** Palm Beach County uses these funds to program acquisition, construction, and maintenance of roads, traffic signals, sidewalks, bicycle paths, and landscaping. No funds are applied towards roadway capacity improvements. County gas taxes were estimated at the current revenue of \$4.9 million per year through the year 2040.
- ◆ **Other Misc. Funding:** These funds include permitting and development fees that support engineering operating expenses. The forecast amount was assumed at \$7.6 million per year consistent with current budgeted trends.
- ◆ **Ad Valorem Engineering:** The County uses Ad Valorem funds for respectively its engineering and its Palm Tran operating and maintenance programs. Consistent with the County's Annual Budget FY 2014 estimate, \$21.4 million was assumed for engineering for the duration of the Plan period.
- ◆ **Local Option Gas Taxes (LOGT):** The County's allocation of LOGT funds towards Palm Tran operating, roadway capacity improvements, and roadway engineering operating was assumed for the forecast period. Roadway capacity funds were based on the County's Five Year Roadway Program trends. Palm Beach County bonded the cost of replacing the Ocean Avenue/Lantana Bridge and the adopted road program anticipated bonding the cost of the Jog Road and Roebuck Road extension projects, requiring a substantial portion of LOGT revenue to be allocated to bond repayment. For the engineering operating LOGT funds, the \$4.26 million allocated for streetscaping was maintained for year 2020. Subsequent years were assumed at \$4.76 million per year.

The table below summarizes the Palm Beach County roadway operations and maintenance funds through year 2040. A detailed overview by fiscal year is provided in Appendix B.

Palm Beach County Roadway O&M Program (Millions of Dollars)						
CATEGORY	YEARS 2015-19	YEAR 2020	YEARS 2021-25	YEARS 2026-30	YEARS 2031-40	TOTAL
Constitutional Gas Tax	\$45.5	\$9.1	\$45.5	\$45.5	\$91.0	\$236.6
County Gas Tax	\$24.5	\$4.9	\$24.5	\$24.5	\$49.0	\$127.4
Other Misc. Funding	\$38.0	\$7.6	\$38.0	\$38.0	\$76.0	\$197.6
Ad Valorem Engineering	\$107.0	\$21.4	\$107.0	\$107.0	\$214.0	\$556.4
LOGT Engineering Operating	\$23.8	\$4.3	\$23.8	\$23.8	\$47.6	\$123.3
LOGT Loan Repayments	\$42.7	\$8.5	\$42.7	\$42.7	\$53.6	\$190.2
Total	\$281.5	\$55.8	\$281.5	\$281.5	\$531.2	\$1,431.5

Transit

Tri-Rail and Palm Tran are the major mass transit providers within Palm Beach County. The revenue forecasting methodology for each entity is presented below.

Tri-Rail

The "FY 2014-2023 SFRTA Forward Plan, A Transit Development Plan for SFRTA" dated August 2013 was referenced for the development of the Tri-Rail revenue forecasts and is included in Appendix B. The methodology applied for preparing planning level revenue projections for Tri-Rail through the year 2040 is as follows:

- ◆ **South Florida Rail Corridor (SFRC) Maintenance of Way funds:** These were assumed to remain \$11.5 million per year through the year 2040, consistent with current annual estimates.
- ◆ **Tri-Rail Existing Services Operating Funds:** These funds are comprised of interest, FTA and Federal Highway Administration (FHWA) funds, and the three Counties' individual operating fund contributions of \$1.565 million per year. The combined estimated \$10.06 million per year in revenues was maintained for the duration of the *Directions 2040 Plan* planning period.
- ◆ **Tri-Rail Existing Services Operating - FDOT Subsidy:** Per the SFRTA Forward Plan and Florida House Bill (HB) 599, by 2020 the State dedicated operating assistance will cease upon commencement of a new dedicated local funding source of \$30.1 million per year. That new dedicated funding source of \$30.1 million was maintained for the revenue projections through year 2040.
- ◆ **Capital Program:** The projected revenues are comprised of Federal Transit Administration (FTA), FDOT, and County individual capital contributions of \$2.67 million per year. A constant \$30.01 million per year was forecast through the year 2040 consistent with the Forward Plan 10 year projections.

Capital investments were, as noted above, included as part of the revenue projections for the Tri-Rail services. Capital revenues are exclusively dedicated to maintaining the existing system and include such expenditures as vehicle purchases and station enhancements. Only a limited portion of the capital funds were available regionally for expansions and/or enhancements to the system.

The operations and maintenance and the capital program funds associated with maintaining the existing Tri-Rail system are presented in the two tables below.

SFRTA Tri-Rail O&M Program (Millions of Dollars)						
CATEGORY	YEARS 2015-19	YEAR 2020	YEARS 2021-25	YEARS 2026-30	YEARS 2031-40	TOTAL
SFRC Maintenance of Way	\$57.5	\$11.5	\$57.5	\$57.5	\$115.0	\$299
Tri-Rail Existing Services Operating	\$287.5	\$53.8	\$287.5	\$321.2	\$764.2	\$1,714.2
Tri-Rail Existing Services Operating - FDOT Subsidy	\$150.5	\$30.1	\$150.5	\$150.5	\$301.0	\$782.6
Regional Total	\$495.5	\$95.4	\$495.5	\$529.2	\$1,180.2	\$2,795.8
Palm Beach Portion	\$165.2	\$31.8	\$165.2	\$176.4	\$393.4	\$932

SFRTA Tri-Rail Capital Program (Millions of Dollars)						
CATEGORY	YEARS 2015-19	YEAR 2020	YEARS 2021-25	YEARS 2026-30	YEARS 2031-40	TOTAL
Tri-Rail Existing Services Capital	\$150.1	\$30.0	\$150.1	\$150.1	\$300.1	\$780.4
Regional Total	\$150.1	\$30.0	\$150.1	\$150.1	\$300.1	\$780.4
Palm Beach Portion	\$50.0	\$10.0	\$50.0	\$50.0	\$100.0	\$260.1

Palm Tran

The basis for the Palm Tran operating and maintenance revenue projections were the "Palm Beach County Transit Development Plan (TDP) 2011-2021" dated December 2011 and the "Palm Beach County, FL Fiscal Year 2014 Annual Budget" dated December 2, 2013. The FDOT document titled "Supplement to the 2040 Revenue Forecast Handbook, 2040 Revenue Forecast for Palm Beach Metropolitan Planning Area" was referenced for the federal and state transit funds. Refer to Appendix B for details.

A detailed summary of the year by year revenue forecasts is provided in Appendix B. The following provides an overview of the methodology which was applied for each of the Plan referenced Palm Tran transit revenue resources:

- ◆ **Local Option Gas Taxes (LOGT):** The County's allocation of LOGT funds towards Palm Tran operating, roadway capacity improvements, and roadway engineering operating was assumed for the forecast period. Palm Tran LOGT operating revenue was based on the TDP's projections of \$32.3 million per year for the extent of the Plan.
- ◆ **Ad Valorem Funds:** The County uses Ad Valorem funds for respectively its engineering and its Palm Tran operating and maintenance programs. For Palm Tran, \$15.4 million was assumed through year 2021 based on the TDP. Subsequent years were based on the trends projected in the TDP and correspond to a 2.5 percent growth per year through the year 2040.
- ◆ **Transit Fare/User Fees:** Since a fare increase was being proposed for riders of the Palm Tran buses, the Palm Tran FY 2014 revenue budget of \$15.4 million served as the assumption for FY 2015 to reflect a conservative initial lower ridership in response to the extra cost associated with using the system. Remaining years 2016 through 2040 were projected to increase by 2.25 percent based on the TDP operating inflation rate.
- ◆ **Federal/State Transit:** The estimates include Federal Transit Administration (FTA) Grant funding to Palm Tran, State block grant funding to Palm Tran, Florida Commission for Transportation Disadvantaged grant funding, and smaller capital funds available to FDOT for transit grants.

Palm Tran Local Transit O&M Program (Millions of Dollars)						
CATEGORY	YEARS 2015-19	YEAR 2020	YEARS 2021-25	YEARS 2026-30	YEARS 2031-40	TOTAL
LOGT Operating	\$161.3	\$32.3	\$161.3	\$161.3	\$322.6	\$838.8
Ad Valorem Operating	\$104.5	\$20.0	\$104.5	\$116.8	\$276.5	\$622.3
Fare/User Fees/Charges	\$80.4	\$15.0	\$80.4	\$89.8	\$212.5	\$478
Federal/State Transit	\$127.4	\$24.8	\$127.4	\$133.9	\$280.7	\$694.2
Total	\$473.6	\$92.1	\$473.6	\$501.7	\$1,092.3	\$2,633.2

Aviation, Seaport, and Railways

Operating revenues associated with Palm Beach County airports, the Port of Palm Beach, and the railway system are presented. The revenue projections are planning level forecasts and are intended to emphasize the relevance of the airports, the port, and the railways as part of the overall Palm Beach County transportation system. Providing forecasts further serves to acknowledge that these modes are represented in the MPO's TIP.

Aviation

Revenue projections for the four County airports were coordinated with Palm Beach County's Department of Airports. The operations and maintenance forecasted funds are based on the "2015-2019 Capital Improvement Plan (CIP)" and is included in Appendix B. The current CIP operating costs equate to a per year increase of 1.5 percent over the five year period. For purposes of the year 2020

through 2040 projections, a one percent annual growth was determined to be appropriate for forecasting future year airport operating revenues.



The year 2020 through 2040 aviation operating and maintenance funds are shown in the following table. Appendix B includes the detailed analysis by individual fiscal year.

Aviation O&M Program (Millions of Dollars)						
CATEGORY	YEARS 2015-19	YEAR 2020	YEARS 2021-25	YEARS 2026-30	YEARS 2031-40	TOTAL
Airport Operating & Maintenance	\$336.5	\$67.3	\$346.9	\$364.6	\$785.9	\$1,901.2

Port of Palm Beach

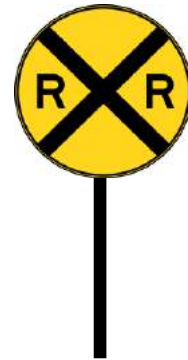
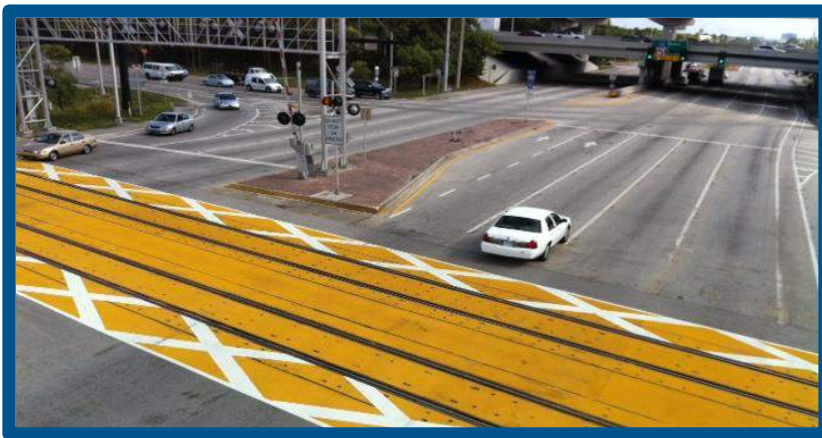


Revenue forecasting for the Port of Palm Beach (POPB) operating and maintenance programs was coordinated directly with the Port's staff (Appendix B). For the operating and maintenance revenues, the direction was to assume a constant \$20 million per year for the planning period. The 2020 through 2040 revenue projections are presented below.

Seaport O&M Program (Millions of Dollars)						
CATEGORY	YEARS 2015-19	YEAR 2020	YEARS 2021-25	YEARS 2026-30	YEARS 2031-40	TOTAL
Port of Palm Beach Operating & Maintenance	\$100.0	\$20.0	\$100.0	\$100.0	\$200.0	\$520.0

Railways

No operations and maintenance revenue projections were prepared for the railway program. It was acknowledged that the program is funded annually by FDOT on a statewide basis.



CAPACITY EXPANSION

Funds that can be applied to provide capacity expansion beyond the existing transportation system have been identified for the various transportation modes associated with the MPO's TIP. An overview of the methodology utilized in preparing the revenue forecasts for the years 2020, 2021-2025, 2026-2030, and 2031-2040 is presented. The application of the funds and how they were utilized to derive the Year 2040 Cost Feasible Plan are discussed in detail in Section 8, Cost Feasible Plan.

SIS and Turnpike

Strategic Intermodal System (SIS) and the Florida's Turnpike are distinguished from other revenue sources within the Plan. For these funds, the projects identified as being cost feasible for the adopted Plan equate to the amount of revenues forecast to be available. Appendix C provides a table summary of the individual Cost Feasible Plan SIS and Turnpike projects in terms of total estimated Year of Expenditure (YOE) capital costs.

Strategic Intermodal System



FDOT has identified specific SIS cost feasible projects and corresponding project costs in its "SIS FY 2019/2020 through FY 2023/2024 Second Five Year Plan" and its "SIS FY 2024 through FY 2040 Long Range Cost Feasible Plan." These revenue resources are included in Appendix C. The project costs have been summarized for each of the Plan phasing years and are shown in the table below.

Strategic Intermodal System Capacity Program (Millions of Dollars)						
CATEGORY	YEARS 2015-19	YEAR 2020	YEARS 2021-25	YEARS 2026-30	YEARS 2031-40	TOTAL
SIS Plans (Highway)	\$532.0	\$52.0	\$453.4	\$482.1	\$190.4	\$1,710.0

Florida's Turnpike

The Florida's Turnpike Enterprise is a FDOT statewide program which funds or finances major capital improvements via tolls collected on the Turnpike's facilities. The "Turnpike's Master Plan" referenced separately a Ten-Year Finance Plan and a List of Unfunded Needs Projects, as previously described in Section 6, Desires Plan. The projects determined to be cost feasible with respect to the *Directions 2040 Plan* consist of four major capacity improvements within the Palm Beach County boundaries. These improvements served as the basis for the Florida's Turnpike revenues projected and were based on average costs per mile and per interchange as coordinated with Turnpike staff.



The below table provides a summary of the Florida's Turnpike capacity expansion funds by Plan phasing years.

Florida's Turnpike Capacity Program (Millions of Dollars)						
CATEGORY	YEARS 2015-19	YEAR 2020	YEARS 2021-25	YEARS 2026-30	YEARS 2031-40	TOTAL
Turnpike (Highway)	\$0.0	\$0.0	\$868.9	\$0.0	\$113.1	\$982.0

Highway, Transit, Freight, and Non-Motorized

For capacity expansion, the highway, transit, and freight revenues were presented together. This was based on the fact that the revenue allocated to the MPO can be applied to any of these transportation improvements. Palm Beach County funds are presented here as well. The County's funds were exclusively dedicated to highway improvements.

Revenue Allocated by MPO

The Metropolitan Planning Organization Advisory Council (MPOAC) and FDOT collaborated to produce a document titled "2040 Revenue Forecast Handbook" to assist in developing long range transportation plans within Florida. The document provides an overview of the various state and federal revenue sources for which the MPO had lead allocation for individual projects. Specific revenue estimates for the Palm Beach MPO have been prepared by FDOT's Office of Policy Planning. The forecasts are presented in the document titled "Supplement to the 2040 Revenue Forecast Handbook, 2040 Revenue Forecast for Palm Beach Metropolitan Planning Area." The supplement includes both funds the MPO can allocate and funds that FDOT District 4 distributes to projects in Palm Beach, Broward, Martin, St. Lucie, and Indian River Counties. A document titled "2040 Revenue Forecasts-Appendix for the Palm Beach metropolitan Area Long Range Plan Update" was provided by FDOT and served as a reference for how the revenue forecasts were prepared. All three Revenue Handbook documents are provided in Appendix B. A summary highlighting each funding source was prepared by the Palm Beach MPO's long range transportation plan consultant to serve as a quick reference for use of individual funds. The document titled "FDOT 2040 Revenue Forecast Handbook Highlights" is included in Appendix B.

The state and federal revenue sources referenced in the Palm Beach MPO's Supplement to the 2040 Revenue Handbook include Other Arterials Construction & Right-of-Way (ROW), Other Arterials Preliminary Engineering (PE), Transit, Transportation Management Areas (TMA) Funds, and Transportation Alternatives (TALU) funds. All of these funds are available to the MPO to allocate to projects and programs as part of its *Directions 2040 Plan* development. It is important to note that these estimated revenues are completely distinct from the estimated SIS and Turnpike revenues. Further, it is the role and responsibility of the MPO to direct the programming of these revenues to projects in the TIP via the annual adoption of a list of priority projects. These revenue sources cannot be programmed onto projects outside of the adopted Plan or the MPO list of priority projects without express written consent from the MPO.



The referenced revenues are described as follows:

- ◆ **Other Arterials Construction & ROW Funds:** Federal and state revenues available to the MPO to implement major state highway, transit, and freight projects, non-motorized improvements, and programs established by the MPO. This funding is primarily intended to improve the state highway system but up to ten percent of these funds can be used on "Off-System", or non-state owned facilities.
- ◆ **Other Arterials Preliminary Engineering Funds:** Per the Revenue Handbook, an additional 22 percent of the Other Arterials Construction & ROW estimates is available to design the planned projects and programs.
- ◆ **Transportation Management Areas Funds:** Federal funds available to the MPO for projects and programs identified by the MPO.
- ◆ **Transportation Alternatives (TALU) Funds:** Federal funds available to the MPO to accomplish non-motorized infrastructure and safe routes to school projects.

The 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..."

Federal Highway Administration, MAP-21 Guidance

The below table summarizes the MPO funds that were available to allocate to highway, transit, freight and non-motorized projects. The funds are provided in terms of the Plan phasing years.

State and Federal Capacity Programs-MPO Allocated (Millions of Dollars)						
CATEGORY	YEARS 2015-19	YEAR 2020	YEARS 2021-25	YEARS 2026-30	YEARS 2031-40	TOTAL
Other Arterials Construction & ROW	\$226.6	\$50.8	\$226.6	\$214.3	\$468.8	\$1,187.1
Other Arterials PE (Additional 22%)	\$49.9	\$11.2	\$49.9	\$47.1	\$103.1	\$261.2
TMA Funds	\$85.3	\$17.1	\$85.3	\$85.3	\$170.6	\$443.6
TALU (>200,000 population)	\$8.4	\$1.7	\$8.4	\$8.4	\$16.8	\$43.7

Palm Beach County Capacity

Capacity expansion revenue projections for Palm Beach County highway projects were derived through consulting with the County departments of Financial Management and Budgeting and Engineering and Public Works. The basis for the County LOGT revenue forecasts through the year 2040 was the "Palm Beach County Five Year Road Program-Exhibit A (FY 2013 through FY 2017), Mid-Year Adjustment" dated June 4, 2013. Impact fees were based on information provided by the County.



A detailed summary of the year by year revenue forecasts is provided in Appendix B. The following provides an overview of the methodology which was applied for each of the Plan referenced County highway revenue resources:

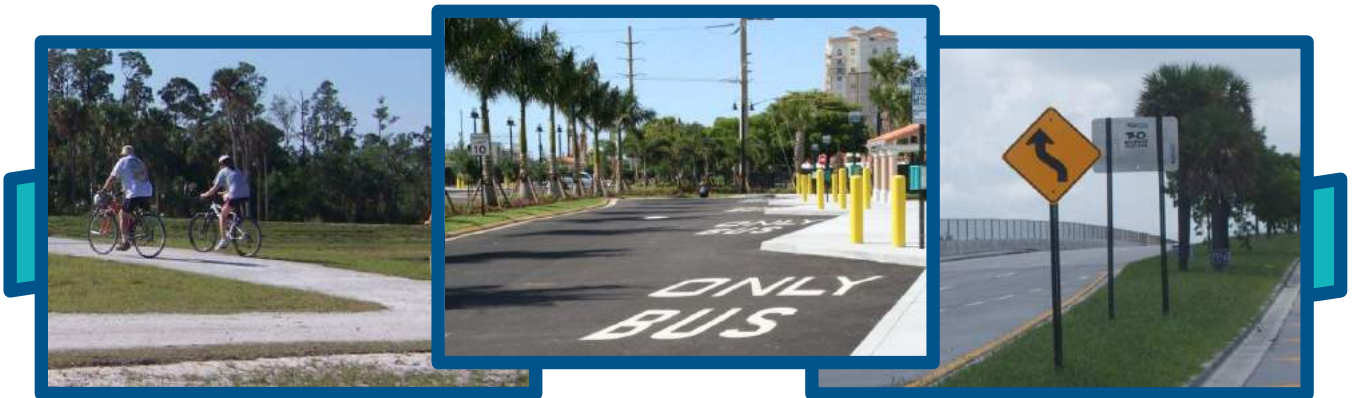
- ◆ **Local Option Gas Taxes (LOGT):** The current allocation of LOGT funds towards roadway capacity improvements, roadway engineering operating, and Palm Tran operating was assumed for the forecast period and included repayment of loans for several bonded projects. By years 2032 and 2038, respectively, loan repayments for the Ocean Avenue/Lantana Bridge and the Jog Road Extension and the Roebuck Road projects will be paid off resulting in a substantial increase in the capacity funds.
- ◆ **Roadway Impact Fees:** Impact fee projections were provided by the Palm Beach County Impact Fee Coordinator and are based on development forecasts through the year 2035.

The projected revenues for the Palm Beach County roadway capacity program are summarized in the table on the next page and a detailed breakdown of the funds is presented in Appendix B for individual fiscal years.

Palm Beach County Roadway Capacity Program (Millions of Dollars)						
CATEGORY	YEARS 2015-19	YEAR 2020	YEARS 2021-25	YEARS 2026-30	YEARS 2031-40	TOTAL
LOGT Capacity Improvements	\$5.0	\$1.0	\$5.0	\$5.0	\$41.8	\$57.8
Impact Fees Capacity Improvements	\$137.8	\$37.8	\$137.3	\$71.9	\$43.2	\$428.0

Districtwide FDOT Funds

The Palm Beach MPO's Supplement to the 2040 Revenue Handbook was consulted for information on funds that the FDOT would be allocating to the counties within District 4. The FDOT Districtwide funds resources consist of three revenue sources.



Each of the three resources is described as follows:

- ◆ **Transportation Alternatives (TALT) Funds:** Federal funds available to FDOT to accomplish non-motorized infrastructure and safe routes to school projects within District 4.
- ◆ **Transportation Regional Incentive Program (TRIP) Funds:** State funds available to FDOT to accomplish regionally significant projects within District 4 that provide 50% non-state matching funds.
- ◆ **New Starts Transit Funds:** Per the FDOT New Starts Program guidelines, transit projects eligible for funding include rail transit and bus rapid transit (BRT) systems. Specifically, "This program also allows a dollar for dollar match of local funds towards project costs for projects funded with state and local funds only."

The Districtwide capacity funds are summarized in the table on the next page.

State and Federal Capacity Programs-FDOT Allocated (Millions of Dollars)

CATEGORY	YEARS 2015-19	YEAR 2020	YEARS 2021-25	YEARS 2026-30	YEARS 2031-40	TOTAL
Districtwide TALT	\$23.3	\$4.7	\$23.3	\$23.3	\$46.6	\$121.2
Districtwide TRIP	\$9.1	\$0.6	\$9.1	\$9.1	\$18.2	\$46.1
Districtwide New Starts Transit	\$174.0	\$31.5	\$174.0	\$174.0	\$349.0	\$902.5

Aviation, Seaport, and Railways

Capacity improvement revenues forecast for the airports, the POPB, and the railways programs were prepared to represent general planning level projections. They served to provide an overview of the anticipated funds that were identified to be available to fund expansion of the existing programs, with the knowledge that the funding would be dependent on the individual operator's resources and ultimately its master plans.

Aviation

A forecast of the Palm Beach County airport capital revenues was prepared based on coordination with the Palm Beach County Division of Airports. Since the capital revenue varies from year to year depending on needs, the per year capital revenues fluctuate between fiscal years. The current five year pattern was assumed to repeat every five years and a one percent annual growth was applied to account for future year costs.



A detailed summary of the airport capacity revenue forecasts, by fiscal year, is included in Appendix B. The below table summarizes the revenue projections by Plan phasing years.

Aviation Capacity Program (Millions of Dollars)						
CATEGORY	YEARS 2015-19	YEAR 2020	YEARS 2021-25	YEARS 2026-30	YEARS 2031-40	TOTAL
Airport Capacity	\$0.0	\$6.6	\$93.2	\$98.0	\$211.2	\$409.0

Port of Palm Beach



The procedure used for forecasting the Port's Capacity funds was based on direct coordination with the POPB. The capital revenues were derived to be consistent with the capital projects anticipated by the Port to be implemented over the 21 year time period and therefore vary from one year to the next.

The below table provides an overview of the POPB capital revenues projections. Appendix B provides the detailed per year summary.

Seaport Capacity Program (Millions of Dollars)						
CATEGORY	YEARS 2015-19	YEAR 2020	YEARS 2021-25	YEARS 2026-30	YEARS 2031-40	TOTAL
Port of Palm Beach Capacity	\$0.0	\$15.2	\$47.0	\$47.5	\$96.0	\$205.7

Railways

Since FDOT's railway program is a statewide funded program, the types of projects implemented within individual MPOs are dependent on the needs as established on a statewide basis. The capacity project revenue totals represented in the MPO's 2015-2019 Transportation Improvement Plan (TIP) range from one million to nearly 50 million dollars per fiscal year. The TIP is included in Appendix B. For planning level projections, \$1.5 million per year was assumed for the duration of the Plan with the addition of a 3.3 percent annual growth to account for inflation in accordance with the FDOT Revenue Handbook.

Annual forecasts are presented in Appendix B and the below table summarizes the revenues by Plan phasing periods.

Railway Capacity Program (Millions of Dollars)						
CATEGORY	YEARS 2015-19	YEAR 2020	YEARS 2021-25	YEARS 2026-30	YEARS 2031-40	TOTAL
Railway Capacity	\$34.6	\$1.5	\$8.3	\$9.7	\$24.9	\$79.0

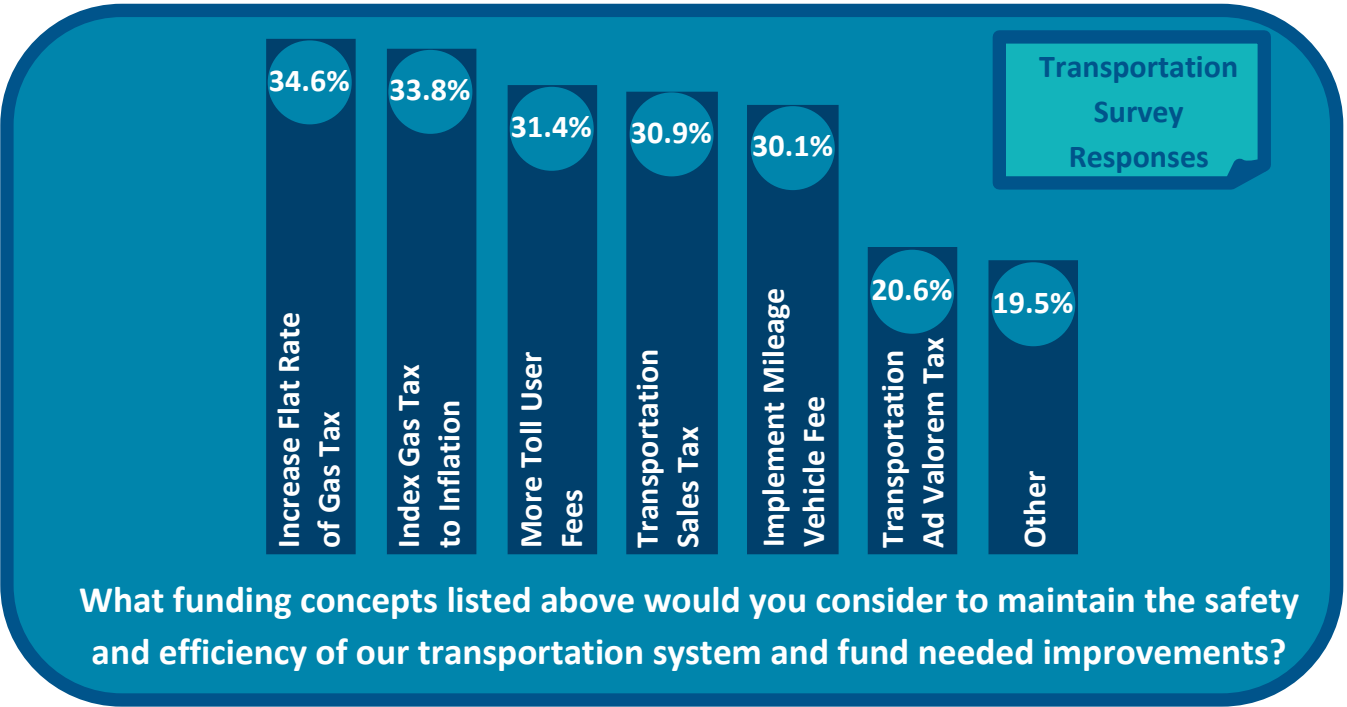


ALTERNATIVE REVENUES

Current transportation funding is heavily dependent on federal, state and local gasoline taxes. As vehicle technology advances in future years providing for more efficient fuel usage and trends in decreasing vehicle miles travelled per capita continue, supplemental or alternative systems of transportation funding will be necessary.

An overview of various alternative revenue sources, in lieu of or in addition to the current revenue sources such as gasoline taxes, are presented on the next page. The alternative revenue sources provide examples of both user fee and general tax options. Notably, the list represents a general sample of alternative revenue sources. Other opportunities could also be considered per future revenue needs and desires projects.

As part of the Transportation Survey prepared for the *Directions 2040 Plan*, respondents were asked to indicate whether they were open to having new revenue sources in order to provide for an enhanced transportation system. Respondents could select multiple alternatives they found to be acceptable. As shown below, approximately one third of the survey respondents would consider one or more additional funding sources to further improve the system. It is important to note that FDOT policy now mandates all new capacity on the interstate system to be in the form of "managed lanes" which require the user of the new lanes to pay a variable toll based on the congestion level of the general purpose lanes. Also, the statewide MPOAC board has established ongoing legislative positions supporting the indexing of local gas taxes to inflation and consideration of a mileage-based user fee system.



Type	Description
Examples of User Fee Alternative Revenue Sources	
Parking Fees	Parking lots/garages are designed for the storage of vehicles between their uses of the highway systems. Parking fees may be directed to highway construction and maintenance, as well as transit services.
Fixed Tolls	Fixed tolls are collected from users to pay off bonds on large highway projects. Tolls may also be introduced to existing heavily traveled facilities such as I-95 as part of new capacity or conversion of High Occupancy Vehicle Lanes to tolled lanes.
Congestion Pricing	Congestion pricing, similar to the fixed tolls, can be instituted to collect revenue on major facilities within the County. Congestion pricing allows the operator of a roadway to vary the toll based on the congestion level of the roadway to regulate demand. The user fees collected can be designated for supporting highway and transit projects.
Increased Transit Fares	Increasing the transit fares either during the peak periods, along selected routes, or throughout the system can provide additional transportation revenue. Market research may be needed to evaluate the fare which can be charged in order to maximize the transit revenue return. Collected revenue would likely be reinvested into the transit system.
Mobility Fees	The concept of implementing mobility impact fees is being considered in many parts of the country. Similar to roadway impact fees the mobility impact fees would require its users, such as developments, to pay for transportation-related improvements that serve the movement of people and goods. The mobility fees could be multimodal in nature and would not be limited to roadways. Florida Statue 163.3180 addresses concurrency requirements for local governments and includes mobility fee opportunities. The FDOT document "Mobility Review Guide" dated April 2013 provides a framework for the Department to review local government multimodal transportation strategies, submitted through comprehensive plan amendments, as they relate to the State Highway System.
Examples of General Tax Revenue Sources	
Sales Tax	Surtaxes provide an opportunity for local governments to adopt a sales tax increase dedicated exclusively to transportation improvements. Section 212.054 of the Florida Sales includes eight different types of local discretionary sales surtaxes, with the Local Government Infrastructure Sales Surtax representing the potential sales tax increase for implementing transportation infrastructure improvements. Sales tax increases have been used successfully in many areas where revenue could not otherwise be generated. A one/quarter cent increase would generate approximately \$40M in annual revenue.
Property Tax	Property taxes, or ad valorem taxes, are another potential source for generating additional transportation funds. By increasing the existing tax levied, revenues may be generated especially for the purpose of funding new roadway construction and/or operating and maintenance of existing roadways or for public transit programs. A property tax can be applied locally to particular uses (residential, non-residential, etc.) within a special district to limit applicability to those who may benefit from a transportation project or service.
Fuel/Motor Vehicle Tag Fee Tax	As another alternative, additional taxes can be incurred on fuel taxes and motor vehicle registration through change in legislation. The taxes currently imposed, though having increased over the years, are still relatively low compared to the rates which are charged in other western countries. This is a possible option for generating transportation funds.
Surcharge Fees	A surcharge is an extra amount charged on a transaction, levy, taxes, etc. which is not part of the original fee. Examples, applicable to the transportation funding, include rental car surcharges.

The *Directions 2040 Plan* has been developed referencing the types of revenue resources in place today. Between now and year 2040, the likelihood that new alternative revenue sources become in use is certainly possible. The *Directions 2040 Plan*, however, demonstrates the most conservative revenue forecast based on current trends and will be updated every five years to maintain conformity with future resources, implications of legislative and policy changes, and transportation needs.

SECTION 8:

COST FEASIBLE PLAN

- ◆ Desired Projects
- ◆ Available Revenues
- ◆ Project Ranking
- ◆ Project Cost Development
- ◆ Adopted Cost Feasible Plan
- ◆ Plan Adoption



The Directions 2040 Cost Feasible Plan represents the transportation system improvements forecast to be financially feasible through the year 2040. It is comprised of Interim Year 2020, Interim Year 2030, and Horizon Year 2040 Cost Feasible Plans. The individual Plans were phased in based on a review of the Desires Plan project ranking scores, the estimated project costs, and the available revenue per phase.

The Directions 2040 Cost Feasible Plan was adopted by the MPO Board on October 16, 2014 following a public hearing. Details of the Cost Feasible Plan development are provided in this section.

The Directions 2040 Cost Feasible Plan is presented in this section. Included are descriptions regarding how the Year 2040 Cost Feasible Plan and the Interim Year 2020 and Year 2030 Cost Feasible Plans were derived.

DESIRED PROJECTS

The Desires Plan served as the starting point for the development of the Directions 2040 Cost Feasible Plan. The Desires Plan consists of both projects that had been identified as having funding committed and additional projects which were needed to serve the community through the year 2040. The following were the sources which were presented as having funding commitment:

- ◆ FY 2015-2019 Transportation Improvement Program (TIP)
- ◆ Strategic Intermodal System (SIS) Master Plan
- ◆ Florida's Turnpike Master Plan

The additional projects within the Desires Plan were based on the following resources:

- ◆ Existing Transportation Plans
- ◆ I-95 Interchange Master Plan
- ◆ Local Stakeholder Requests
- ◆ Existing Transportation Conditions
- ◆ Future Travel Forecasts
- ◆ Citizens' Input

The final Desires Plan projects were limited to those major highway, transit, and freight projects which were determined to be "desired" by the year 2040. This involved the consideration as to whether or not the projects were viable in terms of physical, environmental, and community constraints. Local stakeholders were directly involved in the process. Coordination through the Southeast Florida Regional Transportation Council (SEFTC) was another integral component in the development. The Palm Beach MPO Board and its advisory committees were directly involved in providing input and ultimately defining the Year 2040 Desires Plan. The MPO Board served as the mechanism for endorsement of the Desires Plan presented in Section 6, Desires Plan.



AVAILABLE REVENUES



Section 7, Revenue Resources, provides a detailed review of the various revenue resources available for funding the Cost Feasible Plan. The goal during the Cost Feasible Plan development was to pair the available revenues to the highest priority Desires Plan projects. Revenue projections were presented to the MPO Board and its advisory committees at several stages during the Plan development. The following summarizes the revenue sources that were consulted and how they were approached for the Cost Feasible Plan determination:

- ◆ Maintenance funds were dedicated exclusively to maintain and operate the system.
- ◆ All TIP, SIS Master Plan, and Florida's Turnpike Master Plan project revenues matched to project costs.
- ◆ Any SIS project that was not part of the Master Plans would not be funded in the Cost Feasible Plan, unless the MPO decided to allocate its funds toward their implementation.
- ◆ All transit funds identified were limited to funding the existing system and any vehicle replacements needed (e.g. Palm Tran capital, Tri-Rail capital, and MPO allocated transit funds).
- ◆ Revenues allocated by the MPO were to be used to fund major and minor highway, transit, and freight projects and programs to advance non-regionally significant lower cost projects based on their respective criteria (e.g. Other Arterial, TMA, and TALU funds).
- ◆ Palm Beach County roadway capacity funds were limited to funding County roadway projects.
- ◆ Districtwide FDOT funds were to be identified by FDOT and were not addressed as part of the Cost Feasible Plan.
- ◆ The Airport, Port, and Railway funds were presented for planning purposes only. Individual projects will be identified based on their respective Master Plan. No projects were identified for the Cost Feasible Plan.



Year 2040 Cost
Feasible Plan

PROJECT RANKING

In order to identify which projects should be considered for the Cost Feasible Plan, a procedure was developed for ranking the major highway, transit, and freight projects. The procedure was established such that all projects were compared equally, regardless of the type of mode that was being scored. The Project Scoring Procedure presented in Section 3, Goals, Objectives and Values, was the methodology applied. The procedure was prepared through coordination with the MPO advisory committees as part of the August 14, 2014 Joint MPO Advisory Committees Workshop and presented to the MPO Board on September 18, 2014.

As indicated in Section 3, there are some 40 individual scoring subcategories for an overall maximum scoring potential of one hundred points. The following highlights the overall categories which were scored and the maximum points that were assigned based on consolidating the subcategory points:

Summary of Project Scoring Points		
Value	Category	Max
1 & 6	Safety, Security and Complete Streets	20
2	Maintenance	10
3	TSM&O / TDM	10
4	Project Benefit and Leveraged Funds	10
5	Equity	10
7	Economic Development/ Environmental Steward	10
8	Regional Freight	10
9	Non-motorized Connectors	10
10	Efficient Transit	10

The results of the Desires Plan project scoring were provided to the Technical Advisory Committee (TAC), the Citizens' Advisory Committee (CAC), and the Bicycle, Greenways and Pedestrian Advisory Committee (BGPAC) at their September meetings, as part of their agenda packages, and included individual scores for each of the subcategories. A summary of the overall combined score derived for each project was also presented to the advisory committees as part of the Power Point presentation made at the respective meetings. The final priority score assigned to each project is shown in the table on the following pages.

Initial Ranking of Desires Plan Projects Competing for Funding					
No.	Facility Name	From	To	Improvement	Final Priority Score
1	45th St	Haverhill Rd	W of Military Tr	Widen 4L to 6L	52
2	Express Bus via SPW Rd/Northlake Blvd/Military Tr/PGA Blvd	SPW/Persimmon Blvd	Palm Beach Gardens Station	New express bus service	43
3	Express Bus via SR 7/Okeechobee Blvd	SR 7/Forest Hill Blvd	WPB Station	New express bus service	42
4	Express Bus via Turnpike	Broward Co	Palm Beach Gardens	New express bus service	41
5	Tri-Rail Extension - New Service	West Palm Beach Station	New Jupiter Station	New Service to Jupiter on FEC corridor via Northwood Crossover with 3 Station noted below:	41
	New Tri-Rail Station	Toney Penna Dr	Jupiter	Tri-Rail Coastal Link station on FEC corridor	
	New Tri-Rail Station	PGA Blvd	Palm Beach Gardens	Tri-Rail Coastal Link station on FEC corridor	
	New Tri-Rail Station	45th Street	West Palm Beach	Tri-Rail Coastal Link station on FEC corridor	
6	Glades Area Intermodal Center	@SR80/US441/Hooker Hwy/Main St		Proposed passenger intermodal center	40
7	SR 7	Okeechobee Blvd	Belvedere Rd	Widen 6L to 8L	40
8	Atlantic Ave/SR 806	Lyons Rd	Jog Rd	Widen 4L to 6L	39
9	45th St	I-95	Congress Ave	Widen 6L to 8L	38
10	Hooker Hwy/SR 812	SR 715	US 441	Widen 2L to 4L	37
11	Park Ave Extension	Old Dixie Highway	Congress Avenue	New 2L	37
12	SR 715	S Main St	Hooker Hwy	Widen 2L to 4L	37
13	Atlantic Ave/SR 806	SR 7	W of Lyons Rd	Widen 2L to 4L	36
14	Okeechobee Blvd	Crestwood Blvd	W of Royal Palm Beach Blvd	Widen 4L to 6L	36
15	PGA Blvd/SR 786	SR 710/Beeline Hwy	Ryder Cup Blvd	Widen 2L to 4L	36
16	Proposed Intermodal Logistic Ctr	W of SR 715	US 27	Freight Logistic Facility	36
17	US 27 Connector	SR 80/US 27	SR 715	New 2L	36
18	Boca Intermodal Center	At Tri-Rail Station near Glades Rd		Proposed passenger intermodal Ctr	35
19	Express Bus via I-95	Okeechobee Blvd	Indiantown Rd	New express bus service	35
20	Express Bus via Lake Worth Rd	SR 7	US 1	New express bus service	35
21	Express Bus via Persimmon Blvd /SR 7/Okeechobee Blvd	Acreage Area	WPB Intermodal Center	New express bus service	35
22	Okeechobee Blvd	Seminole Pratt-	West of Crestwood	Widen 2L to 4L	34
23	Silver Beach Rd	Old Dixie Hwy	US 1	Widen 2L to 3L	34
24	Tri-Rail Park & Ride Expansion	West Palm Beach		New parking garage (450 spaces)	34
25	10th Ave N	Congress Ave	I-95	Widen 4L to 6L	33
26	Avenue E Extension	US 27 Connector	SR 715	New 2L	33
27	Express Bus via SR 7	Broward Co	Mall at Wellington	New express bus service	33
28	Express Bus via SR 80/Australian	Glades Area	WPB Intermodal Center	New express bus service	33
29	Potomac Rd	E-3 Canal	Military Tr	Widen 2L to 4L	33
30	Tri-Rail Park & Ride Expansion	Mangonia Park Station		New parking garage (300 spaces) and improved bus circulation	31
31	Express Bus via Glades Rd	SR 7	US 1	New express bus service	30
32	Tri-Rail Extension - New Service	Mangonia Park Station	Blue Heron Blvd/VA Hospital	Extend existing service on CSX corridor. Includes new station noted below:	29
	New Tri-Rail Station	Blue Heron Blvd	Riviera Beach	Additional Tri-Rail Station on CSX Corridor	
33	Express Bus via Military Tr	Boca Intermodal	WPB Intermodal Center	New express bus service	28
34	Express Bus via US 1	Camino Real Rd	WPB Intermodal Center	New express bus service	28
35	Indiantown Rd	Jupiter Farms Rd	W of Florida's	Widen 4L to 6L	28
36	Lantana Rd	Lyons Rd	Hagen Ranch Rd	Widen 4L to 6L	28
37	Polo Road	Lake Worth Rd	Lyons Rd	New 2L	28
38	Tri-Rail Park & Ride Expansion	Boca Raton Station		New parking garage (420 spaces)	27
39	Lyons Rd	Lantana Rd	Lake Worth Rd	Widen 2L to 4L	26
40	New Tri-Rail Station	PBIA	West Palm Beach	Additional Tri-Rail Station on CSX Corridor	26
41	Boca Rio Rd	Palmetto Park Rd	Glades Rd	Widen 2L to 4L	25
42	Express Bus via SR 7 to Lake Worth Rd	Mall at Wellington Green	Lake Worth	New express bus service	25
43	Indiantown Rd	Pratt-Whitney Rd	131st Trail N	Widen 2L to 4L	25
44	Persimmon Blvd	Seminole Pratt	140th Ave N	New 4L	25
45	60th St	Seminole Pratt	140th Ave N	New 2L	24
46	Lyons Rd	Lake Worth Rd	Stribling Wy	New 2L	24

Initial Ranking of Desires Plan Projects Competing for Funding (Cont'd)					
No.	Facility Name	From	To	Improvement	Final Priority Score
47	Flavor Pict Road	Lyons Rd	Hagen Ranch Rd	New 2L	23
48	Seminole Pratt-Whitney Rd	Persimmon Blvd	Orange Blvd	Widen 2L to 4L	23
49	Island Way Southern Ext.	Indiantown Rd	Central Blvd	New 2L	21
50	Seminole Pratt Whitney Rd	N of Northlake Blvd	SR 710	New 2L	21
51	Okeechobee Blvd Extension	SR 80/CR880 Intersectio	Seminole Pratt Whitney	New 2L	20
52	Palm Tran North Bus Facilities Expansion			Design and construction to accommodate expansion	10

Projects identified as "Illustrative Projects" were similarly ranked based on the referenced project scoring procedure. They were distinguished separately from the other projects. Illustrative projects simply mean that they were shown for purposes of "illustrating" their potential need but that they would not be competing for MPO general nor Palm Beach County roadway program expansion funds. The below table shows the ranking of the illustrative projects.

Initial Ranking of Desires Plan Illustrative Projects					
No.	Facility Name	From	To	Improvement	Final Priority Score
53	Tri-Rail Coastal Link - New Service	Boca Raton	Miami via Pompano Crossover and FEC corridor	Tri-Rail Coastal Link Project, Includes Total Regional Capital Cost and Operating Assistance. No new stations in PBC.	30
	Tri-Rail Coastal Link - New Service	Jupiter	Ft Lauderdale via FEC corridor	Tri-Rail Coastal Link Project, Includes Total Regional Capital Cost and Operating Assistance. Includes stations on Jupiter Extension and others noted below:	
	New Tri-Rail Station/All Aboard Florida Station	Datura/Evernia	West Palm Beach	TRCL station on FEC corridor	
	New Tri-Rail Station	Lake Worth Rd	Lake Worth	TRCL station on FEC corridor	
	New Tri-Rail Station	Boynton Beach Blvd	Boynton Beach	TRCL station on FEC corridor	
	New Tri-Rail Station	Atlantic Ave	Delray Beach	TRCL station on FEC corridor	
	New Tri-Rail Station	Palmetto Park Rd	Boca Raton	TRCL station on FEC corridor	
54	New Tri-Rail Station	Park Ave	Lake Park	Add'l TRCL Station on FEC corridor	31
55	New Tri-Rail Station	13th Street	Riviera Beach	Add'l TRCL Station on FEC corridor	31
56	New Tri-Rail Station	Northwood/25 St	West Palm Beach	Add'l TRCL Station on FEC corridor	30
58	New Tri-Rail Station	Lantana Rd	Lantana	Add'l TRCL Station on FEC corridor	30
57	New Tri-Rail Station	S of Forest Hill Blvd	West Palm Beach	Add'l TRCL Station on FEC corridor	26
59	New Tri-Rail Station	20th St	Boca Raton	Add'l TRCL Station on FEC corridor	26
60	New Freight Rail Corridor	Hendry/PB County Line	Port of Miami via US 27	New Freight Rail Line via SR 80 in South Bay incl. Utility Relocation	17

It should be noted that the projects which were ranked did not include an improvement to Boutwell Road, which was added as part of the Plan adoption on October 16, 2014, nor the TIP fully committed projects since funds were already assigned to completing these projects.



The *Directions 2040 Plan* was the first Palm Beach MPO long range transportation plan to have a ranking procedure for comparing projects and was well received by the MPO advisory committee members.

PROJECT COST DEVELOPMENT

Expansion project costs were initially derived with respect to current fiscal year (FY) 2014 dollars, with the exception of the SIS Master Plan projects which included details on when the phases of implementation would be completed. This was achieved so that the projects could compete equally for the funding available. Coordination was made with respective agencies to ensure that reasonable cost estimates were prepared. Specifically, the following was the approach taken to deriving individual project costs:

Directions 2040 Plan Project Cost Development			
Project Type	Project Description	Coordination	Cost Methodology
SIS	SIS Master Plan	FDOT	Project cost provided in year of expenditure
	Add'l I-95 Interchanges	FDOT	I-95 Interchange Master Plan preliminary estimates
	Add'l I-95 Managed Lanes	FDOT	Based on similar FDOT per mile estimates
	SR 80 widening	General	Based on FDOT average per mile estimates
Florida's Turnpike	Road widening	Turnpike	Average per mile estimates
	Interchanges	Turnpike	Average per interchange estimates
Tri-Rail	Rail Extensions	SFRTA	Current anticipated cost, incl. stations
	Other new stations	SFRTA	Based on SFRTA Master Plan and project location
	Park-and-Ride Expansions	SFRTA	Based on Tri-Rail Parking Study and per space costs
	Coast Link*	SFRTA	Based on Tri-Rail Coastal Link Study
Palm Tran	Bus Facility Expansion	Palm Tan	Current anticipated cost
	Express Buses	Palm Tan	Based on Palm Tran average cost per route
	Intermodal Centers	Palm Tan	Based on Palm Tran average cost per location
Roadway	Roadway Extensions	PBC Engineering	A combination of FDOT average per mile estimates and PBC adjustments
	Roadway Widenings	PBC Engineering	A combination of FDOT average per mile estimates and PBC adjustments
Freight	Glades Intermodal Logistic Center	n/a	Privately funded project
	US 27 Freight Rail Corridor*	FDOT	US 27 PACE Study estimates

* Illustrative Projects

The FDOT per mile estimates for non-interstate projects were derived from FDOT provided improvement costs for new roadways and roadway widenings. The per mile cost estimates are provided in Appendix C. The FDOT inflation rates to convert the FY 2014 dollars to Year of Expenditure (YOE) dollars are included as well. The inflation rates were based on the document titled "2040 Revenue Forecast Handbook." The rates are 2.9 and 3.0 percent for the initial years and remain 3.1 percent from 2019 to the Plan horizon year.

ADOPTED COST FEASIBLE PLAN

An initial comparison of the available revenue and the total project costs for projects competing for MPO and Palm Beach County funds was presented to the MPO Board and its advisory committees at their September 2014 meetings. The initial comparison was made with respect to equivalent FY 2014 dollars and served to provide an approximation of how many projects could be funded. Based on the initial assessment, approximately 322 million in FY 2014 dollars were left after funding all the major transit, freight, and highway projects.

The Technical Advisory, Citizens' Advisory, and Bicycle, Pedestrian, and Greenways Committees provided preliminary recommendations to the MPO Board regarding ways to allocate the additional funds that were estimated to be utilized to fund major projects. The MPO Board elected to supplement its Transportation Management Area (TMA) and Transportation Alternatives Grant Program (TALU) funds and expand on its Local Initiatives Program. The Local Initiatives Program is detailed in Section 9.

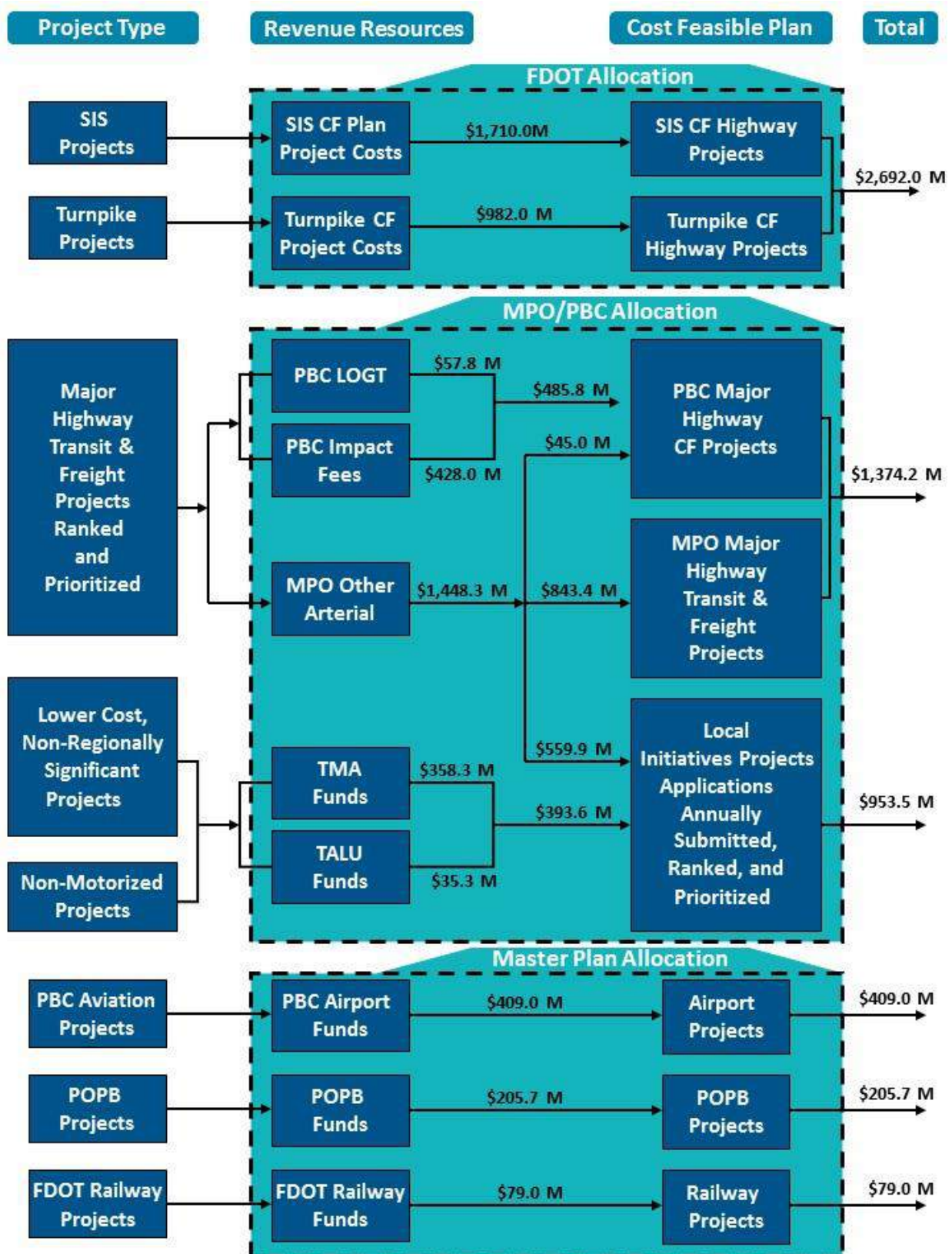
The final Directions 2040 Cost Feasible Plan was derived by matching the project costs, in YOE, with the available revenues for Interim Years 2020, 2021-2025, 2026-2030, and 2031-2040. The following aspects were considered in determining which phase a project was programmed into.

- ◆ The FY 2015-2019 TIP and the SIS and Turnpike Master Plan projects with established funding commitment
- ◆ Projects with partial funding commitment per FY 2015-2019 TIP
- ◆ The project ranking scores
- ◆ Knowledge of local needs and priorities

The figure on the next page illustrates how the various project types were paired with available revenue resources to derive the final Cost Feasible Plan in YOE dollars. The figure includes information on individual funding sources as they relate to the MPO and Palm Beach County total funds. This was done to illustrate how the funds were combined, and in some instances split, between different Cost Feasible Plan project types. The Local Initiatives Program serves as a good example of this. First, the TMA and TALU funds are combined to obtain \$393.6 million. Then, the additional \$559.9 million MPO funds are split from the \$1,171.7 million MPO Other Arterial funds to achieve the final Local Initiatives Program funds of \$953.5 million for FY 2020 through FY 2040.

The tables on the subsequent five pages summarize the Year 2040 Cost Feasible Plan by SIS/Turnpike, MPO, Palm Beach County, and Private funded projects. The tables reference the anticipated implementation schedule for the individual projects by highlighting when funding was assumed. This is shown with a "checkmark" in the individual phasing columns. A project identification number was assigned to each project. Projects indicated as "T-#" refer to Transit and Freight Projects and "H-#" refers to Highway projects. Appendix C provides a detailed project cost summary by phase and includes costs for Design, Right-of-Way, and Construction.

Directions 2040 Cost Feasible Plan System Improvement Funding Summary



PROJECTS FUNDED WITH STRATEGIC INTERMODAL SYSTEM & TURNPIKE REVENUES

Map No.	Facility Name	From	To	Improvement	2015-2040 Total Capital Cost (Million\$)	2015-2019	2020	2021-2025	2026-2030	2031-2040
Proposed Strategic Intermodal System Improvements										
H-9	I-95	@ Donald Ross Rd		Interchange Improvement	\$4.5	C				
H-25	I-95	@ Blue Heron Blvd		Interchange Improvement	\$2.8	R/C				
H-65	I-95	@ Linton Blvd		Interchange Improvement	\$20.9	C				
H-64	I-95	@ Atlantic Ave		Interchange Improvement	\$9.4	D/R/C				
H-69	I-95	@ Spanish River Blvd		New Interchange	\$81.9	R/C				
H-44	Southern Blvd/SR 80	L-8 Canal	Crestwood/Forest Hill Blvd	Widen 4L to 6L	\$46.3	R/C				
H-1	SR 710	Martin/PBC Line	W of Indiantown Rd	Widen 2L to 4L	\$10.0	D/R/C				
H-6	SR 710	W of Indiantown Rd	W of Pratt Whitney Rd	Widen 2L to 4L	\$41.3	D/R/C				
H-29	SR-710	W of Congress Ave	W of Australian Ave	Widen 2L to 4L	\$42.0	R/C				
	SR 710	Australian Ave	Old Dixie Hwy	Widen 2L to 4L	\$75.0	D/R/C				
H-67	I-95 Managed Lanes	Broward/PBC Line	Linton Blvd	Add Managed Lanes	\$165.0	D/C	C	C		
H-57	I-95	@ Gateway Blvd		Interchange Improvement	\$87.9		D	R/C		
H-46	I-95	@ SR 80		Interchange Improvement	\$116.7		D	C		
H-20	SR 710	Northlake Blvd	Blue Heron Blvd	Widen 4L to 6L	\$35.3	D		R/C		
H-15	SR 710	PGA Blvd	Northlake Blvd	Widen 4L to 6L	\$63.3			C		
H-80	I-95	@Northlake Blvd		Interchange Improvement	\$54.9	D	R	R/C		
H-81	I-95	@45th St		Interchange Improvement	\$14.7	D		D/R	C	
H-14	I-95	@ Central Blvd or PGA Blvd		Interchange Improvement	\$86.7	D			C	
H-58	I-95	@ Boynton Beach Blvd		Interchange Improvement	\$97.7			D/R	R/C	
H-42	I-95	@ Palm Beach Lakes Blvd		Interchange Improvement	\$150.1				D/R/C	
H-48	I-95	@ 10th Ave N		Interchange Improvement	\$53.3				D/R/C	
H-52	I-95	@ 6th Ave S		Interchange Improvement	\$71.4				D/R/C	
H-56	I-95	@ Hypoluxo Rd		Interchange Improvement	\$73.9				D/R/C	
H-54	I-95	@ Lantana Rd		Interchange Improvement	\$86.7				D/R	C
H-79	I-95	@Woolbright Rd		Interchange Improvement	\$39.5	D		D/R/C		
H-78	I-95	@ Glades Rd		Interchange Improvement	\$27.1	D/R/C				
H-4	I-95 Managed Lanes	Indiantown Rd	Martin/PBC Line	Add Managed Lanes	\$56.4			D	R	C
H-11	SR 710	W of Seminole Pratt Whitney Rd	PGA Blvd	Widen 4L to 6L	\$59.6					R/C
Proposed Turnpike Improvements										
H-27	Turnpike Mainline	Okeechobee Blvd/Jog Rd (Mile Post 98)	PGA Blvd (Mile Post 109)	Widen 4L to 6L	\$296.2			D/R/C		
H-45	Turnpike Mainline	Boynton Bch Blvd (Mile Post 86)	Okeechobee Blvd/Jog Rd (Mile Post 98)	Widen 4L to 6L	\$274.9			D/R/C		
H-59	Turnpike Mainline	Broward/PBC Line (Mile Post 73)	Boynton Bch Blvd (Mile Post 86)	Widen 6L to 8L	\$297.8			D/R/C		
H-55	Turnpike	@ Hypoluxo Rd		New Interchange	\$113.1					D/R/C

Note: D = Design (Preliminary Engineering & PD&E)

R = Right of Way acquisition

C = Construction

PROJECTS FUNDED WITH OTHER ARTERIALS REVENUES										
Map No.	Facility Name	From	To	Improvement	2015-2040 Total Capital Cost (Million\$)	2015-2019	2020	2021-2025	2026-2030	2031-2040
MPO Local Initiatives Program										
-	Local Initiatives Program*			Annual allocation used to fund lower cost, non-regionally significant projects proposed by locals	\$953.5	D/C	D/C	D/C	D/C	D/C
Proposed Palm Beach MPO Funded Highway and Transit Projects										
-	FEC			Upgrade Rail Crossings to Improve Safety for Vehicular and Non-motorized crossing maneuvers and to mitigate noise impacts along the corridor	\$9.1	D/C				
T-26	New Tri-Rail Station	Glades Rd	Boca Raton	New Station on CSX Corridor	\$18.5	D/C				
-	SFRTA Layover	Maintenance Facility		Rail Preservation Project	\$36.1	D/C				
T-23	Palm Tran South Bus Facilities Expansion			Design and construction to accommodate expansion	\$5.4	D/C				
T-13	Northwood Connection Phase I	NW Quadrant on CSX Mainline	SE Quadrant on FEC Mainline	Rail Capacity Project	\$21.1	D/C				
T-13	Northwood Connection Phase II	SW Quadrant on CSX Mainline	NE Quadrant on FEC Mainline	Rail Capacity Project	\$23.0	D/C				
-	South Central FL Express Cane Block			Rail Capacity Project	\$21.0	R/C				
-	Villa Rica Siding Extension			Rail Capacity Project	\$4.8	R/C				
H-33	SR 7	Okeechobee Blvd	60th St	Widen 2L to 4L	\$26.7	D/C				
H-19	SR 7	60th St	Northlake Blvd	New 4L	\$53.5	D/C				
T-12	Palm Tran North Bus Facilities Expansion	Electronics Way	South of 36th Street	Design and construction to accommodate expansion	\$4.2	D	C			
T-3	Tri-Rail Extension - New Service	West Palm Beach Station	New Jupiter Station	New Service to Jupiter on FEC corridor via Northwood Crossover with Preliminary Estimated 3 station locations noted below:	\$75.0	D/R	R	R/C		
T-2	New Tri-Rail Station	Toney Penna Dr	Jupiter	Tri-Rail Coastal Link station on FEC corridor	Included		R	R/C		
T-4	New Tri-Rail Station	PGA Blvd	Palm Beach Gardens	Tri-Rail Coastal Link station on FEC corridor	Included		R	R/C		
T-11	New Tri-Rail Station	45th Street	West Palm Beach	Tri-Rail Coastal Link station on FEC corridor	Included		R	R/C		
T-20	New Tri-Rail Station	PBIA	West Palm Beach	Additional Tri-Rail Station on CSX Corridor	\$22.5			R/C		
T-19	Express Bus via US 1	E Camino Real	Indiantown Road	New express bus service with associated multimodal corridor improvements	\$54.5			D/R/C		
T-17	Express Bus via Military Tr	Boca Intermodal Center	WPB Intermodal Center	New express bus service	\$3.9			C		
T-25	Express Bus via Glades Rd	SR 7	US 1	New express bus service	\$3.9			C		
H-62	Atlantic Ave/SR 806	SR 7	W of Lyons Rd	Widen 2L to 4L	\$29.1		D	R/C		
H-63	Atlantic Ave/SR 806	Lyons Rd	Jog Rd	Widen 4L to 6L	\$25.3	D/R		R/C		

Note: D = Design (Preliminary Engineering & PD&E)

R = Right of Way acquisition

C = Construction

*The Local Initiatives Program is primarily funded with TMA Funds and any available Other Arterials Funds after Major Projects are implemented

PROJECTS FUNDED WITH OTHER ARTERIALS REVENUES (CONT'D)

Map No.	Facility Name	From	To	Improvement	2015-2040 Total Capital Cost (Million\$)	2015-2019	2020	2021-2025	2026-2030	2031-2040
H-76	US 27 Connector	SR 80/US 27	SR 715	New 2L	\$26.6			D	R/C	
H-70	Potomac Rd	E-3 Canal	Military Tr	Widen 2L to 4L	\$3.3			D	R/C	
T-24	Tri-Rail Park & Ride Expansion	Yamato Rd	Boca Raton	New parking garage (420 spaces)	\$11.0				C	
T-1	Express Bus via I-95	Indiantown Rd	WPB Intermodal Center	New express bus service	\$4.6				C	
T-14	Express Bus via SR 7/Okeechobee Blvd	Mall at Wellington Green	WPB Intermodal Center	New express bus service	\$4.6				C	
T-28	Glades Area Intermodal Center	@SR80/US441/Hooker Hwy/Main St	Belle Glade	Proposed passenger intermodal center	\$19.3				D/R/C	
H-7	Island Way Southern Ext.	Indiantown Rd	Central Blvd	New 2L	\$10.3			D	R/C	
H-73	Hooker Hwy/SR 812	SR 715	US 441	Widen 2L to 4L	\$11.4			D	R/C	
H-77	Boutwell Rd	Lake Worth	10th Ave N	Widen 2L to 3L	\$9.2				D/R/C	
T-8	Tri-Rail Extension - New Service	Mangonia Park Station	Blue Heron Blvd/VA Hospital	Extend existing service on CSX corridor. Includes new station noted below:	\$63.4				D/R	C
T-7	New Tri-Rail Station	Blue Heron Blvd	Riviera Beach	Additional Tri-Rail Station on CSX Corridor	\$28.5				D/R	C
T-10	Tri-Rail Park & Ride Expansion	45th Street	Mangonia Park	New parking garage (300 spaces) and improved bus circulation	\$10.0					C
T-15	Tri-Rail Park & Ride Expansion	WPB Intermodal Center	West Palm Beach	New parking garage (450 spaces)	\$15.1					C
T-22	Express Bus via SR 7/Lake Worth Rd go US 1	Mall at Wellington Green	US 1 in Lake Worth	New express bus service	\$5.9					C
T-18	Express Bus via SR 80/ Australian Ave	Glades Area Intermodal Center	WPB Intermodal Center	New express bus service	\$5.9					C
T-21	Express Bus via SR 7	Broward Co	Mall at Wellington Green	New express bus service	\$5.9					C
T-5	Express Bus via Turnpike	Broward Co	Palm Beach Gardens	New express bus service	\$5.9					C
T-9	Express Bus via Persimmon Blvd /SR 7/Okeechobee Blvd	SPW/Persimmon Blvd	WPB Intermodal Center	New express bus service	\$5.9					C
T-6	Express Bus via SPW Rd/Northlake Blvd/Military Tr/PGA Blvd	SPW/Persimmon Blvd	Palm Beach Gardens Station	New express bus service	\$5.9					C
T-27	Boca Intermodal Center	At Tri-Rail Station near Glades Rd	Boca Raton	Proposed passenger intermodal center	\$24.6					D/R/C
H-43	SR 7	Okeechobee Blvd	Belvedere Rd	Widen 6L to 8L	\$14.9				D/R	C
H-74	SR 715	S Main St	Hooker Hwy	Widen 2L to 4L	\$39.3				D/R	C
H-13	PGA Blvd/SR 786	SR 710/Beeline Hwy	Ryder Cup Blvd	Widen 2L to 4L	\$30.7					D/R/C
H-39	Okeechobee Blvd Extension	SR 80/CR880 Intersection	Seminole Pratt Whitney Rd	New 2L - MPO funded portion of total cost is shown	\$31.0					D/R/C

Note: D = Design (Preliminary Engineering & PD&E)

R = Right of Way acquisition

C = Construction

PROJECTS FUNDED WITH COUNTY IMPACT FEES, LOCAL GAS TAX, OR PRIVATE FUNDS										
Map No.	Facility Name	From	To	Improvement	2015-2040 Total Capital Cost (Million\$)	2015-2019	2020	2021-2025	2026-2030	2031-2040
Proposed Palm Beach County Funded Highway Projects										
H-5	Church St	Limestone Creek Rd	W of Central Blvd	Widen 2L to 3L	\$0.3	R/C				
H-16	Congress Ave Ext	Northlake Blvd	Alt. A1A	New 2L	\$7.7	R/C				
H-60	Flavor Pict Rd	SR 7	Lyons Rd	New 2L	\$4.6	C				
H-28	Haverhill Rd	N of 45th Street	Bee Line Hwy	Widen 2L to 5L	\$9.5	C				
H-51	Haverhill Rd	Lantana Rd	Lake Worth Rd	Widen 2L to 4L	\$9.7	R/C				
H-12	Hood Rd	E of Florida's Turnpike	W. of Central Blvd	Widen 2L to 4L	\$6.6	R/C				
H-36	Jog Rd Extension	Roebuck Road	45th Street	New 4L	\$30.0	R/C				
H-72	Lyons Rd	Broward/PB County Line	SW 18th St	Widen 4L to 6L	\$2.1	R/C				
H-66	Lyons Rd	Clint Moore Rd	Atlantic Ave	Widen 2L to 4L	\$12.5	R/C				
H-17	Northlake Blvd	Seminole Pratt Whitney Rd	Coconut Blvd	Widen 2L to 4L	\$13.5	R/C				
H-68	Old Dixie Hwy	Yamato Rd	Linton Blvd	Widen 2L to 3L	\$12.5	R/C				
H-21	Old Dixie Hwy	Park Ave	Northlake Blvd	Widen 2L to 3L	\$2.8	C				
H-38	Roebuck Rd	SR 7	Jog Rd	New 4L	\$50.0	C				
H-37	Roebuck Rd	Jog Rd	Haverhill Rd	Widen 2L to 4L	\$3.2	R/C				
H-26	Royal Palm Beach Blvd	60th St	Orange Blvd	Widen 2L to 4L	\$4.0	R/C				
H-18	Seminole Pratt Whitney Rd	Orange Blvd	Northlake Blvd	Widen 2L to 4L (drainage 6L)	\$6.8	C				
H-23	Silver Beach Rd	E of Congress Ave	Old Dixie Hwy	Widen 2L to 3L	\$3.1	R/C				
H-49	Lyons Rd	Lantana Rd	Lake Worth Rd	Widen 2L to 4L	\$8.2	D	R/C			
H-47	Lyons Rd	Lake Worth Rd	Stribling Wy	New 2L	\$8.8	D/R/C				
H-75	Avenue E Extension	US 27 Connector	SR 715	New 2L	\$10.8	D/R/C				
H-3	Indiantown Rd	Jupiter Farms Rd	W of Florida's Turnpike	Widen 4L to 6L	\$5.8	D/R/C				
H-34	45th St	Haverhill Rd	W of Military Tr	Widen 4L to 6L	\$4.1	D/R/C				
H-22	Park Ave Extension	Old Dixie Highway	Congress Avenue	New 2L	\$3.6	D/R	C			
H-41	Okeechobee Blvd	Crestwood Blvd	W of Royal Palm Beach Blvd	Widen 4L to 6L	\$3.6			D/R/C		
H-40	Okeechobee Blvd	Seminole Pratt-Whitney Rd	West of Crestwood Blvd	Widen 2L to 4L	\$32.1			D/R/C		
H-50	Polo Road	Lake Worth Rd	Lyons Rd	New 2L	\$10.2			D/R/C		
H-71	Boca Rio Rd	Palmetto Park Rd	Glades Rd	Widen 2L to 4L	\$16.5			D/R/C		

Note: D = Design (Preliminary Engineering & PD&E)

R = Right of Way acquisition

C = Construction

PROJECTS FUNDED WITH COUNTY IMPACT FEES, LOCAL GAS TAX, OR PRIVATE FUNDS (CONT'D)										
Map No.	Facility Name	From	To	Improvement	2015-2040 Total Capital Cost (Million\$)	2015-2019	2020	2021-2025	2026-2030	2031-2040
H-31	60th St	Seminole Pratt Whitney Rd	140th Ave N	New 2L	\$21.4			D/R/C		
H-61	Flavor Pict Road	Lyons Rd	Hagen Ranch Rd	New 2L	\$12.6			D/R/C		
H-30	Seminole Pratt-Whitney Rd	Persimmon Blvd	60th Street	Widen 2L to 4L	\$19.3			D/R/C		
H-24	Silver Beach Rd	Old Dixie Hwy	US 1	Widen 2L to 3L	\$12.5			D/R/C		
H-10	Seminole Pratt Whitney Rd	N of Northlake Blvd	SR 710	New 2L	\$67.9			D/R	C	
H-35	45th St	I-95	Congress Ave	Widen 6L to 8L	\$7.8			D/R	C	
H-53	Lantana Rd	Lyons Rd	Hagen Ranch Rd	Widen 4L to 6L	\$35.7			D/R		R/C
H-2	Indiantown Rd	Pratt-Whitney Rd	131st Trail N	Widen 2L to 4L	\$28.0			D	R	C
H-39	Okeechobee Blvd Extension	SR 80/CR880 Intersection	Seminole Pratt Whitney Rd	New 2L - PBC portion of total cost is shown	\$34.1			D	R	C
Proposed Privately Funded Transit Projects										
T-16	All Aboard Florida Passenger Rail Service	Datura/Evernia	WPB	Station and new high-speed service to Ft. Lauderdale, Miami, and Orlando	Private \$		n/a	n/a	n/a	n/a
Proposed Privately Funded Highway Projects										
H-32	Persimmon Blvd	Seminole Pratt Whitney Rd	140th Ave N	New 4L	Private \$		n/a	n/a	n/a	n/a
Proposed Privately Funded Freight Projects										
T-28	Intermodal Logistic Center	W of SR 715	US 27	Freight Logistic Facility	Private \$		n/a	n/a	n/a	n/a

Note: D = Design (Preliminary Engineering & PD&E)

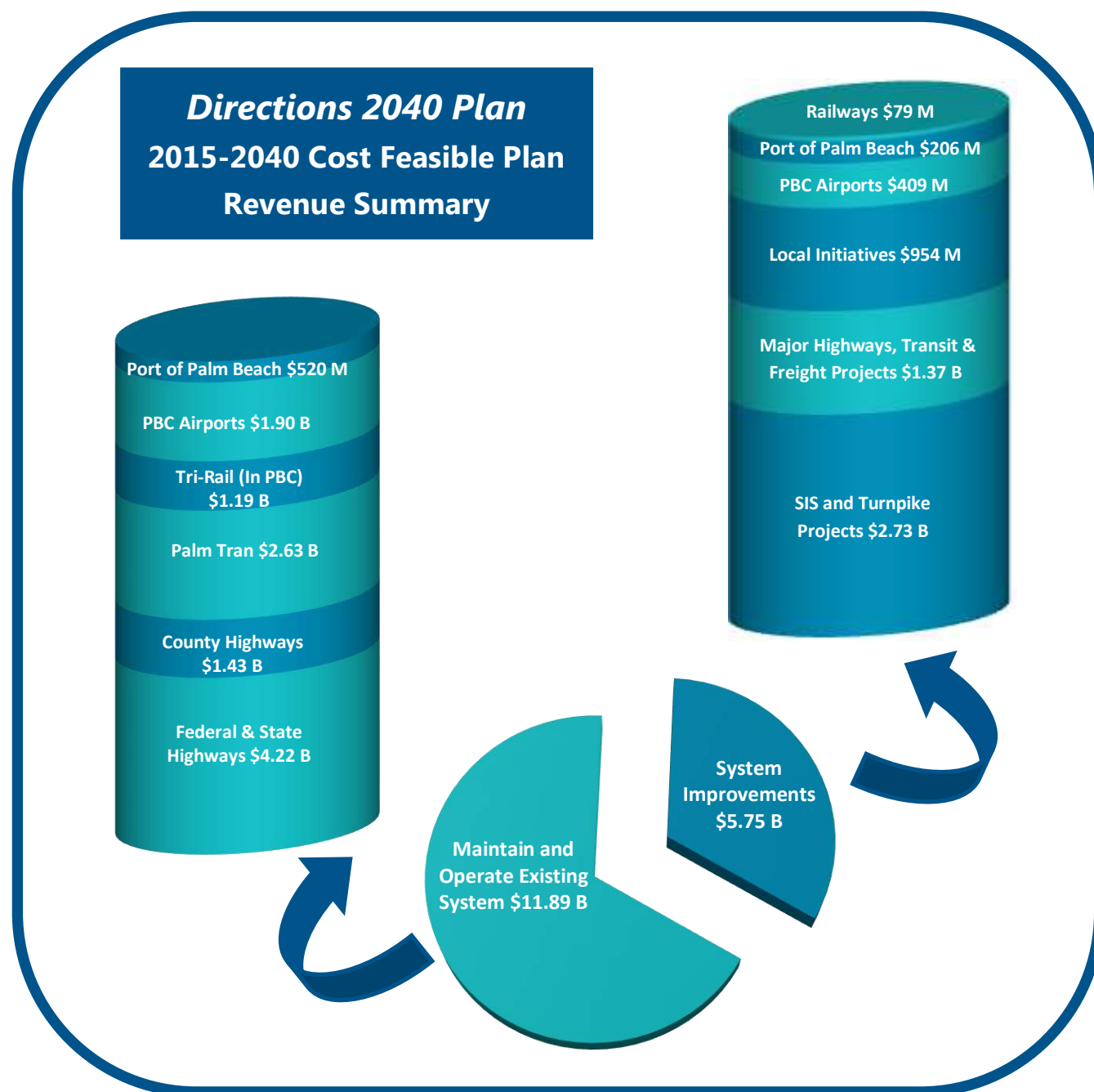
R = Right of Way acquisition

C = Construction

The Directions 2040 Cost Feasible Plan Transit and Freight Projects and the Cost Feasible Highway Projects are illustrated in the maps on the next four pages. The project identification numbers are included in the maps for easy coordination with the Cost Feasible Plan tables.

Summary of Cost Feasible Plan Revenue

The presented Directions 2040 Cost Feasible Plan tables and maps focus on the transportation system improvements adopted through the year 2040. It is critical to acknowledge that approximately two thirds of the overall available revenue for the period FY 2015 through FY 2040 consists of funds for maintaining and operating the existing system. The below figure illustrates the breakdown in funds.

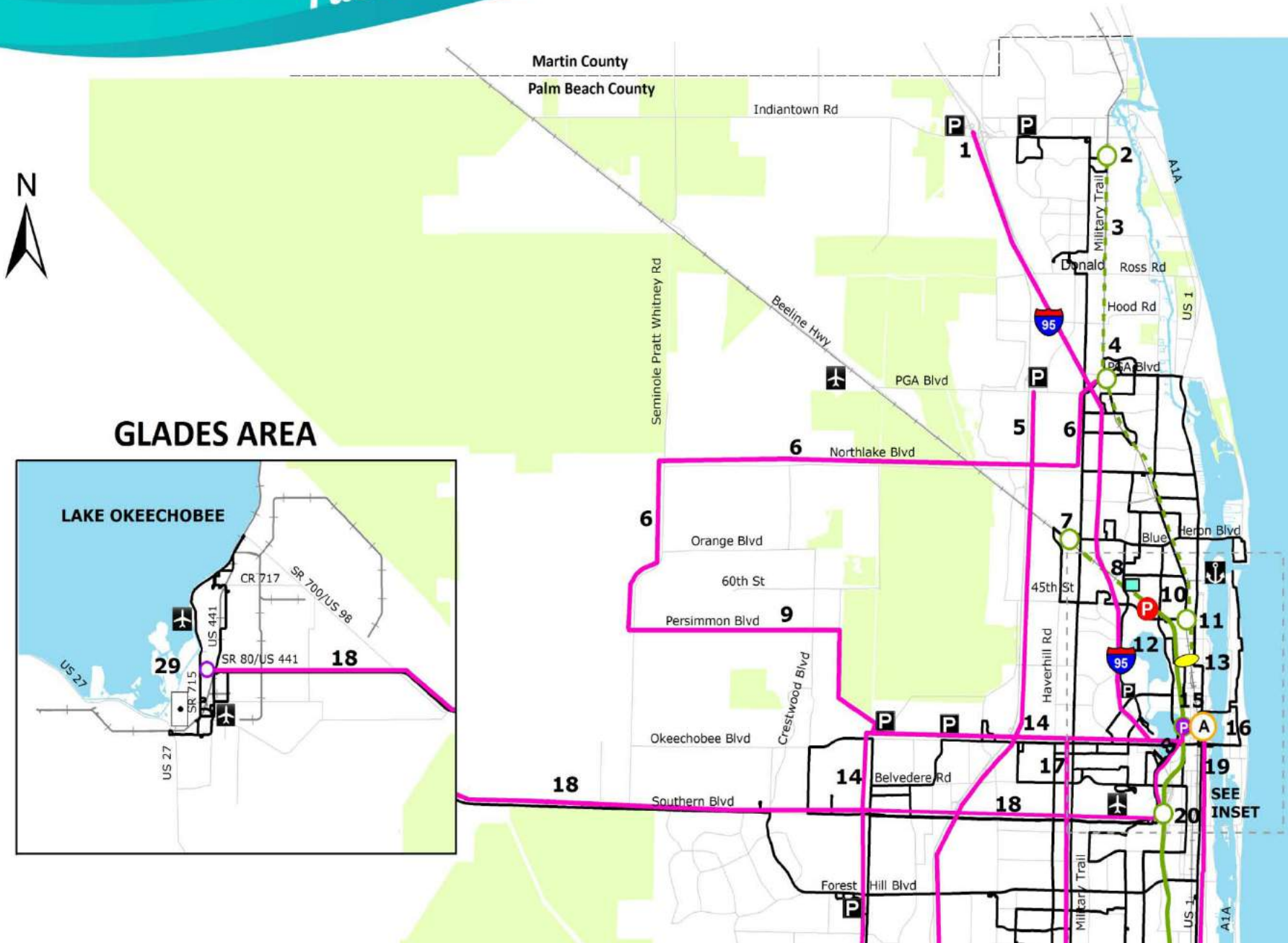


DIRECTIONS 2040

Palm Beach 2040 Long Range Transportation Plan

COST FEASIBLE PLAN

Palm Beach Metropolitan Planning Organization



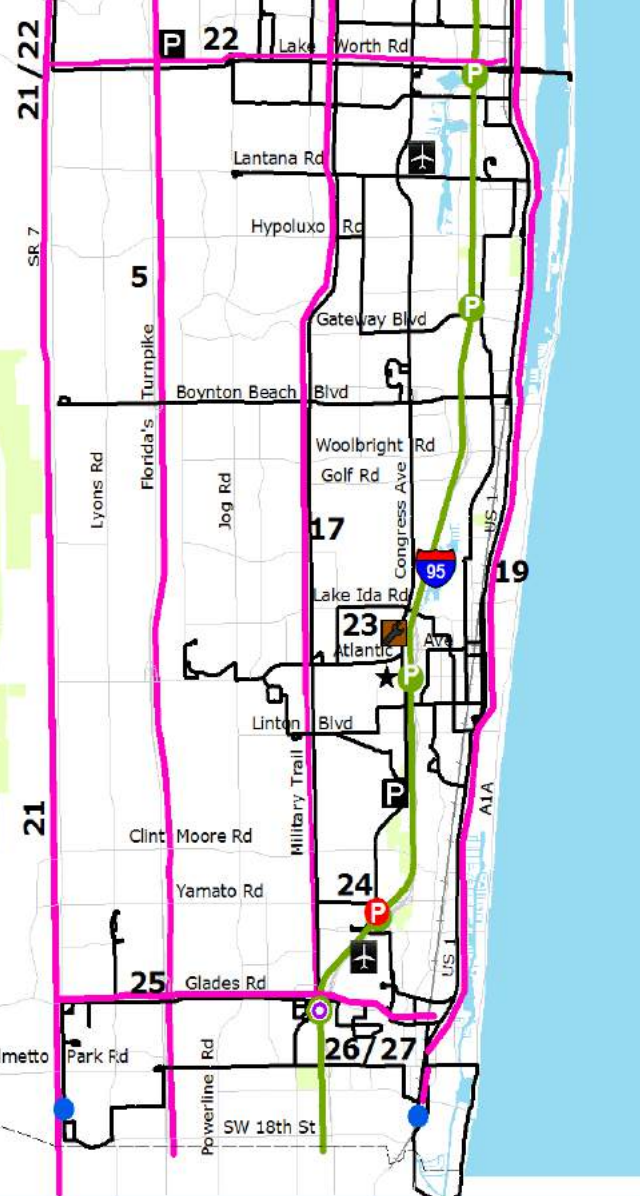
WEST PALM BEACH AREA



2040 Cost Feasible Plan

Transit and Freight Component

Palm Beach County
Broward County



LEGEND

Existing Facilities

- Tri-Rail Station
- P Tri-Rail Station with Parking Facility
- Tri-Rail Route
- ++ Railroad Lines
- P Passenger Intermodal Center & Expansion of Tri-Rail Parking Facility
- Palm Tran Bus Routes

- ★ Amtrak Service at Existing Tri-Rail Station
- ✈ Airport
- P Port of Palm Beach
- P Park-N-Ride Facility
- Broward County Transit Transfer Station
- Natural Area
- Natural Water Bodies

Committed/Cost Feasible Facilities

- Tri-Rail Station with Park-N-Ride Facility
- - - Tri-Rail Route Expansion
- ■ ■ Regional Freight Rail (Miami to South Bay)
- P Expansion of Existing Tri-Rail Parking Facility
- Express Bus Service
- A Co-located All Aboard Florida Station
- Tri-Rail Northern Layover Facility
- Intermodal Logistics Center
- Passenger Intermodal Center
- Northwood Rail Crossover
- Bus Facility Expansion



Leftwich Consulting Engineers, Inc.

DIRECTIONS 2040

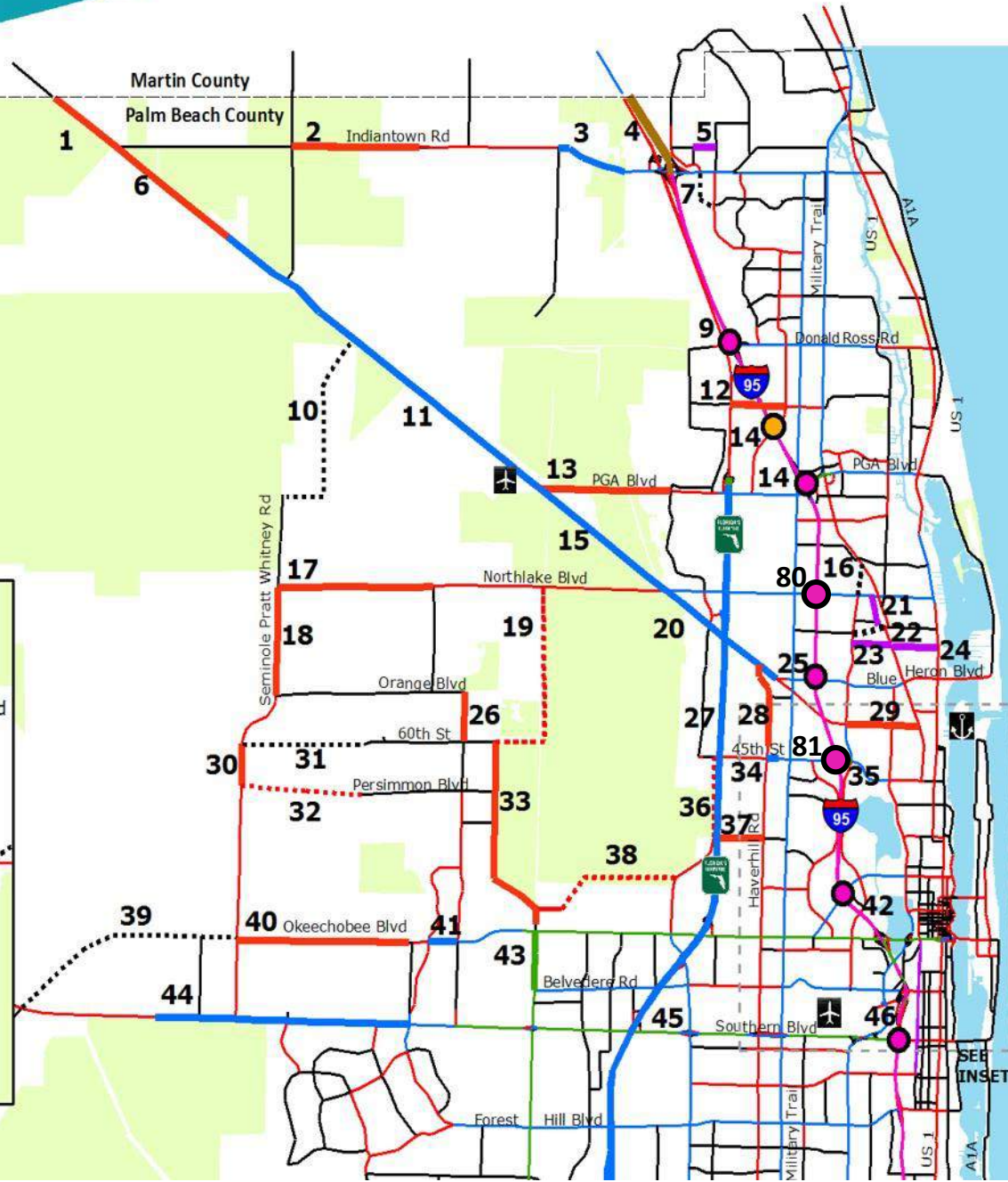
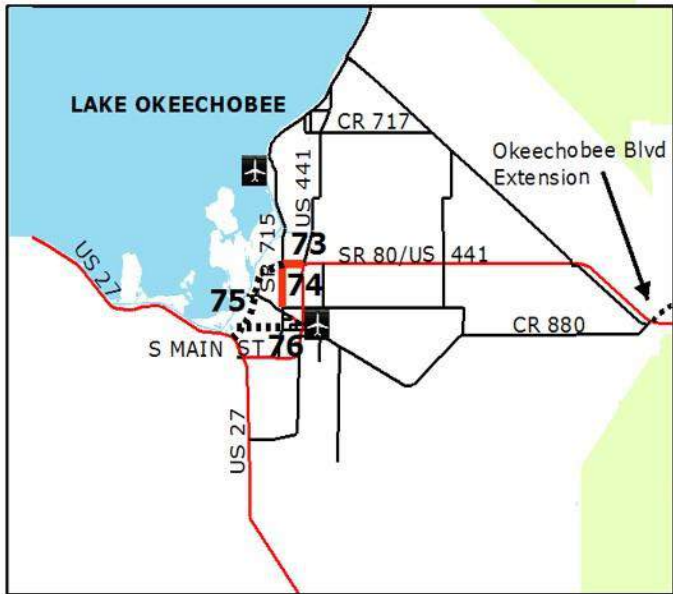
Palm Beach 2040 Long Range Transportation Plan

COST FEASIBLE PLAN

Palm Beach Metropolitan Planning Organization



GLADES AREA



WEST PALM BEACH AREA



2040 Cost Feasible Plan

Highway Component

Palm Beach County
Broward County



LEGEND

Existing Lanes/Facilities

- 2 Lanes
- 3 Lanes
- 4 Lanes
- 6 Lanes
- 8 Lanes
- 10+ Lanes
- Airport
- Port of Palm Beach
- Natural Area
- Natural Water Bodies

Committed/Cost Feasible Facilities

- New 2 Lanes
- New 4 Lanes
- Widen to 3 Lanes
- Widen to 4 Lanes
- Widen to 6 Lanes
- Widen to 8 Lanes
- I-95 Managed Lanes System
- SB to SB Connector
- NB to NB Connector
- New Interchange
- Interchange Improvement

NOTES

Improvements committed and/or desired beyond existing network.



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Privately Funded Projects

The Directions 2040 Cost Feasible Plan includes the following three privately funded projects:

- ◆ New All Aboard Florida regional passenger rail service from Miami to Orlando with stops in Fort Lauderdale and West Palm Beach
- ◆ Persimmon Boulevard from Seminole Pratt Whitney Road to 140th Avenue North
- ◆ Glades Area Intermodal Logistics Center for Freight

The projects were assumed to be entirely funded through private funds. No federal, state, or local funds were allocated to their implementation. The Directions 2040 Cost Feasible Plan acknowledges their significance to the overall Palm Beach area transportation system for future planning purposes.

Unfunded Desires Plan Projects

The projects from the Desires Plan which were not funded in the Cost Feasible are as follows:

- ◆ Tri-Rail Coastal Link from Boca Raton to Miami
- ◆ Tri-Rail Coastal from Jupiter to Fort Lauderdale
- ◆ 10 Tri-Rail Coastal Link Stations proposed on the Florida East Coast (FEC) Rail Corridor
- ◆ US 27 Freight Rail Corridor from the Lake Okeechobee Region to Port of Miami
- ◆ SR 80 Widening from Forest Hill/Crestwood Boulevard to Royal Palm Beach Boulevard
- ◆ 6 I-95 Interchange Improvements at Northlake Boulevard, Indiantown Road, Okeechobee Boulevard, Belvedere Road, Forest Hill Boulevard, and Woolbright Road
- ◆ I-95 Managed Lanes from Linton Boulevard to Indiantown Road
- ◆ Direct Connect from Florida's Turnpike to I-95 at Indiantown Road

The Desires Plan projects which were not able to be funded are presented in Appendix C. The total cost of the **unfunded Desires Plan projects amounted to \$4.59 Billion** and was based on equivalent 2040 YOE cost projections.



The Draft Directions 2040 Cost Feasible Plan was presented to the MPO Board at a Public Meeting on October 16, 2014 and was advertised per the MPO's Public Involvement Plan guidelines. The back-up package for the Public Meeting included an Executive Summary report. The Executive Summary follows the same general structure as this *Directions 2040 Plan* document, with the information being presented in condensed format. Fifty copies of the Executive Summary report were distributed as part of the Public Meeting.

Palm Beach MPO 2040 Long Range Transportation Plan

PALM BEACH MPO
metropolitan planning organization

DRAFT
EXECUTIVE SUMMARY

One new roadway project was added by the MPO Board as part of the adoption, namely improvement of Boutwell Road from Lake Worth Road to 10th Avenue North as a 3-lane facility to support economic development within the Lake Worth Park of Commerce.

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SECTION 9:

LOCAL INITIATIVES

PROGRAM

- ◆ Overview
- ◆ TSM&O Projects
- ◆ Transit Capital Projects
- ◆ Non-Motorized Projects
- ◆ Freight Projects



The Directions 2040 Cost Feasible Plan includes annual revenues set aside for the Local Initiatives Program. Local Initiatives projects are lower-cost, non-regionally significant projects initiated by local entities such as transportation providers and municipalities.

This section provides a description of the Program and how projects are implemented as part of the MPO's annual allocation of funds. Project categories and examples of the types of projects which are eligible to receive Local Initiatives funds are also detailed.

The Local Initiatives Program is designed to fund lower-cost, non-regionally significant projects such as Transportation Systems Management and Operations (TSM&O), transit capital, non-motorized, and freight projects.

OVERVIEW

The Local Initiatives Program is a newly created program developed by the Palm Beach MPO to implement smaller cost projects. Applications for new projects were first solicited in 2014 to support the allocation of Transportation Management Area (TMA) and Transportation Alternative (TALU) funds for fiscal year (FY) 2020 for TMA funds. A detailed description of the TMA and TALU funds are presented in Section 7, Revenue Resources.

To implement the Program, the Palm Beach MPO prepared an application template which was distributed to the various transportation providers and municipalities requesting submittal of potential projects. Transportation providers include the Florida Department of Transportation (FDOT), South Florida Regional Transportation Authority (SFRTA), Port of Palm Beach (POPB), and various Palm Beach County departments including airport, engineering, and Palm Tran. Any of the 38 municipalities located within the county were encouraged to submit projects. The template which was used for the review of eligible FY 2015 projects is presented below.

Local Initiatives Program Project Request Form

Directions 2040: Categorical Funding Program
2014 Application for FY 2016 – 2020 Priorities

General Information:

Project Title: [Click here to enter text](#)

Project Sponsor (municipal, county, state, federal, or other agency): [Click here to enter text](#)

Contact Person: [Click here to enter text](#) Title: [Click here to enter text](#)

Email: [Click here to enter text](#)

Sponsor Address: [Click here to enter text](#)

City: [Click here to enter text](#) Zip: [Click here to enter text](#)

Priority (relative to other applications submitted by the Project Sponsor): [Click here to enter text](#)

Name of Applicant (if other than Project Sponsor): [Click here to enter text](#)

1 Project Categories with examples:

Check the appropriate category for the project.

☐ Transportation System Management Improvements

i. Corridor Improvement: Paving unimproved rights of way, improving signal coordination, improving signage/DMS systems, reducing access points, increasing turning radii, adding turn lanes, installation of ITS equipment, complete streets, etc.

ii. Intersection Improvement: Installing warrant traffic signals, improving bike and pedestrian safety, improving signal timing and/or detection hardware, improving turning radii, etc.

☐ Transit Improvements: New express bus service, new/extension of local bus service, new trolley service, increase local bus headways, bus purchase for new routes, bus shelter, etc.

☐ Non-Motorized Improvements: Widening or resurfacing the roadway to provide designated bike lanes, adding shoulders, conducting detailed corridor studies to determine bike/pedestrian needs, construction of shared use pathway, etc.

☐ Freight Improvements

i. Aviation Improvements: Roadway signage and landscaping surrounding the airport, cargo expansion, rehabilitation of taxiways, apron rehabilitation, etc.

ii. Port Improvements: Intermodal rail improvements on and off the port, improvement of freight rail capacity, cargo/passenger service facility expansion, runways/trails for future cargo yards, etc.

iii. Enhance or add road access to freight hubs, enhance the capacity of truck routes by either widening of roadways or doing operational improvements, etc.

Page 2 of 3

Project Description:

Location map with aerial view is attached (Location_Map.pdf)

What is the scope of work for the project?

☐ A more detailed scope of work is attached. (Scope.pdf or Scope.docx)

[\(Please type your description here\)](#)

Describe the project's existing Right-of-Way ownerships. Identify when the Right-of-Way was acquired, how ownership is documented (i.e. plats, deeds, prescriptions, certified surveys, easements), and any additional parcel(s) that will be required to implement the project.

☐ No Right-of-Way acquisition is proposed

☐ Temporary construction easement will be required

☐ Some proposed construction activities may require an easement

☐ Right-of-Way acquisition is required

[\(Please describe existing Right-of-Way ownerships here\)](#)

☐ Right-of-Way maps are attached (Right-of-Way_Map.pdf)

Describe any related project work phases that are already complete or currently underway.

☐ This is not a phased project

☐ This is a phased project

☐ A more detailed phasing description is attached. (Phasing.pdf or Phasing.docx)

[\(Please type your description here\)](#)

Provide conceptual project cost estimates.

☐ Cost estimate is attached (Cost_Estimate.xlsx)

[\(Please type your description here\)](#)

Other specific project information that should be considered:

[\(Please type your description here\)](#)

Page 3 of 3

Project Implementation Information:

Describe any public (and private, if applicable) support of the proposed project. (Examples include: written endorsement, formal declaration, resolution, financial donations or other appropriate means).

[\(Please type your description here\)](#)

Describe the proposed ownership and maintenance responsibilities for the project when it is completed and provide a commitment from the owning entity to fund the continued operations and maintenance costs for the project.

[\(Please type your description here\)](#)

Describe source of matching funds and any restrictions on availability.

[\(Please type your description here\)](#)

Other specific implementation information that should be considered:

[\(Please type your description here\)](#)

Certification of Project Sponsor:

I hereby certify that the proposed project herein described is supported by _____ (agency name) and that said entity will: (1) provide any required funding match; (2) enter into a maintenance agreement with the Florida Department of Transportation; (3) comply with the local Uniform Relocation Assistance and Acquisition Policies Act for any Right of Way work required for the project; (4) comply with NEPA process prior to construction, this may involve coordination with the State Historic Preservation Office (SHPO) prior to construction at time of application; and (5) support other actions necessary to fully implement the proposed project. I further certify that the estimated costs are reasonable. I understand that if cost increases in these costs and/or failure to follow through on the project once programmed in Palm Beach Metropolitan Planning Organization's Transportation Improvement Program (TIP) could cause the project to be removed from the TIP.

Palm Beach MPO Use Only

Location Complete ☐ Yes ☐ No

Cost Eligible ☐ Yes ☐ No

Implementation Feasible ☐ Yes ☐ No

Ready to Work Program ☐ Yes ☐ No

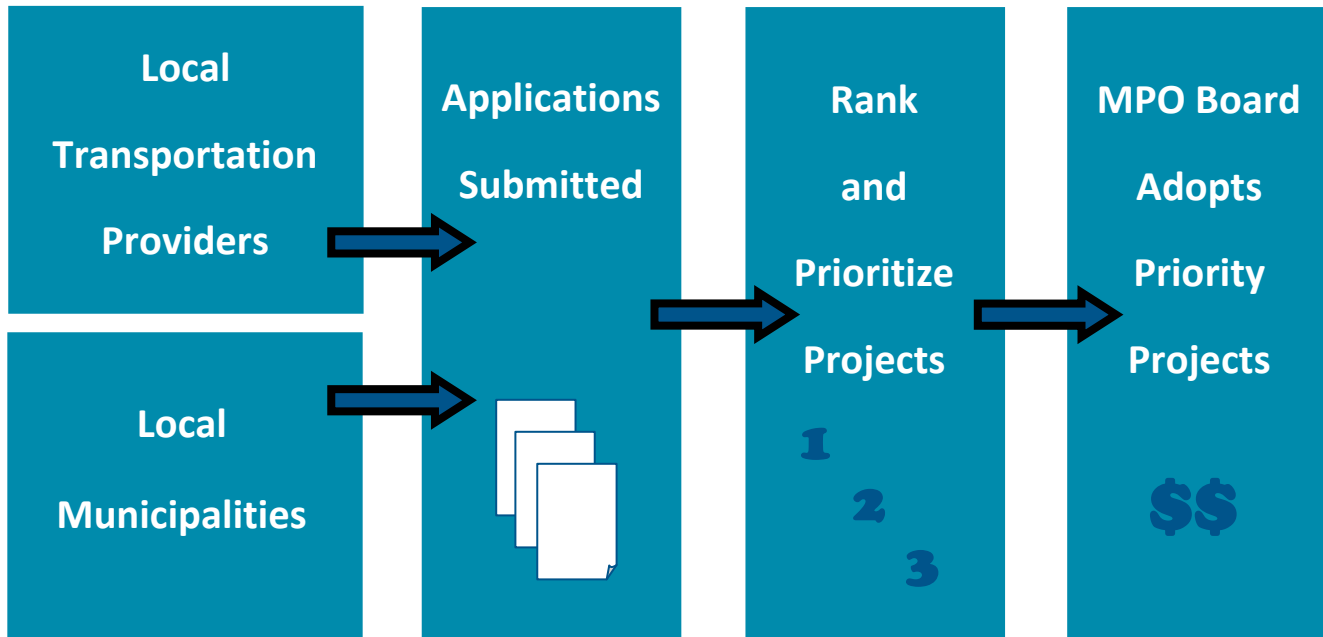
Signature _____

Name/Title/Date (please type or print) _____

C:\MPO\GIS\TIP\FY2016_2020\DirectionsCategoricalProjects_Application_2014.docx

For the project prioritization, the submitted projects were ranked based on the Priority Scoring Procedure presented in Section 3, Goals, Objectives, and Values. Notably, the procedure is an initial process for evaluating projects and it may be updated for future allocations. Ranked projects were then reviewed by the MPO advisory committees and finally presented to the MPO with a recommendation regarding which projects were to be funded based on available revenue.

SUMMARY OF LOCAL INITIATIVES PROCESS



As indicated in Section 8, Cost Feasible Plan, funding for the Local Initiatives Program is forecast to be approximately \$954 million for the years 2020 through 2040. In addition to the TMA and TALU funds currently assigned to the newly formed Program, the year 2020 through 2040 allocations will include an annual allocation of “Other Arterials” capacity funds available to the MPO for allocation to highway, transit, freight and non-motorized projects, to the extent that projects are eligible to use these funds. The below table provides an overview of the three revenues for respectively the year 2020, years 2021-2025, years 2026-2030, and years 2031-2040 Plan phases.

Cost Feasible Plan Local Initiatives Program (Millions of Dollars)					
CATEGORY	YEAR 2020	YEARS 2021-25	YEARS 2026-30	YEARS 2031-40	TOTAL
TMA Funds	\$17.1	\$85.3	\$85.3	\$170.6	\$358.3
TALU (>200,000 population)	\$1.7	\$8.4	\$8.4	\$16.8	\$35.3
Other Arterials Funds Available to MPO	\$18.1	\$97.8	\$116.1	\$328.0	\$559.9
Total	\$36.9	\$191.5	\$209.8	\$515.4	\$953.5

Each year, projects will be submitted, ranked, and prioritized in accordance with the Priority Scoring Procedure presented in Section 3, Goals, Objectives, and Values and also the criteria established by the MPO. The final projects implemented will depend on the amount of revenue available for that year.

TSM&O PROJECTS

One of the types of improvements which will be considered for implementation as part of the Local Initiatives Program is TSM&O enhancements to the existing system. As mentioned previously, TSM&O strategies aim to improve system capacity and efficiency. The types of improvements include corridor improvements such as:

- ◆ Intelligent Transportation System (ITS)
- ◆ Complete Streets
- ◆ Access Management
- ◆ Landscaping
- ◆ Signage and Lighting
- ◆ Pavement Striping
- ◆ Other Enhancements that improve the system

Intersection improvements include:

- ◆ ITS
- ◆ New Turn Lanes and Improved Striping
- ◆ New or Improved Traffic Signals
- ◆ Safety Improvements
- ◆ Other Enhancements that improve the system



TRANSIT CAPITAL PROJECTS



The types of transit projects which can be funded using Local Initiatives Program funds are limited to capital improvements. This is based on the guidelines associated with the revenues designated for the Program. Improvements can be associated with respectively the Palm Tran Local Bus and Palm Tran Connection services, the SFRTA Tri-Rail services, or potentially entirely new transit opportunities.

Samples of transit capital improvements eligible for funding include:

- ◆ New or Improved Bus Shelters
- ◆ New or Improved Bus Pull-Outs
- ◆ Tri-Rail Station Improvements
- ◆ Park-and-Ride Facilities
- ◆ Maintenance Facilities
- ◆ Vehicle Purchases
- ◆ Other Enhancements to the System



NON-MOTORIZED PROJECTS



Non-motorized projects represent bicycle, pedestrian, and greenways projects. The MPO Board's Bicycle, Greenways, and Pedestrian Advisory Committee (BGPAC) meets regularly to discuss issues related to non-motorized transportation modes of travel and to provide input and recommendations on current transportation matters. The history of the committee is as follows:

"Enactment of the 1984 Florida Bicycle Bill required all county and local municipal governments to give full consideration of the bicycle when planning and developing transportation. Florida became one of the nation's leaders in bicycle planning with the creation of a State Bicycle Office, Bicycle Coordinators in each FDOT District, and Bicycle/Pedestrian Coordinators in a number of counties, including Palm Beach. In Palm Beach County, a bicycle-pedestrian advisory committee was formed in 1987, and later expanded to include greenways issues."

Palm Beach MPO

The types of projects which can be supported by the Local Initiatives Program include:

- ◆ Buffered and Designated Bicycle Lanes
- ◆ Pedestrian Sidewalks
- ◆ Shared Use Bicycle and Pedestrian Facilities
- ◆ Greenway Corridors and Trails
- ◆ Supporting Facilities Such As Bicycle Racks, Water Fountains, and Lockers
- ◆ Other Enhancements to the System

The BGPAC, through coordination with the MPO Bicycle Coordinator, prepared a document titled "Palm Beach Comprehensive Bicycle Transportation Plan" dated March, 2011. This report, or an updated version, serves as the basis for future bicycle improvements. The initial draft of the "Tri-Rail Station Access Plan prepared by the South Florida Regional Transportation Authority (SFRTA) had also been completed at the conclusion of the *Directions 2040 Plan* efforts. This included meetings with

station area cities. The "Southeast Florida Greenways and Trails," a joint venture between the MPO and the Treasure Coast Regional Planning Council (TCRPC), was in the process of being prepared and included coordination with local partners. The final results will provide an overview of the existing facilities and proposed improvements.

FREIGHT PROJECTS

The major freight network within Palm Beach County is comprised of airports, the Port of Palm Beach, railways, and the truck route highways that connect them. The 2012 surface transportation law titled "Map-21, Moving Ahead for Progress in the 21st Century" includes provisions to improve the movement and efficiency of freight, as noted in the "National Freight Policy" below.

"...improve the condition and performance of the national freight network to provide the foundation for the United States to compete in the global economy and achieve goals related to economic competitiveness and efficiency; congestion; productivity; safety, security, and resilience of freight movement; infrastructure condition; use of advanced technology; performance, innovation, competition, and accountability in the operation and maintenance of the network; and environmental impacts."

Map-21, National Freight Policy

The types of freight projects which may be eligible for the Local Initiatives Program include:

- ◆ Airport Off-Site Capacity Improvements
- ◆ Seaport Off-Site Capacity Improvements
- ◆ Railway Capacity Improvements
- ◆ Freight Logistics Projects
- ◆ Other Enhancements to the System



FREIGHT MOBILITY

SECTION 10: AVIATION, SEAPORT & RAILWAYS

- ◆ Aviation
- ◆ Seaport
- ◆ Railways
- ◆ Passenger and Freight Mobility
- ◆ Application



The movement of regional freight and passengers occurs through the Palm Beach County airports, the Port of Palm Beach, the railway system, and the major highways that connect them. An overview of each of these transportation modes with highlights of committed projects and potential future expansion projects follows.

Reference is also provided to respective master plans and how future projects are implemented.

The MPO's Transportation Improvement Program (TIP) includes funding for aviation, port, and railway projects. For the Directions 2040 Cost Feasible Plan, these types of improvements are provided separate distinction. Specific projects are not identified in the Plan, but rather reference is made to the respective entities that implement these categories of transportation improvements.

AVIATION



As mentioned in Section 4, Existing System, the Palm Beach County Department of Airports operates four airports:

- ◆ Palm Beach International Airport (PBI) is the only commercial airline airport within the county.
- ◆ North Palm Beach County General Aviation Airport is located in the north portion of the county along the Beeline Highway near Palm Beach Gardens, West Palm Beach, and Jupiter.
- ◆ Palm Beach County Park Airport is located in the northeast quadrant of Lantana Road and Congress Ave.
- ◆ Palm Beach County Glades Airport (Pahokee) is located adjacent to Lake Okeechobee in the Glades area.

The Palm Beach Department of Airports uses the following guidelines in determining future development of its airports:

- ◆ Accommodate passenger demand while maintaining the highest level of customer service and convenience possible, including an emphasis on low delay and congestion levels.
- ◆ Refine and validate selected long-term airport improvements that meet forecast airline, corporate, and general aviation system demand, while providing flexibility to respond to actual demand.
- ◆ Develop an enhancement plan that meets FAA standards, is financially sound, environmentally responsible, and consistent with the County's established good neighbor programs.

PBIA Master Plan Update, October 2006

PBIA is the largest airport within the county and it serves large numbers of passengers and freight. Current movement of people and goods within the airport is approximately:

- ◆ Over 400 thousand passengers annually
- ◆ 3666 Air Carrier and 6210 General Aviation and Other Takeoffs and Landings
- ◆ Over 2300 tons of cargo annually

The Belle Glade State Municipal Airport and the Boca Raton Airport, which is operated by the Boca Raton Airport Authority, are other airports located within Palm Beach County.

SEAPORT



The Port of Palm Beach (POPB) is the only port within Palm Beach County. It serves both freight and passenger transport. The following highlights the activities and statistics for the POPB:

- ◆ 400 Foot Wide Entrance Channel and 300 Foot Wide Inner Channel
- ◆ 364,829 Cruise Passengers
- ◆ 262,805 20-Foot Container Equivalent Units (TEU)
- ◆ 2,150,804 Tons of Cargo and \$5.3 Billion in Cargo Value
- ◆ Served by Florida East Coast Railway (FEC), with six miles of Port owned track with Port operated locomotive

The Port of Palm Beach has established the following goal to guide it in developing and managing its port facilities:

"The Port of Palm Beach will provide the region's intermodal link to waterborne commerce through operation, maintenance, and expansion of its deepwater port facilities and Inland Intermodal Logistics Centers, including furtherance of container, bulk and passenger services, with the goal of facilitating trade, creating and sustaining jobs, providing economic benefits, supporting key industries, and assisting Port tenants in an atmosphere of respect for adjacent communities and sensitive natural resources."

POPB Master Plan Update, March 2013

The "2013 POPB Master Plan" includes many on- and off-site improvements. Many of the improvements are funding in the MPO's TIP. Improvements include slip redevelopment, rail switching projects, and passenger facility improvements.

RAILWAYS

An overview of the railway system within Palm Beach County notes the following existing and proposed Year 2040 Cost Feasible Plan rail operations within Palm Beach County:

- ◆ Service on CSX, FEC, and SFRC rail corridors.
- ◆ Existing Tri-Rail passenger service on South Florida Rail Corridor (SFRC) and proposed extensions on respectively the CSX and Florida East Coast (FEC) rail corridors.
- ◆ Existing Amtrak passenger service on SFRC and CSX.
- ◆ All Aboard Florida on FEC.

Two passenger rail services are currently in operation. The Tri-Rail services are addressed by the South Florida Regional Transportation Authority and Amtrak is a national publicly funded rail service. Expansion of Tri-Rail is proposed along both the CSX and the FEC corridors.

The All Aboard Florida is a new private intercity passenger rail which is currently being pursued by Florida East Coast Industries, LLC. The All Aboard Florida is planned to be operated between Orlando and Miami, with stops in West Palm Beach and Fort Lauderdale. The *Directions 2040 Plan* includes the West Palm Beach station as part of its Year 2040 Cost Feasible Plan.



PASSENGER AND FREIGHT MOBILITY

Passenger and freight operations are provided as part of the airport, Port of Palm Beach, and railway services. The movement of people and goods are essential to Palm Beach County and its economy. The facilities provide critical connections to and from nearby counties, as well as extending to areas beyond the region and even outside the United States.



Regional coordination of passenger and freight movement was an integral component of the *Directions 2040 Plan*. Section 12, Regional Coordination, provides an overview of the joint efforts which were undertaken as part of the *Directions 2040 Plan* to ensure that regional travel modes were coordinated with nearby MPOs and their Plans.

Section 8, Cost Feasible Plan, provides a summary of the transit improvements proposed for the Palm Beach County area through the year 2040. It details the two Tri-Rail expansions and the All Aboard Florida West Palm Beach Station. Passenger mobility is a key part of the Plan.

The "South Florida Regional Freight Plan" was prepared in March of 2010 to provide a regional perspective on freight planning and is currently being updated to reflect current regional goals, projects and priorities. Specifically, its purpose is to:

"...develop a formalized regional freight planning and implementation strategy that is inclusive of individual planning efforts that have been conducted within the area and prioritize critical freight transportation projects for the South Florida Region."

South Florida Regional Freight Plan, March 2010

The Regional Freight Plan has six goals as noted below.

1. Provide an efficient and reliable transportation system for regional passenger and freight operations.
2. Provide multimodal access to major regional passenger and freight activity centers.
3. Provide an integrated multimodal transportation system.
4. Protect the region's environment.
5. Provide for a safer and more secure transportation system for the region's residents, businesses and visitors.
6. Preserve and enhance the quality of life and promote energy conservation.

APPLICATION

The types of aviation, seaport, and railway projects which are currently committed for funding in the MPO's TIP include the following:

AVIATION PROJECTS

Upgrade PBIA Taxiways

PBIA General Aviation Federal
Inspection Service Facilities
Improvements

Golfview Commercial
Property Acquisition

Belle Glade State Airport
Maintenance Facility

Boca Raton Airport
Building Construction

North PB County Airport
Additional Apron

PB Glades Airport
Hangers/Infrastructure

PBC Park/Lantana Airport
Runway Rehab

SEAPORT PROJECTS

Port-Wide Slip Redevelopment

Port Berth 1 Expansion

Tropical Shipping Reefer Line
Expansion

RAILWAY PROJECTS

Quiet Zone/Safety Improvements at
FEC Crossings-Countywide

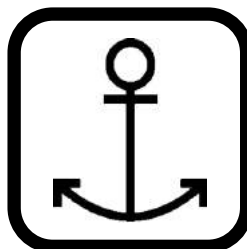
Northwood Crossover-Connection
between FEC and SFRC

South Central FL Express
Cane Block Rail

Villa Rica FEC Rail Siding

**MPO TIP
SAMPLE PROJECTS**

Projects implemented for each of the three categories will adhere to the latest adopted master plans for each of the transportation providers. Local, regional, and statewide studies will continue to be developed to review the methodology for implementing efficient movement of people and goods, as demonstrated by the various studies which already exist.



Aviation, Seaport and Railway Studies



The efficient movement of passengers and freight is at the forefront of achieving a comprehensive and integrated transportation system within Palm Beach County. Plan Objective 4.2 and its Airport and Port freight targets for 2025 and 2040 illustrate the importance of this to the *Directions 2040 Plan* and the MPO's commitment to future operations.

Aviation and Port Targets (GOV Objective 4.2)

ANNUAL TONNAGE OF FREIGHT:	CURRENT VALUE	2025 TARGET	2040 TARGET
Palm Beach International Airport	22K	25K	35K
The Port of Palm Beach	2.14M	2.5M	3.0M

SECTION 11:

AIR QUALITY

- ◆ Background
- ◆ Directions 2040 Plan
- ◆ Air Quality Analysis
- ◆ Results



An air quality analysis was performed for the *Directions 2040 Plan*. This section provides a summary of the history of the various legislations which have been enacted for air quality. It includes an overview of the Year 2040 Cost Feasible Plan which was analyzed along with Base Year 2005. The procedure used to perform the air quality analysis and the results of the analysis are presented.

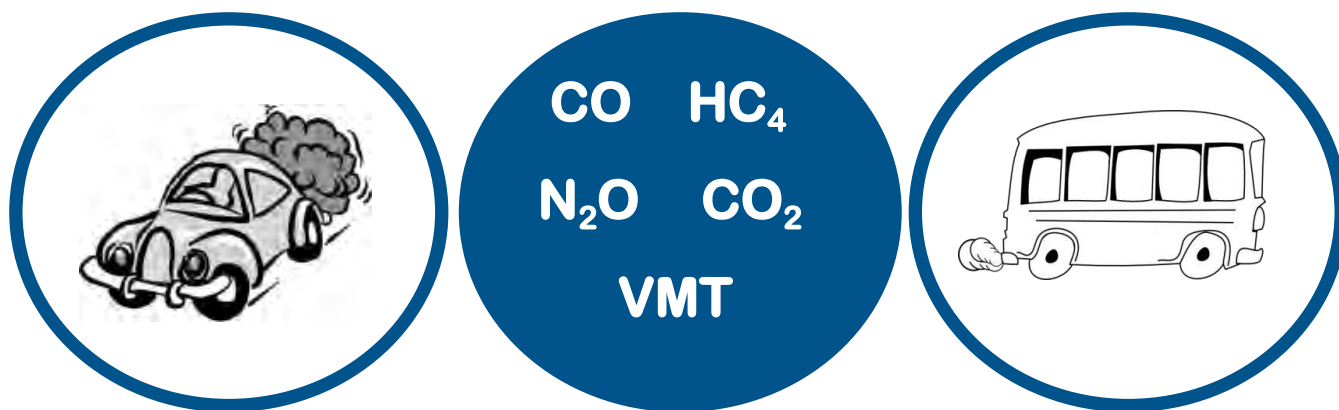
Air quality analyses were prepared for the *Directions 2040 Plan*. The following provides an overview of the efforts pertaining to air quality.

BACKGROUND

In recent decades a clear direction has been taken towards achieving improved air quality emissions. This has been achieved by passing a series of new legislations, as described by the Federal Highway Administration (FHWA):

- ◆ **Clean Air Act Amendments of 1990** - Passed by Congress to increase efforts to attain the National Ambient Air Quality Standards (NAAQS) and further reduce the allowable vehicle tailgate emissions.
- ◆ **Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991** - Passed by Congress and included a newly authorized Congestion Mitigation and Air Quality (CMAQ) program. The CMAQ program was implemented to support surface transportation projects that contribute to air quality improvements and provide congestion relief.
- ◆ **Transportation Equity Act for the 21st Century (TEA-21) of 1998** - Is administrated by FHWA and the Federal Transit Administration (FTA) and includes reauthorization of the CMAQ Program.
- ◆ **Safe, Accountable, Flexible, and Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) of 1998 and 2005** - Represents additional reauthorizations of the CMAQ program.
- ◆ **Moving Ahead for Progress in the 21st Century Act (MAP-21) of 2012** - Provides funding for areas in non-attainment or maintenance for ozone, carbon monoxide and/or particulate matter. For Fiscal Year (FY) 2014, over \$2.2 billion in CMAQ funding was authorized.

The Southeast Florida airshed, including Palm Beach, Broward, and Miami-Dade counties, was originally designated as a moderate non-attainment area for the 1979 one hour ozone standard. The airshed was redesignated to maintenance effective April 25, 1995. Once redesignated, it entered a maintenance period for ten years until 2005. Transportation conformity determinations were required up until 2005, but are no longer required at this time.



DIRECTIONS 2040 PLAN



Palm Beach County is no longer a nonattainment or maintenance area and is no longer subject to transportation conformity requirements. Improving the area's air quality is still an important element of the *Directions 2040 Plan*. The Plan includes a number of projects that could qualify for Congestion Mitigation and Air Quality (CMAQ) improvement funding. However, funding for these future projects is not specified as part of the Plan efforts.

The development of the Cost Feasible Plan has been guided by the Goals, Objectives, and Values documented in Section 3. The implementation of highway and transit improvements, along with Transportation Systems Management and Operations (TSM&O), support Goal 5 "Preserve and Enhance Social and Environmental Resources" by providing new alternate transportation routes and improved mobility. Goal 5 has five Objectives, as noted below.

Preserve and Enhance Social and Environmental Resources (Goal 5, Objectives 5.1 through 5.5)				
OBJECTIVE	DESCRIPTION	CURRENT VALUE	2025 TARGET	2040 TARGET
5.1	Decrease per capita daily fuel use (gallons/prs)	1.54	1.25	1.00
5.2	Decrease per capita daily NOx emissions (grams/prs)	50	35	25
5.3	Decrease per capita Hydrocarbon emissions (grams/prs)	30	20	10
5.4	Decrease per capita daily Carbon Monoxide emissions (grams/prs)	400	300	250
5.5	Decrease per capita daily Vehicle Miles Travelled (VMT/person)	25	21	20

The Directions 2040 Cost Feasible Plan transit and highway improvements are presented in Section 8, Cost Feasible Plan. As indicated, for transit there are 27 improvements including new Palm Tran express bus corridors, extensions of Tri-Rail service along two new corridors, parking facility improvements, intermodal centers, and miscellaneous supporting facilities. For highway, there are 77 improvements ranging from roadway extensions and roadway widenings to new interchanges and

interchange improvements. There are also revenues set aside for lower cost improvements such as TSM&O and non-motorized modes by means of the newly formed Local Initiatives Program.

AIR QUALITY ANALYSIS

The air quality portion of the Directions Plan centers on providing emissions of ozone precursors and greenhouse gases. For the *Directions 2040 Plan*, the MOtor Vehicle Emission Simulator (MOVES) program developed by the U.S. Environmental Protection Agency (EPA) was used. MOVES2014 is the latest version of MOVES and is the version used for the *Directions 2040 Plan*.

The program provides an annual inventory of greenhouse gases reported as CO₂ equivalent. This is achieved by combining CO₂, CH₄, and N₂O (global warming potentials). The CH₄ and N₂O are converted to CO₂ equivalent since these are more potent greenhouse gases. MOVES provides VOC and NO_x as ozone pre-cursors since these are the pollutants that form ozone when they are "cooked" in the atmosphere with heating from the sun. Hydrocarbons (HC) are chemically very similar to VOCs and could be considered an ozone pre-cursor in place of VOC, but generally air quality determination uses VOC and NO_x as the pre-cursors.

Greenhouse Gases

- ◆ **Carbon Dioxide (CO₂)** - makes up about 95% of greenhouse gas emissions from transportation sources.
- ◆ **Methane (CH₄)** - is a potent greenhouse gas, which has a global warming potential 25 times that of CO₂ over a 100-year time horizon. CH₄ makes up about 0.1% of greenhouse gas emissions from transportation sources.
- ◆ **Nitrous Oxide (N₂O)** - is a potent greenhouse gas, which has a global warming potential 298 times that of CO₂ over a 100-year time horizon. N₂O makes up about 1.5% of greenhouse gas emissions from transportation sources.

Ozone Precursors

- ◆ **Volatile Organic Compounds (VOCs)** - VOCs combine with NO_x and sunlight to form ozone, particularly on hot sunny days.
- ◆ **Nitrogen Oxides (NO_x)** - NO_x is a generic term for nitric oxide (NO) and nitrogen dioxide (NO₂). These compounds combine with VOCs and sunlight to form ozone, particularly on hot sunny days.

The Southeast Florida Regional Planning Model (SERPM) Version 6.5 served as the basis for developing inputs into the MOVES program. The SERPM model forecasts trips in terms of highway and transit which then are premise for preparing the MOVES air quality outputs. A base year and a horizon year air quality assessment is performed for the *Directions 2040 Plan*. Since the base year for the model calibration of the SERPM Version 6.5 Model is year 2005, this is the base year for the air quality analysis. The Year 2040 Cost Feasible Plan is the horizon year.



AIR QUALITY AND THE ENVIRONMENT



RESULTS

Every gallon of gasoline consumed by passenger cars and light trucks produces CO₂, as does transit buses. Thus, the vehicle miles of travel (VMT) is directly proportional to emissions and fuel efficiency is inversely related to emissions. In other words, the lower the amount of vehicle miles travelled, the lower the emission of CO₂. On the other hand, the higher the miles travelled per gallon (better fuel efficiency) a vehicle has, the lower the emission of CO₂. The below table summarizes the base year and the horizon year VMT and air quality emissions. There was a definite reduction in the GHG emissions and an even more distinct reduction in the NO_x and VOC emissions. A detailed description of the MOVES14 air quality analysis is included in Appendix D.

Air Quality Analysis Results				
OUTPUT	DESCRIPTION	BASE YEAR 2005	2040 COST FEASIBLE	% DIFFERENCE
VMT	Annual Vehicle Miles Travelled	11,047,137,598	14,893,927,534	34.8%
GHG	Annual Greenhouse Gas Emissions (Metric Tonnes CO ₂ equivalent/year)	6,431,237	5,524,019	-14.1%
NO _x	Oxides of Nitrogen (US Short Tons/summer day)	82.20	6.74	-91.8%
VOC	Volatile Organic Compounds (US Short Tons/summer day)	32.69	5.52	-83.1%

SECTION 12: REGIONAL COORDINATION

- ◆ SEFTC
- ◆ Significant Regional Projects



Regional coordination within Southeast Florida was an important component of the *Directions 2040 Plan*. An overview of the Southeast Florida Transportation Council (SEFTC) and its role in the preparation of long range plans within the region is presented, along with a list of regionally significant projects which are included as part of the Year 2040 Cost Feasible Plan.

Regional coordination for the *Directions 2040 Plan* was performed through the Southeast Florida Regional Transportation Council (SEFTC). SEFTC is a formal partnership of the Palm Beach MPO, Broward MPO, and Miami-Dade MPO within the U.S. Census designated Miami Urbanized Area.

SEFTC

SEFTC serves as a forum for policy coordination and undertakes regional planning efforts for all transportation modes and is formally comprised of one elected official from each of the three member MPOs. SEFTC has several committees/subcommittees:

- ◆ Regional Transportation Technical Advisory Committee (RTTAC)
- ◆ RTTAC Modeling Subcommittee
- ◆ Regional Public Participation Subcommittee
- ◆ Freight Advisory Subcommittee



As part of the ongoing coordination efforts among the region's three MPOs, SEFTC established the following slogan and goal:

Common Regional Direction	
TERM	DESCRIPTION
Slogan/Theme	Three Metropolitan Areas - One Traveling Public
Common Regional Goal in 2040 Local L RTPs	Coordinated regional planning and decision-making that results in a seamless system of multimodal facilities to meet the travel needs of people and freight.

SEFTC is responsible for preparing a regional long range transportation plan covering the tri-county area. In coordination of these efforts, an updated Southeast Florida Regional Planning Model (SERPM) Version 7.0 was prepared. The model was not used directly for the *Directions 2040 Plan* due to timing; however results of the Palm Beach Plan will be reflected in the Version 7.0 model.

SIGNIFICANT REGIONAL PROJECTS

Regionally significant projects are included as a part of the *Directions 2040 Cost Feasible Plan* to ensure travel continuity and overall system enhancements are provided for travelers within the region. Tri-Rail commuter rail operates within the Miami-Dade, Broward and Palm Beach MPO areas. Palm Tran provides current service to Broward County and two new routes are included in the Cost Feasible Plan.

A detailed list of the regionally significant projects is provided in Appendix C. The following serves as an overview:

- ◆ Proposed Tri-Rail Extension to Jupiter with 3 Potential New Stations
- ◆ Proposed Tri-Rail Extension to Veteran's Administration Hospital/Blue Heron with New Station
- ◆ 2 Additional New Tri-Rail Stations and 1 New All Aboard Florida Stations
- ◆ 3 Tri-Rail Park-and-Ride Expansions
- ◆ 11 Express Bus Routes, including Florida's Turnpike and SR 7 into Broward County
- ◆ 2 New Intermodal Centers Located in Boca Raton and Glades Area
- ◆ 1 New Intermodal Freight Logistic Center in Glades Area
- ◆ Managed Lanes from Indiantown Road to the Martin County line and from Linton Boulevard to the Broward County Line
- ◆ 13 Improved I-95 Interchanges and 1 New Interchange
- ◆ The Florida's Turnpike Lane Widenings from PGA Boulevard to Broward County
- ◆ 1 New Florida's Turnpike Interchange
- ◆ 16 Additional Roadway Improvements, including Atlantic Avenue, 45th Street, Indiantown Road, PGA Boulevard, SR 7, SR 80, and SR 710

Regional Coordination



SECTION 13: CONCLUSION

- ◆ Document Overview
- ◆ Directions 2040 Plan Application



This document represents a summary of the efforts undertaken to adopt the Directions 2040 Plan for the Palm Beach County area. An overview of the various sections reflected within this document is provided. A discussion of how the Plan serves as the basis for upcoming transportation improvements implemented as part of the MPO's five year Transportation Improvement Program (TIP) is included. The Directions 2040 Plan represents a direction for transportation planning within the area for the next five years.

The Directions 2040 Plan was adopted on October 16, 2014 by the MPO Board. It serves as the current long range transportation plan for Palm Beach County and identifies the cost feasible plan projects through the year 2040.

DOCUMENT OVERVIEW

The Directions 2040 Plan documentation is comprised of thirteen sections. The previous twelve sections, not including this section, are summarized in the below overview:



Section 1, Introduction, introduces the Directions 2040 Plan and it details the Metropolitan Planning Organization (MPO) purpose. It presents the MPO structure and defines the MPO Board and its advisory committees and their role in the adoption of the Plan. The sections included in this 2040 Plan document are also summarized.



Section 2, Public Involvement, demonstrates that reaching the public through partnering with local transportation and non-transportation events and through an expanded database mailing list, along with supporting public materials such as Plan brochures and plastic bags, proved very successful. This is highlighted by the approximately 550 transportation survey responses which were received for the Plan.



Section 3, Goals, Objectives, and Values, defines the premise for preparing the Directions 2040 Plan. The Goals and Objectives provide target values for the year 2025 and year 2040 and were applied in developing a scoring process for evaluating desired major transportation improvements. The Plan Values define the areas of focus for the Palm Beach MPO long range transportation planning efforts.



Section 4, Existing System, documents that Palm Beach County has an extensive existing highway and transit network to serve its commuters. Section 4 includes an overview of the aviation, seaport, and railway programs in existence, along with the bicycle, pedestrian, and greenways non-motorized opportunities available to residents throughout the county.



Section 5, Forecasted Growth, provides the methodology utilized to forecast the projected growth in population and employment through the year 2040. The Bureau of Economic Business Research (BEER) control totals were referenced along with local comprehensive plans to establish the location of growth.



Section 6, Desires Plan, outlines the types of transportation improvements which are “desired” for Palm Beach County through the year 2040. The Directions 2040 Desires Plan is defined in terms of major transit, freight, and highway projects. Projects included are limited to those improvements which are needed based on physical, social, and environmental restraints.



Section 7, Financial Summary, presents a description of the revenue sources anticipated to be available through year 2040 based on current trends. Both operating and maintenance and system expansion funds were identified based on coordination with respective transportation providers.



Section 8, Cost Feasible Plan, summarizes the major transit, freight, and highway projects projected to be financially feasible for Interim Year 2020, Interim Year 2030, and Ultimate Year 2040 based on available revenue resources. The methodology for selecting and phasing of individual projects are identified as well.



Section 9, Localized Initiatives Program, represents a newly formed program for lower cost transportation improvements to be implemented based on local stakeholder submittal, subsequent ranking, and possible approval by the MPO Board. Revenues have been set aside for fiscal years 2020 through 2040 for these less than \$5 million transit capital, Transportation System Management and Operating (TSM&O), non-motorized, and freight projects.



Section 10, Aviation, Seaport, and Railways, modes of travel are provided separate distinction in the Directions 2040 Plan. This is driven by the fact that they are part of the MPO's Transportation Improvement Program (TIP). They are included for planning level purposes with the acknowledgement that projects funded in future years will have to be consistent with respective master plans.



Section 11, Air Quality, reports the methodology and results of the air quality analysis performed for the Plan. The Base Year 2005 and the Plan Ultimate Year 2040 air quality findings are presented. The air quality impacts are reduced by the year 2040, as compared to the year 2005 results, due to future improvements in vehicle emissions.



Section 12, Regional Coordination, was an integral component of the Directions 2040 Plan. The Southeast Florida Transportation Council provided the means for the Palm Beach, the Broward, and the Miami-Dade MPOs to coordinate regionally significant projects within their respective plans. The three plans are part of the Year 2040 Southeast Florida Regional Long Range Transportation Plan.

DIRECTIONS 2040 PLAN APPLICATION

Every major transportation improvement project committed for funding in the MPO's TIP must be consistent with the MPO's currently adopted long range transportation plan. Amendments can be made to the Directions 2040 Plan, should it be needed, to incorporate adjustments to reflect projects which were not anticipated during the Plan development. The Plan will be in place for a period of five years, at which time a new Plan will be adopted to reflect the updated projected transportation needs and financially feasible projects through the year 2045. The reassessment of the long range transportation plan every five years serves to ensure that the adopted plan is in line with the most reasonable assumptions available at the time of its development.

APPENDIX

- ◆ Appendix A: Public Involvement
- ◆ Appendix B: Revenue Resources
- ◆ Appendix C: Project Development
- ◆ Appendix D: Air Quality Analysis
- ◆ Appendix E: Environmental
Mitigation Process



Document references for the Directions 2040 Plan are provided in the attached Appendices A, B, C, D and E. Each Appendix contains a table of contents listing individual reference items.



APPENDIX A: PUBLIC INVOLVEMENT

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Public Involvement Plan

**DIRECTIONS
2040**

Palm Beach 2040 Long Range Transportation Plan

Directions 2040 Public Involvement Plan (PIP)

For the
2040 Long Range
Transportation Plan

Palm Beach
Metropolitan
Planning
Organization

Directions 2040 Public Involvement Plan Long Range Transportation Plan

PALM BEACH METROPOLITAN PLANNING ORGANIZATION

Prepared by
Leftwich Consulting Engineers, Inc.

In coordination with the
Public Information Office of the Palm Beach Metropolitan Planning Organization

For information on this document or for complaints, questions or concerns regarding civil rights or nondiscrimination or for special requests under the Americans with Disabilities Act (ADA) please contact:

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Reviewed by the MPO Board on _____ 2013

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INTRODUCTION

This Directions 2040 Long Range Transportation Plan (LRTP) Public Involvement Plan (PIP) serves as a supplement to the Palm Beach Metropolitan Planning Organization's (MPO) adopted document titled "Public Involvement Plan," occasionally referred to as the MPO's general PIP. The purpose of the Directions 2040 LRTP-PIP is to restate and elaborate on the components of the MPO's general PIP as they relate to the long range transportation plan process. Also outlined in this document are the various public involvement strategies that specifically pertain to the Directions 2040 LRTP.

The public involvement guidelines and general information outlined in the MPO's "Public Involvement Plan" also pertain to this document. That information includes details regarding meetings of the MPO Board and its committees and guidelines for public meetings. That document also includes a detailed tabular summary of the MPO's "Public Outreach Strategies, Plans, Objectives, and Goals" for both local and regional MPO efforts with specific performance measures. Components of the MPO's general PIP that are relevant to the LRTP process are duplicated - and sometimes modified - within this Directions 2040 LRTP-PIP document. Examples include descriptions of the Palm Beach MPO and its responsibilities and an overview of the governmental requirements for public participation. The MPO's general PIP includes an appendix of common transportation acronyms and terms.

The primary purpose of this Directions 2040 Long Range Transportation Plan (LRTP) Public Involvement Plan (PIP) is to encourage early and continuous participation by the MPO's Citizens Advisory Committee and the public in the development of the 2040 LRTP and to strive to have the information obtained reflect the needs and values of Palm Beach County's communities and residents. Every effort needs to be made to contact and involve the public using a variety of outreach methods identified in the MPO's PIP, including meetings, workshops, electronic or direct mailings, questionnaires/surveys, informational tables or displays, brochures, newsletters, a Directions 2040 LRTP website and social media sites. A combination of these strategies will be used to disseminate information on the long range transportation planning process and obtain feedback on draft documents.

The public will be educated generally about the long range transportation planning process and specifically about the transportation issues and challenges anticipated to face Palm Beach County until the year 2040. Public involvement outreach tools will be formatted to foster an environment in which the public response is proactive rather than reactive. The role of public outreach is to strive for objectivity, facilitation, and consensus building; while instilling knowledge of the metropolitan transportation planning process and an unbiased understanding of the links between populations served and transportation facilities being provided.

Accurate and complete documentation of public involvement activities creates a history and record of comments made. Access to Directions 2040 LRTP documents and supporting forums allows the public to

see that their input was heard and considered. Proper documentation includes compiling all materials related to the public involvement activity, summarizing the materials, and analyzing and addressing the resultant public comments. Each public involvement activity will also be evaluated for effectiveness.

ABOUT THE PALM BEACH MPO

The Palm Beach MPO is responsible for providing overall policy direction and oversight in the planning of short-term improvements to the transportation system and the long-range transportation system plan for Palm Beach County with full and fair participation from the public.

The Palm Beach MPO serves as the coordination mechanism for transportation planning in Palm Beach County and with various federal and state agencies for transportation and land use plans.

The mission of the Palm Beach MPO is to provide a cooperative, comprehensive, and continuing transportation planning process that encompasses all modes and covers both short and long-range transportation planning efforts for Palm Beach County. Included in that mission is to develop, promote, and ensure implementation of a transportation plan that:

- Supports the economic vitality of the metropolitan area
- Increases the safety and security of the transportation system for motorized and non-motorized users
- Increases the accessibility and mobility options available for people and freight
- Protects the environment, promotes energy conservation, and improves quality of life
- Enhances the integration and connectivity of the transportation system across and between modes for people and freight
- Promotes efficient transportation system management and operation
- Emphasizes preservation of the existing transportation system promotes efficient relationships between land-use and transportation that maximizes the use of existing and future public programs and infrastructure
- Provides on-going coordination with local transportation agencies and surrounding metropolitan areas within the region

Activities performed by the Palm Beach MPO include:

- Overseeing and managing the transportation planning process to comply with current federal requirements

3

- Providing policy direction and oversight to meet Federal and State environmental requirements for attaining applicable air and water quality standards related to transportation

PALM BEACH MPO POLICY ON PUBLIC INVOLVEMENT

The Palm Beach Metropolitan Planning Organization (MPO) is committed to meaningful public participation in Palm Beach County and South Florida, working to encourage citizens to participate fully in the local and regional transportation planning process. The Palm Beach MPO believes that:

- Public participation is a method to ensure high quality transportation planning, not a simple "add on"
- Effective transportation planning must include the participation of those whose everyday lives are critically affected by how they are able to get to work, home, school, stores, and services
- It is essential to solicit participation, not just wait for it; and it is essential to respect and seriously consider input that is received, not just collect it
- Public participation must be about meaningful opportunities for input, not just fulfilling regulations
- Educating the public about the transportation planning process is key to real participation
- Additional emphasis should include underserved populations in the transportation planning process, including low-income, minority, and limited English proficiency populations.

The Palm Beach MPO believes that transportation planning must be done with the public's full involvement. While federal laws and regulations set a framework for public involvement in transportation planning, the Palm Beach MPO seeks to go beyond the letter of these laws to fulfill the true spirit of full public participation.

4

PALM BEACH MPO ORGANIZATIONAL STRUCTURE

The Palm Beach MPO is composed of the MPO Board, three advisory committees, and the MPO staff. The advisory committees include the MPO Technical Advisory Committee (TAC), the MPO Citizens Advisory Committee (CAC), and the MPO Bicycle, Greenway, Pedestrian Advisory Committee (BGPAC.). Information pertaining to the MPO Board and each of its committees can be obtained on the MPO website at www.PalmBeachMPO.org. This includes such information as membership, meeting agendas, meeting minutes, and meeting schedules. Anyone without convenient computer access is invited to call the MPO's Public Information Office at 561-684-4143.

A helpful guide to assist members of the public in addressing the MPO Board or any of its advisory committees is included as an appendix to the MPO's main Public Involvement Plan (PIP.) The provided guide is designed to provide tips regarding the most effective and productive methods to convey questions, ideas, support or concerns to these appointed representatives.

All meetings and official activities of the MPO are held in buildings and locations that comply with accessibility standards according to the Americans with Disabilities Act (ADA.)

Any member of the public requiring translations or special accommodations of any kind are requested to contact the Public Information Office of the MPO at least seven days in advance of the need. The MPO will make every reasonable accommodation to ensure public involvement.

GOVERNMENTAL REQUIREMENTS

In 1991, the Intermodal Surface Transportation Efficiency Act (ISTEA), and its successors, the Transportation Equity Act for the 21st Century (TEA-21) of 1998, and the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) of 2005, strengthened the role of public education and involvement in transportation planning activities. The mandates of ISTEA, TEA-21, and SAFETEA-LU have encouraged more concerted efforts to develop and maintain comprehensive and effective public outreach programs, in accordance with TITLE VI of the Civil Rights Act of 1964. As the years pass, experience fosters greater knowledge of what measures are most effective, and MPOs throughout Florida and the nation are working together to share best practices.

MAP-21, the Moving Ahead for Progress in the 21st Century Act (P.L. 112-141), was signed into law by President Obama on July 6, 2012. Funding surface transportation programs at over \$105 billion for fiscal years (FY) 2013 and 2014, MAP-21 is the first long-term highway authorization enacted since 2005.

The requirements in 23 CFR450 encourage a proactive public involvement process and support early and continuing involvement of the public in the planning process. A description of Section 450.316(b) is provided in the MPO's general PIP.

LONG RANGE TRANSPORTATION PLAN OVERVIEW

The Long-Range Transportation Plan (LRTP) is a federal requirement that addresses future transportation needs for a minimum of twenty years. The LRTP is updated every five years to confirm the validity of the transportation plan, ensure consistency with current and forecast transportation and land use conditions and to reflect the changing public and political sentiment. The LRTP is financially constrained and includes transportation projects for upgrading the transportation infrastructure within the next twenty five years.

The Palm Beach MPO uses the LRTP to 1) estimate future needs and identify improvements in the pedestrian, bicycle, transit, highway and freight movement networks, 2) guide the expenditure of transportation funds, 3) ensure new transportation improvements meet community values, 4) prioritize transportation projects, and 5) promote safe and efficient transportation services. Local and state planning officials use the LRTP to select projects for inclusion in their work programs.

The specific areas addressed by the LRTP process include:

- Public Involvement Outreach Efforts
- Data Assembly and Review (Local and Regional)
- Goals, Objectives and Measures of Effectiveness (GOMs)
- Travel Demand Forecasting
- Financial Revenue Projections
- 25-Year Transportation System Needs Plan
- 25-Year Transportation System Cost Feasible Plan, including Interim Years
- Documentation

The success of the LRTP is dependent upon a successful public outreach effort that fosters community interaction. The process is guided by public sentiment about long term transportation investments to achieve the best possible mobility connections. The result is expanded public awareness of and support for the resulting LRTP.

The MPO's general PIP provides the following detailed description of the public involvement requirements for LRTP adoptions, revisions, and amendments:

Long-Range Transportation Plan (LRTP) - Public Involvement Process	
LRTP Adoption	<p>The public will be provided with the following opportunities to review and comment on the Draft LRTP during a 30-day period:</p> <ul style="list-style-type: none"> ▪ The Draft LRTP will be posted on the MPO website at www.PalmBeachMPO.org along with an opportunity for online submittal of comments. ▪ Printed copies will be made available for public review at the MPO office during regular business hours. ▪ Printed copies will be distributed to Palm Beach County libraries and municipal libraries. ▪ Written comments will be received by mail or email in addition to the opportunity to submit comments online. ▪ Oral comments may be made during the public comment portion of the agenda during regularly scheduled MPO committee meetings, MPO Board meetings, and/or during the specific Board Meeting where adoption of the Draft LRTP is scheduled on the agenda. <p>Availability of the Draft LRTP for public review and comment and the public MPO Board meeting where its approval is scheduled on the agenda will be publicly noticed as follows:</p> <ul style="list-style-type: none"> ▪ Posted on the MPO website (www.PalmBeachMPO.org) for a minimum of 30 days ▪ Advertised in one or more local newspapers including Spanish papers at least 14 days in advance. ▪ Distributed by news release to all major newspaper and television media outlets serving the area. <p>When significant public comments are received on a Draft LRTP as a result of public involvement, a summary, analysis and report on the disposition of comments shall be made part of the final LRTP.</p> <p>If the final LRTP 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.</p>
LRTP Revisions	<p>Revisions are coordinated with FDOT and are brought through the TAC, CAC, and MPO Board for approval. The public is invited to attend and provide comments during each of these meetings at the designated place on the agenda.</p>
LRTP Amendments	<p>The MPO staff will submit all proposed draft LRTP amendments received or initiated by it are brought through the TAC, CAC, and MPO Board for approval. The public is invited to attend and provide comments during each of these meetings at the designated place on the agenda.</p> <p>Proposed draft amendments to the approved LRTP shall be distributed for public review and comment in the manner previously described, 14 days prior to amendment approval.</p>

PUBLIC INVOLVEMENT OUTREACH TOOLS

Multiple public involvement outreach tools will be used for preparation of the Directions 2040 LRTP. The following table titled "Directions 2040 Long Range Transportation Plan (LRTP): Public Outreach Strategies, Plans, Objectives and Goals" outlines the primary tools anticipated to be used. Implementation procedures generally fall within the following categories:

- MPO Board and its committees
- Public Outreach Events
- LRTP Website
- LRTP Social Media
- LRTP Newsletters, Brochures, Flyers
- Media (i.e. newspapers, television and/or radio)
- MPO's Public Involvement Contact List
- Surveys/ Questionnaires

Appendix A provides the outreach tools applied for the Directions 2040 transportation plan update.

DIRECTIONS 2040 LONG RANGE TRANSPORTATION PLAN (LRTP)

PUBLIC OUTREACH STRATEGIES, PLANS, OBJECTIVES AND GOALS

Strategies & Techniques	Indicator	Performance Objective	Strategies to Achieve Performance Objective
Create a formal name and branded look for public marketing purposes for the Palm Beach MPO's 2040 LRTP	Extent to which the public and media use, recognize and understand the plan and development process represented by the "Directions 2040" name and design	To uniquely identify and distinguish the Palm Beach MPO's 2040 LRTP from other LRTPs, and to minimize use of the acronym in marketing efforts for the public	Identify "Directions 2040" as the formal name given to the Palm Beach MPO's 2040 LRTP Design a logo/title block and color palette incorporating the "Directions 2040" name Consistently use the "Directions 2040" name and design to "brand" all outreach products and marketing efforts. This will include, but not be limited to, the LRTP newsletter, LRTP website, plan documents and collateral materials
2040 Regional Transportation Plan (RTP): Public Involvement Coordination	Extent to which the goals for data and public input from Palm Beach County for the 2040 Regional Transportation Plan (RTP) are met through the "Directions 2040" development and public involvement process	Throughout the "Directions 2040" development process, efficiently gather and share data and public input for the 2040 Regional Transportation Plan (RTP) to be produced by the Southeast Florida Transportation Council (SEFTC)	Include 2040 RTP information in all Directions 2040 LRTP collateral materials and outreach efforts Solicit public input on regional transportation issues in addition to Palm Beach County specific issues. Include regional information and gather public input and feedback on regional transportation issues during presentations, through inclusion of regional questions in surveys, etc. Closely coordinate Directions 2040 LRTP tasks and timelines with those responsible for the 2040 Regional Transportation Plan (RTP), and with neighboring MPOs Work through SEFTC's Public Participation Subcommittee to coordinate with Public Information Officers from Broward and Miami-Dade counties and FDOT Coordinate and support the goals of the Regional Public Involvement Plan (RPIP)

Strategies & Techniques	Indicator	Performance Objective	Strategies to Achieve Performance Objective
Citizens' Advisory Committee	Number of CAC meetings with LRTP presentations Meeting attendance by CAC members where LRTP information is presented Number of attendees from the public who inquire about or attend CAC meetings for purposes of the LRTP Number and types of coverage of CAC meetings or activities in the LRTP newsletter LRTP presentations or special event opportunities initiated by CAC members Media coverage of CAC meetings or issues related to the LRTP	CAC members should have a continuing interest, understanding and ongoing involvement in the comprehensive transportation planning process, and make recommendations on the LRTP based on the needs and objectives of the county as a whole. Provide the public with a forum through regular CAC meetings to obtain a greater understanding of the LRTP planning process and an opportunity to learn about and publicly comment on draft plans and proposed projects in the early stages of the local and regional transportation planning processes	Conduct regular LRTP-related presentations to the CAC to solicit discussion and recommendations to the MPO Board on LRTP products and decisions Publicize meeting information on the LRTP website, LRTP social media sites and other methods to promote public attendance and comment when the meeting agenda includes LRTP presentations and action items
Bicycle, Greenway & Pedestrian Advisory Committee	Number of BGPAC meetings with LRTP presentations Meeting attendance by BGPAC members or alternates where LRTP information is presented Number of attendees from the public who inquire about or attend	Use the LRTP to raise awareness of infrastructure needs to better accommodate pedestrians and bicyclists for safe travel with motorized traffic Seek opportunities to educate the public about pedestrian and	Conduct regular LRTP-related presentations to the BGPAC and encourage public attendance and participation, allowing a scheduled opportunity for public comment on each LRTP agenda item Publicize meeting information on the LRTP website, LRTP social media sites and other methods to promote public attendance and comment when the meeting agenda includes LRTP presentations and action items

Strategies & Techniques	Indicator	Performance Objective	Strategies to Achieve Performance Objective
Bicycle, Greenway & Pedestrian Advisory Committee (Cont'd)	BGPAC meetings for purposes of the L RTP Public response generated by the BGPAC regarding bicycle or pedestrian related L RTP issues L RTP presentations or special event opportunities initiated by BGPAC members Media coverage of BGPAC meetings or issues related to the L RTP	bicycling safety in relation to the L RTP	
Technical Advisory Committee	Number of TAC meetings with L RTP presentations Meeting attendance by TAC members or alternates where L RTP information is presented Number of attendees from the public who inquire about or attend TAC meetings for purposes of the L RTP L RTP presentations or special event opportunities initiated by TAC members Media coverage of TAC meetings related to the L RTP	Involve professional planners and operational managers from local governments and agencies in the development of MPO transportation plans	Conduct regular L RTP-related presentations to the TAC and encourage public attendance and participation, allowing a scheduled opportunity for public comment on each L RTP agenda item Publicize meeting information on the L RTP website, L RTP social media sites and other methods to promote public attendance and comment when the meeting agenda includes L RTP presentations and action items
MPO Board Meetings/ Workshops	Number of Board meetings and workshops where L RTP information is presented	Involve MPO Board Members in the development of the various components of the L RTP process	Conduct regular L RTP-related meetings and encourage public attendance and participation, allowing a scheduled item for public comment on each L RTP agenda item

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Strategies & Techniques	Indicator	Performance Objective	Strategies to Achieve Performance Objective
MPO Board Meetings/ Workshops (Cont'd)	Number of attendees from the public who inquire about or attend MPO Board meetings for purposes of the L RTP Media coverage of MPO Board meetings related to the L RTP	Have MPO Board adopt a L RTP for Palm Beach County that takes into consideration the input of its committees, local governments, MPO staff, and the public	Publicize meeting information on the L RTP website, L RTP social media sites and other methods such as L RTP newsletters when applicable to promote public attendance and comment when the meeting agenda includes L RTP presentations and action items Publicize key decision points in the L RTP process through the MPO newsletter, MPO website, news releases, etc. to encourage public attendance and participation
Directions 2040 L RTP Website	Use Google Analytics or another commonly available website analytics program to provide indicators of web page hits and other information such as number of distinct visitors Number of requests for additional information specifically attributable to the Directions 2040 L RTP website. Number and quality of online comments and questions submitted by the public through the Directions 2040 L RTP website.	Create a user -friendly website specifically for the 2040 L RTP that provides a single point source for information regarding meeting dates, deliverables, and study team contact information Use various strategies as may be required to build agency, stakeholder and public audiences for the website early in the development process. Continually use creative and updated content to maintain public interest and to encourage an exchange of information through online comment opportunities.	Create the following website specifically for Directions 2040 L RTP: www.PalmBeach2040Plan.org . (Additionally procure the .com version of the URL and redirect viewers to the .com website.) Create links between the Directions 2040 L RTP website and the following websites: the Palm Beach MPO's main website, www.PalmBeachMPO.org and www.SEFTC.org which includes the Regional Transportation Plan website information Promote the Directions 2040 L RTP website in all 2040 publications, L RTP related meetings, newsletters, and other public outreach efforts Create social media sites and use them primarily to direct viewers to the 2040 L RTP website Provide emphasis on the 2040 L RTP website for those with limited written English proficiency List all upcoming MPO Board and committee meetings with scheduled 2040 L RTP presentations

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Strategies & Techniques	Indicator	Performance Objective	Strategies to Achieve Performance Objective
Directions 2040 L RTP Website (Cont'd)			<p>Post draft and final 2040 L RTP transportation information and documents</p> <p>Provide linked access to the currently adopted 2035 L RTP and to earlier L RTP documents for comparison and easy reference</p> <p>Provide links to the websites of relevant public agencies and stakeholders. Throughout the 2040 L RTP development process, maintain an online opportunity for users to submit questions or comments</p>
Website: www.PalmBeachMPO.org	Number of clicks through to the Directions 2040 L RTP website originating from the main MPO website	Use the audience of viewers of the main MPO website to help build an audience for the Directions 2040 L RTP website	Create and promote links to the Directions 2040 L RTP website from the main MPO website
Newsletter: Directions 2040 L RTP newsletters	Number of Directions 2040 newsletter issues that are printed and distributed	Use Directions 2040 newsletters as a cost-effective outreach tool to educate and solicit public involvement throughout the 2040 L RTP development process	<p>Present relevant information that is informative for general audiences</p> <p>Include information about technical issues written in layman's terms for the public</p> <p>Maintain Directions 2040 branding, while seeking fresh content and graphics for each issue</p> <p>Publish at key decision points during the L RTP development process</p> <p>Use each issue to direct attention to the Directions 2040 website</p> <p>Provide information on public involvement opportunities</p> <p>Distribute printed and/or electronic copies, and make available online on the Plan website</p> <p>Distribute to all identified stakeholders</p> <p>Distribute at MPO events, and any other</p>

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Strategies & Techniques	Indicator	Performance Objective	Strategies to Achieve Performance Objective
Newsletter: Directions 2040 L RTP newsletters (Cont'd)			public participation opportunities Seek opportunities for greater distribution of both the print and electronic versions
Newsletter: "Transportation Matters"	Number of "Transportation Matters" newsletters with L RTP information that are printed, distributed, and made available for online viewing/ downloading	Use the MPO newsletter to advance awareness and inspire public participation in development of the Directions 2040 L RTP	<p>When suitable based on schedule requirements,, print and insert copies of Directions 2040 newsletters into issues of "Transportation Matters" for wide distribution with no additional mailing costs, and to publicly identify the Directions 2040 L RTP as an MPO product</p> <p>Within the body of the "Transportation Matters" newsletter, report on the Directions 2040 L RTP with content to inspire widespread interest especially for issues that will not include an inserted Directions 2040 newsletter issue</p> <p>Present general information on Directions 2040 that pertains to the development process and focuses on key L RTP decision points, and highlight the Directions 2040 L RTP website as a continued source for updated information</p>
Flyers & Brochures	Variety, quality and quantity distributed of Directions 2040 L RTP publications (excluding the Directions 2040 L RTP newsletter) along with public response and feedback as a direct result	Create and widely distribute general purpose Directions 2040 L RTP publications to enhance outreach to general audiences and inspire public participation in the process	<p>Create and publish multi-purpose and timeless Directions 2040 flyers and brochures</p> <p>Widely distribute Directions 2040 L RTP publications at MPO meetings and L RTP presentations, plus any available opportunities at conferences, exhibits, community events or other public display opportunities</p> <p>Print initial orders in modest quantities. Revise as needed and reprint to meet ongoing demands</p>

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Strategies & Techniques	Indicator	Performance Objective	Strategies to Achieve Performance Objective
Media Coverage	<p>Number of Directions 2040 press releases distributed to media and number of media outlets following up as a result</p> <p>Number of news articles or other media forums covering the 2040 LRTP development process, accuracy of information provided, level of understanding reflected by media reports and extent to which coverage inspires and promotes public participation opportunities</p>	<p>Inspire local multi-media reporters and editors to use their public forums to inform, educate and create awareness of the LRTP process and related public participation opportunities</p> <p>Frequent and knowledgeable media coverage of transportation issues, and reliance by local reporters on the MPO as an informational source</p>	<p>Develop and maintain a current database of media contacts and media outlets that serve and cover Palm Beach County. These shall include daily newspapers, community papers, online publications, television stations, radio stations, etc., in English, Spanish, and other languages</p> <p>Develop relationships with local reporters, targeting them with prospective LRTP story topics and providing them with timely, reliable information and sources</p>
Outreach Events	<p>Number of requested outreach events and types of participation; number and characteristics of audience; number of handouts distributed</p>	<p>Use community outreach events to reach more local audiences and to provide supplemental information about the purpose of the MPO, the LRTP development process, and the need and opportunities for public involvement</p>	<p>Seek opportunities to offer Directions 2040 LRTP materials for civic organizations, Chambers, community groups, municipal meetings or other gatherings or events</p> <p>Seek community outreach opportunities with organizations that have overlapping missions (i.e. transportation, environmental, recreational, or public safety related events)</p> <p>Seek outreach opportunities with general events that attract large numbers of attendees</p> <p>Seek outreach opportunities with organizations or events designed to attract attendees from minority groups or traditionally underserved populations</p>

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Strategies & Techniques	Indicator	Performance Objective	Strategies to Achieve Performance Objective
Local Community Presentations	<p>Number of requests for LRTP presentations to outside organizations including chambers, civic organizations, etc.; audience characteristics and feedback</p>	<p>Use presentations by MPO staff, and Board or committee members to involve the public in the Directions 2040 LRTP at conferences, civic organizations, community events, etc.</p>	<p>Seek opportunities to provide Directions 2040 LRTP presentations</p> <p>Develop/ update a general and customizable LRTP PowerPoint presentation and corresponding collateral materials</p>
Minority Outreach	<p>Number of minority related special events or outreach efforts that include LRTP information</p> <p>Number of local minority organizations attempted and successfully reached to partner with in order to provide minority and underserved populations with LRTP information and opportunities for participation</p>	<p>Provide equal opportunities for minority and underserved populations to become informed about and participate in the LRTP development process</p>	<p>Seek opportunities to make the LRTP website and printed LRTP publications widely accessible to minorities and those with limited English proficiency</p> <p>Seek opportunities to partner with organizations who serve minority groups</p> <p>Seek opportunities for participation in minority community events</p> <p>Exert additional effort to seek out and involve minority residents in the LRTP planning process to meet their current and future transportation needs</p>
Contact Manager Database	<p>Number of individuals, companies, agencies, organizations and stakeholder groups included and updated</p> <p>Frequency of database use for LRTP mailings or related purposes</p>	<p>Create and maintain an extensive mailing list for a variety of purposes including distribution of LRTP newsletters and related publications.</p> <p>Include all major stakeholder groups impacted by or with an interest in transportation issues</p>	<p>Continually update and expand the database, seeking additional contacts including officials, decision makers, community leaders, stakeholder groups and individuals who have expressed an interest</p>
Email Distribution Lists	<p>Number and types of distribution lists developed /</p>	<p>Distribute Directions 2040 LRTP information</p>	<p>Create and continually update email distribution lists for the MPO Board, MPO committees, and various</p>

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Strategies & Techniques	Indicator	Performance Objective	Strategies to Achieve Performance Objective
Email Distribution Lists (Cont'd)	maintained; frequency and circumstances of use to promote Directions 2040 LRTP information	electronically to targeted lists of stakeholder groups and interested parties	<p>distribution lists (i.e. municipal managers, department heads, elected officials, Palm Beach County department directors, etc.)</p> <p>Create and maintain new electronic distribution lists of stakeholder groups and interested parties</p> <p>Capture emails of LRTP meeting attendees to be added to appropriate distribution lists</p> <p>Update electronic distribution lists to correspond with the contact manager database used for printed publications</p>
Exterior Publications	Quantity and types of articles and mentions in outside publications	Use opportunities provided by outside publications to relay Directions 2040 LRTP information and extend the reach and credibility of the MPO LRTP process into the community	Prepare draft articles, news releases, and other content to interest feature reporters, news reporters, and those outside mainstream media who produce publications or electronic content to spread MPO awareness, public education about transportation issues, and to inspire public involvement
General Interest / Feature Article Interviews on TV, Radio, or Local Government Access Cable TV	Quantity and quality of feature stories and MPO LRTP related interviews	Use feature type media stories as opportunities to increase awareness about the MPO and its LRTP process, to educate the public about transportation issues and to disseminate MPO messages including general opportunities for public involvement	Seek and accept opportunities for feature coverage across all media
Participation and Partnerships with Transportation Agencies, Organizations and Providers	Quantify and evaluate the number and types of partnerships and level of relationships	Allow partnering agencies, organizations and providers to provide input and feedback throughout development of the Directions 2040 LRTP	Seek opportunities for Directions 2040 LRTP presentations on the agendas of partnering agencies and organizations and opportunities to distribute materials and seek input and feedback on draft documents

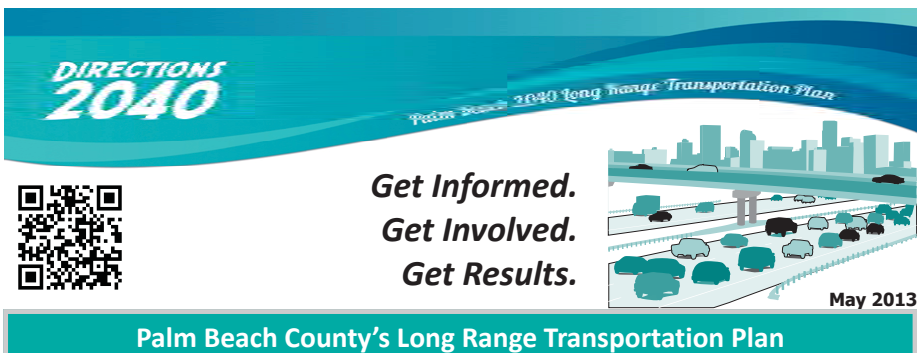
Strategies & Techniques	Indicator	Performance Objective	Strategies to Achieve Performance Objective
Social Media	<p>Number and prominence of Directions 2040 LRTP social media platforms</p> <p>Size of audiences, frequency and types of interactions with followers</p> <p>Number of impressions (exposures) to administrator postings</p> <p>Number, frequency and types of public comments and feedback</p> <p>Number of "shares" of content or administrator postings</p>	<p>Use a variety of social media platforms to economically and cost effectively communicate information in real time to a variety of general and targeted audiences, especially as a means of attracting and involving younger participants in the development of the Directions 2040 LRTP</p>	<p>Research various social media platforms to evaluate and pursue the more appropriate opportunities for public involvement in the Directions 2040 LRTP</p> <p>Generate frequent and ongoing content to build an audience of followers, hold their interest, and inspire feedback</p> <p>Seek relevant content including photos, graphics or video to inspire comments and sharing</p> <p>Regularly post notices of LRTP meetings, presentations, milestones and public participation opportunities</p> <p>Use social media posts that include links to specific content on the Directions 2040 LRTP website</p> <p>Page administrators should "like" or "follow" the social media platforms of other civic minded or transportation related groups based in Palm Beach County to attract their followers and inspire shared content</p>
Survey/Questionnaires	<p>Number of persons replying to any surveys / questionnaires</p> <p>Number and types of methods by which surveys or questionnaires are distributed (i.e. printed surveys distributed at events, by direct mailings, or published in newspapers; electronic surveys distributed by email, through social media, or through the MPO or the Directions 2040 LRTP websites)</p>	<p>Use one or more surveys or questionnaires to obtain public input and feedback regarding transportation options and priorities</p>	<p>Consider the number and types of surveys / questionnaires to conduct throughout the Directions 2040 LRTP development process</p> <p>Consider using multiple delivery methods for distribution of surveys / questionnaires</p> <p>Include a combination of Palm Beach County specific questions and regional questions in any surveys/ questionnaires conducted</p>

APPENDIX A
YEAR 2040 PALM BEACH LRTP PUBLIC INVOLVEMENT OUTREACH EFFORTS

Outreach Medium	Description	Agenda	Public Outreach Target	Supporting Public Involvement Materials			
				Hands-On Tools		Indirect Tools	
				Presentations	Misc. Handouts	Plan Website	Social Media
	Newsletters	- Newsletters Published at Key Decision Points - Provide Status Report of Plan Process - Announce Upcoming Public Meetings	MPO mailing List	n/a	n/a	Posted on website following mail-out	Posted on social media following website upload
	Survey	- Regional Transportation Issues - Palm Beach Transportation Issues	General public	n/a	Ref in at LRTP brochure, etc.	Linked to LRTP website	Posted on social media sites multiple times
	Brochure/Flyer	- General Overview of MPO and LRTP process - Overview of Public Input Opportunities - Contact Information	General public	n/a	Have available at all outreach opportunities	Reference LRTP website for comments and	n/a
	Public Outreach Gatherings	- Provide Information for Groups, Events, etc. - Explains the MPO and its 2040 LRTP Process - Progress of LRTP and Input from Attendees	Local groups, events, etc.	PowerPoint presentation, where applicable	MPO info and LRTP brochure handouts	Reference LRTP website for comments and info	Posted on social media sites prior to event
	News Releases	- Brief Overview of MPO and LRTP process - Opportunities to Elicit Public Input - Depends on News Paper Availability	General public	n/a	n/a	Announced on website prior to event	Posted on social media sites prior to event
	Local News Channel Interviews (or Other Media)	- MPO Director Interviewed Regarding LRTP Process and Opportunities for Public Input - Depends on Media Availability	General public	n/a	n/a	Announced on website prior to event	Posted on social media sites prior to event
	MPO Board Meetings MPO TAC Meetings MPO CAC Meetings MPO BGPAC Meetings TD Meetings	- On-Going Plan Information for Input - Coordinate Plan Products - Committees Provide Recommendations - MPO Board - MPO Board Provides Final Recommendation	Public attendees	PowerPoint presentation, etc.	As applicable to Plan efforts	Announced on website prior to event	Posted on social media sites prior to event
	MPO Board Public Hearing Tentative Sept. 18, 2014	- Adopt Year 2040 Cost Feasible Plans - Including Interim Year 2020 & 2030 Plans	General public	PowerPoint presentation, as applicable	If needed	Announced on website prior to event	Posted on social media sites prior to event

DIRECTIONS 2040 WEBSITE GENERAL COMMENTS

Date	Comments
February 27, 2014	The MPO should work with the SFRTA & Palm Tran regarding planning for future commuter express bus serving PBC along with the associated park & ride facilities needed to access these services. The process should be an improvement over previous LRTP efforts so that it can be used to guide the development of these facilities and services. Please feel free to contact me at [phone number provided]. Thank you.
March 22, 2014	20 min service on the rt 1 is a good idea, you just have to create better time points for the drivers, also make sure the drivers get 10 mins of recovery time at the gradens mall & camino real, the drivers will take it now even when they are 10 mins late, i dont blame them, drivers are human, not robots. palm tran treats the passengers and drivers like crap.
April 27, 2014	There should be a better system to get connected to the tri rail. Why cant we have those small buses that are you for the disabled pick up or other residents as well. It is very inconvenient to take two buses to get to the tri rail. You get exhausted before you reach your destination . There needs to be a better sysytem for the connection , even if we have to pay a bit more.
May 20, 2014	I ride the bus 92 Westbound each day for work, from Sandalfoot Blvd to Boca Town Center. In the morning, it is great because it takes me only 1 hour commute to get to work. However, I simply don't understand why the 92 Westbound last bus ends at 5:00pm! when the majority of the commuters, end work at 5:00pm!!...this is not very practical because then I have to take the 91 Westbound to Sandalfoot blvd and with that route it takes me 2 hours to get home. The last 91 Westbound to Sandalfoot is at 6:35pm why not make the last 92 Westbound at the same time? I hope this will happen soon so that I can get home at a reasonable time. Thank you for your attention to this matter. Regards
June 18, 2014	Necesito ir de broward a boca raton como puedo hacerlo con ustedes? GRACIAS
June 27, 2014	I've been taking many busses since early June but the professionalism showed by one of the Route 3 buss driver is awesone. I get on the buss northbound by 7:27 at the bus stop located next to the corner of Military Trail and Hypoluxo Avenue. He drives carefully and helps everyone who requires his assistance. I couldn't see the same in others drivers. Since today is my last day getting on the bus, I'd like to register how thanked I'm for have been driven by thus Sir all of these days. Today we were on the cart number 1119 and I jus got off it. Tksnks
September 1, 2014	Hello, I understand we're in southern Florida people actually visit west palm. But why does transportation stop running at 7, 8, and 9...Wouldn't you guys make more money if public transportation stayed running till about 12. Maybe even past that. Who wants to be a sleeping city? If maybe there could be a specialty charge after a certain time to catch the bus so late.
November 22, 2014	I and many other infirm elderly who live on Executive Cntr. Dr. use the #49 bus every day. We can get to the North end of the new mall on PBLakes, but have no way to get to the South end except walking which a lot of us can't do. I have a suggestion. Extend the #49 route so that he would come out on PBLakes on his West run. Let him then pull into the South mall, go in, drop off, and then come out like he used to do before the new mall was built. Then he could take Executive Cntr. Dr. to Congress and get back on his route to Westgate. Sound reasonable? In any event, I hope you have us elderly in mind and arrange SOME Bus to get us there. Thank you.



DIRECTIONS 2040
Palm Beach 2040 Long Range Transportation Plan

**Get Informed.
Get Involved.
Get Results.**

May 2013

Palm Beach County's Long Range Transportation Plan

Produced by the Palm Beach Metropolitan Planning Organization (MPO) and updated every five years, the Long Range Transportation Plan (LRTP) sets the framework for a balanced and forward thinking transportation system.

Directions 2040 is the name of the next LRTP update, planning ahead to the year 2040. It will be formulated during a two-year process to map out the next 25 years of state and federal transportation investments in Palm Beach County. Continued public input and participation is encouraged throughout development of the Directions 2040 Plan, which will conclude with adoption of a Cost Feasible Plan by the Palm Beach MPO in September 2014.

The Directions 2040 Plan may provide for investments in new transportation services and improvements such as premium transit service; new mass transit lines; major roadway improvements and new interchanges; new bicycle facilities, sidewalks, and multi-use paths; new vehicular and pedestrian bridges; smart growth policies and more. The overall goal of the Directions 2040 Plan is to ensure a transportation system that remains accessible to all regardless of income, age, or physical ability, while feeding into the economic viability of Palm Beach County.

Your early and continued participation and involvement in the selection and prioritization of these options can produce both short term and long term effects on your ability to reach your destination, the availability of travel options, and the overall quality of our community and the environment. If you live, work, or travel in Palm Beach County, the Directions 2040 Plan will have a direct impact on your options for getting around.

Directions 2040 will also coordinate with the 2040 Southeast Florida Regional Transportation Plan (RTP). For more information on the RTP which addresses regional transportation projects and issues throughout Palm Beach, Broward, and Miami-Dade counties, visit www.SEFTC.org.

www.PalmBeach2040Plan.org

What will Palm Beach County transportation look like in 25 years?

Will there be new forms of transit?

Will there be new roadways to travel on?

Will traffic congestion be a problem?

Public input throughout development of the **Directions 2040** Long Range Transportation Plan can influence projects that affect your home, business and the environment.

Goals, Objectives, and Measures of Effectiveness

Public comments are currently being solicited for the draft Goals, Objectives, and Measures of Effectiveness (MOEs) for Directions 2040, the next Long Range Transportation Plan (LRTP) targeting the year 2040. It is essential that they serve the public, reconcile or balance diverse interests, measure progress, and gain acceptance of decisions. The Draft Goals and associated Objectives and MOEs will be reviewed at the MPO Board meeting of June 20, 2013.

Draft Plan Goals

Goals 1.0 through 4.0 - Infrastructure, Facilities, and Programs focus on the types of services to be provided and the quality of services that can be achieved.

Goal 5.0 - Improved Transportation System Efficiency focuses on effective strategies for improving the overall transportation system and the modes that it encompasses.

Goal 6.0 - Economic Development and Financing Options focuses on the support the transportation system provides to the economic development of the County and the extent to which the community can afford to finance the transportation system.

Goal 7.0 - Land Use and Growth Management focuses on the ongoing community planning and other programs that are undertaken by local government agencies that enhance and support the implementation and preservation of the transportation system.

Goal 8.0 - Environment, Social, and Community Impacts focuses on the effects that the transportation system has on environmental, cultural, historical, and community resources that have been identified as important to the community.

Goal 9.0 - Safety and Security focuses on the measures that are presently in place for a safe and secure system. This includes security at public transit, seaports, rail, and public airport facilities and safety from natural and man-made disasters.

Goal 10.0 - Regional Transportation Planning focuses on the regionalism of the transportation system with coordination between agencies and systems.

Request a presentation for your agency, business or civic organization or stakeholder group!

Public presentations will be held throughout Palm Beach County during the plan development phases listed below:

FALL 2013
Long Range Transportation Plan: process, goals, needs identification and assessment

WINTER 2014
Cost Feasible Plan Alternatives Analysis

FALL 2014
Final public input sought prior to adoption of a Cost Feasible Plan by the Palm Beach MPO

For more information, please visit www.PalmBeach2040Plan.org and look for PalmBeach2040Plan on social media sites

DIRECTIONS 2040

Palm Beach 2040 Long Range Transportation Plan

**Get Informed.
Get Involved.
Get Results.**



December 2013

Palm Beach County's Long Range Transportation Plan

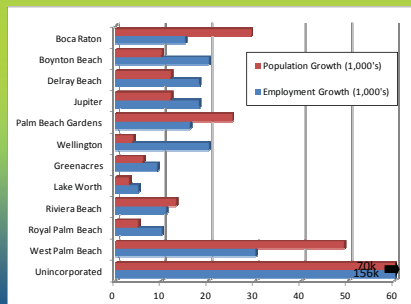
Directions 2040 is the Palm Beach MPO's long range transportation plan currently being developed with input from the public throughout Palm Beach County. The Plan will provide the framework for a balanced and cost feasible transportation system that includes mass transit, roadways, bicycle and pedestrian facilities, smart growth policies, and more.

Directions 2040 Presentations and Surveys are Underway Your Input Can Define Tomorrow's Transportation System!

Where Will We Grow?

The Palm Beach Metropolitan Planning Organization has prepared an inventory of the 2010 socio-economic data and a projection of that data to the year 2040. Indicated below is a highlight of the population and employment growth for select municipalities within the County.

Socio-Economic Data Growth



How Will We Grow?

The MPO has developed an overview of the revenue forecasts available for transportation projects within the County. Your public input is needed to identify what types of transportation improvements are needed for your future travel needs and the County as a whole. Do we want wider roadways, new or more frequent bus services, better bicycle and pedestrian pathways and facilities, increased commuter rail? Please fill out the **Directions 2040** survey at www.PalmBeach2040Plan.org.



www.PalmBeach2040Plan.org



PALM BEACH METROPOLITAN PLANNING ORGANIZATION

2300 NORTH JOG ROAD
WEST PALM BEACH, FL 33411

TEL 561.684.4170



DIRECTIONS
2040

Take our survey at
www.PalmBeach2040Plan.org

Your Opinion Counts

Plan presentations are currently being held throughout Palm Beach County. **Attend a transportation presentation** and provide your input on what the transportation system improvements implemented through the year 2040 should be. The Plan website provides information on upcoming presentations.



Public participation is solicited without regard to race, color, national origin, age, sex, disability or family status. Persons who require special accommodations under the Americans with Disability Act or persons who require translation services for a meeting (free of charge) should contact Malissa Booth at (561) 684-4143 or at MBooth@PalmBeachMPO.org at least five business days in advance. Hearing impaired individuals are requested to telephone the Florida Relay System at #711.



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The **Directions 2040** transportation survey represents another opportunity for you to influence the future transportation system. Simply visit the Plan website and take a few minutes to answer the online survey. You may also click on the "Contact Us" page on the Plan website and provide a written comment. To have a paper copy mailed to you, please contact the MPO Public Information Officer, Malissa Booth at (561) 684-4143.

What is an MPO?

The Palm Beach Metropolitan Planning Organization (MPO) is an independent government agency, federally mandated to provide a cooperative, comprehensive and continuing transportation planning and decision-making process. The MPO forecasts Palm Beach County needs and proposes transportation system maintenance and improvements to be funded with Federal and State transportation dollars. All modes of transportation are supported by the MPO.

What Is Directions 2040?

Directions 2040 is the Palm Beach MPO's long range transportation plan currently being developed with input from the public throughout Palm Beach County. The Plan will provide the framework for a balanced and cost feasible transportation system that includes mass transit, roadways, bicycle and pedestrian facilities, smart growth policies, and more. Although planning toward the year 2040, projects adopted in the Plan also drive short-term improvements to begin over the next five to ten years.

How Does It Affect Me?

Transportation facilities and options affect the everyday lives of all travelers. Get involved to have a voice in your future quality of life and to influence how your transportation tax dollars are invested locally.

Palm Beach Metropolitan Planning Organization



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Palm Beach 2040 Plan



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Don't Miss This Opportunity to Influence Future Transportation Investments

Be Heard
Decisions
Your Voice Counts
Become Involved

Public Input
Choices
Public Input
Decisions
Participate
Make Decisions
Take Action

Public involvement will influence Palm Beach County's transportation network and travel choices for years to come!

Palm Beach Metropolitan Planning Organization
www.PalmBeachMPO.org www.PalmBeach2040Plan.org

How Do I Get Involved?



**Attend
Transportation
Presentations**



**Request A
Presentation
For Your Group**



**For More Information
www.PalmBeach2040Plan.org**



**Complete
A Short
Transportation
Survey**



**Follow Updates
on Social Media**



**DIRECTIONS
2040**

Palm Beach 2040 Long Range Transportation Plan

Get Informed. Get Involved. Get Results.

¿Qué es un MPO?

El MPO es la Organización de Planificación Metropolitana de Palm Beach. Es un organismo independiente del gobierno, exigido por la ley federal para proporcionar una cooperativa, integral y constante planificación del tránsito y en el proceso de toma de decisiones. El plan prevé las necesidades del Condado de Palm Beach y propone un sistema de tránsito que incluye mantenimiento y mejoras que serán financiadas con dinero Federal y Estatal. Todos los modos de transporte son apoyados por el MPO.

¿Qué es Directions 2040?

Directions 2040 es el plan de transporte a largo plazo del MPO de Palm Beach, que se está desarrollando actualmente con la participación de la comunidad. El Plan proporcionará el marco para un sistema de tránsito balanceado y viable que incluye transporte público, carreteras, bicicletas y peatones, políticas de crecimiento inteligente, y mucho más. Aunque la planificación es hasta el año 2040, los proyectos aprobados en el Plan también incluyen las mejoras a corto plazo que comenzaran en los próximos cinco a diez años.

¿Cómo me afecta esto?

El sistema de transporte afecta la vida cotidiana de todos los usuarios. Participa para tener una voz en tu futura calidad de vida y para influir en la forma como se invierte localmente el dinero de tus impuestos.

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www.PalmBeach2040Plan.org/Español



Palm Beach 2040 Plan



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Se solicita la participación del público, sin importar la raza, color, nacionalidad, edad, sexo, religión, incapacidad o estado familiar. Personas que requieran facilidades especiales bajo el Acta de Americanos con Discapacidad (Americans with Disabilities Act) o personas que requieren servicios de traducción (sin cargo alguno) deben contactar a Malissa Booth al teléfono (561) 684-4170 o MBooth@PalmBeachMPO.org por lo menos cinco días antes de la reunión. Si tiene problemas de audición, llamar al teléfono 711.

No Pierda esta Oportunidad para Influir el Futuro de las Inversiones en Transportación

Taxi
Congestion
Actúe
Decisiones
Movilidad

Involúcrese

Presentaciones
Peatones
Servicios para Discapacitados
Financiación
Enlaces/Salidas de Autopistas

Participación Ciudadana
Sea Escuchado

Tren Urbano
Conexiones
Peajes
Opciones
Bicicletas
Taxi Acuático

Tome Decisiones

Coordinación
Estaciones Multimodales
Su Voz Cuenta
Aeropuertos
Encuesta
Senderos

Participe

Autobuses
Puentes

Participación de la comunidad del Condado Palm Beach influirá en las redes de transporte y sus opciones en los años por venir!

Palm Beach Metropolitan Planning Organization
www.PalmBeachMPO.org www.PalmBeach2040Plan.org

¿Cómo puedo participar?



Asista a
Presentaciones
sobre Tránsito



Solicite una
Presentación
para su Grupo



Para más información:
www.PalmBeach2040Plan.org



Complete
una breve
Encuesta sobre
Tránsito



Manténgase al
día por las
Redes Sociales



**DIRECTIONS
2040**

Palm Beach 2040 Long Range Transportation Plan

Infórmese. Involúcrese. Obtenga Soluciones.

Ki sa MPO a Ye?

Organizasyon pou planifikasyon Komune Palm Beach la ke yo rele MPO se yon depatman indepanndan nan gouvènman komune nan ke lwa federal exige pou pèmèt bon jan kolaborasyon avèk tout sektè yo lè yo pral desizyon sou pwojè transpò yo. MPO pwojete bezwen komune nan epi li fè pwopozisyon sou pwojè ki dwe resevwa lajan ki soti nan gouvènman federal la ou byen lajan nan gouvènman leta Florid la. MPO supòte tout mode transpòtasyon.

Ki sa Directions 2040?

Directions 2040 se future plan transpòtasyon pou Komune Palm Beach ke yo pral devlope konye ya avèk sijesyon piblik nan tout komune nan. Plan sa a pral pwopozè solisyon ki pa koute anpil lajan epi ki konsidere tout mode transpòtasyon yo tankou: otobis, tren, wout, bisiklèt, piyon avèk pwopozisyon pou ankouraje developman Komune nan. Byenke plan sa a pwograme pou 2040, pral genyen kek pwojè ki kapab kòmanse nan 5 ou 10 ane.

Ki impak plan sa genyen sou mwen?

Mwayen transpò yo afekte tout moun kap voyaje chak jou. Se pou ou patisipe de fason pou kapab fè yo tande vwa lè gouvènman pral desizyon ki ka chanje kalite vi ou epi tou sou fason yo pral depansè lajan tax yo.

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Nou mande patisipasyon tout moun san diskriminasyon: moun tout ras, tout koulè, tout peyi, tout laj, fi oswa gason, moun tout relijyon, andikape, moun ki marye oubyen ki pa marye. Dapre lwa ADA 1990 la pou moun ki gen andikape, nenpòt moun ki bezwen aranjman espesyal oswa ki bezwen sèvis entèprèt (gratis) dwe kontakte Malissa Booth nan numewo: (561) 684-4170 ou oubyen voye yon imel ba li nan: Mbooth@PalmBeachMPO.org omwen 5 jou anvan reyinyon an. Nou mande moun ki pa kapab tande byen pou yo rele numewo #711.

Pa rate okazyon pou influanse investisman nan pwojè transpòtasyon yo

Taxi
Ambouteyaj
Lajan
Desizyon
Mobilite
Ide piblik la
Piyon
Chwa
Sèvis pou andikape
Fè yo tande ou
Gran Kalfou
Vwa ou konte

Se pou ou interese

Tren
Koneksyon
Koordinasyon
Enstalasyon transpòtasyon
Ekipman peaj
Se pou ou aji
Prezantasyon
Aeropò
Sondaj
Patisipe
Bisiklèt
Chemin pou piyon
Otobis
Taxi sou dlo
Pò
Pran desizyon

**Patisipasyon piblik la ap kontinue influanse rezon
transpòtasyon ak chwa sou mwayen transpò yo nan
Komune Palm Beach la pou lontan!**

Palm Beach Metropolitan Planning Organization
www.PalmBeachMPO.org www.PalmBeach2040Plan.org

Kijan pou mwen patisipe?



Ale nan
prezantasyon
sou
transpòtasyon



Mande yon
prezantasyon
pou gwoup pa
nou an



Pou Plis Infomasyon, ale nan
www.PalmBeach2040Plan.org



Patisipe nan
yon ti sondaj
sou
transpòtasyon



Pou tout nouvo
infomasyon, ale
nan paj media
sosyal sa yo



**DIRECTIONS
2040**

Palm Beach 2040 Long Range Transportation Plan

Chache Infomasyon. Patisipe nan Kominote ya. Jwen bon rezilta.

Directions 2040 Plan Community Partner Events and Presentations

Date	Event	Venue	City	Zip	# Reached	MPO presentation, exhibit or announcement	Distribution of L RTP brochures, bags, or surveys
2014-APR-9	2014 Leadership Palm Beach County	Tri-Rail Station	West Palm Beach	33401	40	YES	YES
2014-MAR-28	Bike to Work Week event	West Palm Beach City Hall	West Palm Beach	33401	30	YES	YES
2014-MAR-24	Lunch & Learn Presentation	West Palm Beach City Hall	West Palm Beach	33401	10	YES	YES
2013-OCT-10	2013 GIS Expo	Palm Beach County Convention Center	West Palm Beach	33401	600	YES	YES
2013-OCT-11	2013 GIS Expo	Palm Beach County Convention Center	West Palm Beach	33401	600	YES	YES
2014-OCT-2	2014 GIS Expo	Palm Beach County Convention Center	West Palm Beach	33401	600	YES	YES
2014-OCT-3	2014 GIS Expo	Palm Beach County Convention Center	West Palm Beach	33401	600	YES	YES
2013-MAY-21	2013 Palm Beach County Transportation Day	PBC Governmental Center	West Palm Beach	33401	75	YES	YES
2014	The Give (thrift store)	The Give	Lake Park	33403	500	no	YES
2014-FEB-11	PBC Vice Mayor Burdick Town Hall	South Olive Community Center	West Palm Beach	33405	40	YES	YES
2014-SEP-24	PGA Corridor Association	Palm Beach Gardens Marriott	Palm Beach Gardens	33410	125	YES	YES
2014-FEB-20	PB Gardens Council Meeting	Palm Beach Gardens City Hall	Palm Beach Gardens	33410	100	YES	
2014-FEB-19	PBC Vice Mayor Burdick Town Hall	PBC Vista Center	West Palm Beach	33411	25	YES	YES
2013-APR-10	2013 Leadership Palm Beach County	PBC Vista Center	West Palm Beach	33411	50	YES	YES
2014-MAR-27	Palm Tran Service Board meeting	Clayton Hutcheson Ag Center	West Palm Beach	33415	25	YES	YES
2013-NOV-20	Transportation Disadvantaged Local Coordinating Board	Palm Tran Connection	West Palm Beach	33415	40	YES	YES
2014-FEB-22	South FL Police K9 Competition	Boynton Beach Community High School	Boynton Beach	33426	200	no	YES
2013-NOV-5	Children's Services Council meeting	Children's Services Council office	Boynton Beach	33426	20	YES	YES
2013-NOV-8	Glades Region Master Plan wrap-up	Palm Beach State College	Belle Glade	33430	20	no	YES
2013-NOV-2	Glades Region Master Plan workshop	Palm Beach State College	Belle Glade	33430	75	YES	YES
2014-JUN-9	Glades Communities Public Meeting	Belle Glade City Hall	Belle Glade	33430	50	YES	YES
2014-DEC-5	League of Cities Tri-Cities BBQ	Belle Glade Marina	Belle Glade	33430	100	no	YES
2014-MAR-1	Boca Raton Health & Wellness Experience	Mizner Park Amphitheater	Boca Raton	33432	100	no	YES
2014-MAR-19	COBWRA Delegate Meeting (Coalition of Boynton West Residential Assns.)	Valencia Lakes Clubhouse	Boynton Beach	33437	150	YES	YES
2013-DEC-4	Alliance of Delray Residential Associations	South County Civic Center	Delray Beach	33446	100	YES	YES
2014-FEB-1	Jupiter Jubilee	Jupiter Community Center	Jupiter	33458	500	no	YES
2014-MAR-13	Lantana Chamber of Commerce	Old Key Lime House	Lantana	33462	50	YES	YES
2014-JAN-13	COBWRA Presidents' Meeting (Coalition of Boynton West Residential Assns.)	Palm Beach Sheriff Substation	Lake Worth	33467	10	YES	YES
2013-NOV-20	COBWRA Delegate Meeting (Coalition of Boynton West Residential Assns.)	Villaggio Clubhouse	Lake Worth	33467	150	YES	YES
2014-MAY-28	Tequesta Town Hall	First Baptist Church	Tequesta	33469	300	YES	
2013-NOV-22	Glades Region Master Plan wrap-up	Pahokee City Hall	Pahokee	33476	15	no	YES
2013-NOV-16	Glades Region Master Plan workshop	Pahokee High School	Pahokee	33476	75	YES	YES
2014-JUL-15	Urban Land Institute conference	Sheraton	Dania Beach	33004*	175	YES	YES

NOTE: *Denotes events that drew an audience from throughout Palm Beach County

Directions 2040 Plan Community Partner Events and Presentations

Date	Event	Venue	City	Zip	# Reached	MPO presentation, exhibit or announcement	Distribution of L RTP brochures, bags, or surveys
2014-AUG-9	A.C.T. for Wildlife event (Alternative Clean Transportation)	Palm Beach Zoo	West Palm Beach	33405*	150	YES	YES
2014	Habitat for Humanity Restore (thrift store)	Habitat for Humanity Restore	Riviera Beach	33407*	1500	no	YES
2014-JAN-17	South Florida Fair	South Florida Fairgrounds	West Palm Beach	33411 *	300	YES	YES
2014-JAN-18	South Florida Fair	South Florida Fairgrounds	West Palm Beach	33411 *	300	YES	YES
2014-JAN-19	South Florida Fair	South Florida Fairgrounds	West Palm Beach	33411 *	300	YES	YES
2014-JAN-20	South Florida Fair	South Florida Fairgrounds	West Palm Beach	33411 *	500	YES	YES
2014-JAN-21	South Florida Fair	South Florida Fairgrounds	West Palm Beach	33411 *	100	YES	YES
2014-JAN-22	South Florida Fair	South Florida Fairgrounds	West Palm Beach	33411 *	100	YES	YES
2014-JAN-23	South Florida Fair	South Florida Fairgrounds	West Palm Beach	33411 *	100	YES	YES
2014-JAN-24	South Florida Fair	South Florida Fairgrounds	West Palm Beach	33411 *	100	YES	YES
2014-JAN-25	South Florida Fair	South Florida Fairgrounds	West Palm Beach	33411 *	300	YES	YES
2014-JAN-26	South Florida Fair	South Florida Fairgrounds	West Palm Beach	33411 *	300	YES	YES
2014-JAN-27	South Florida Fair	South Florida Fairgrounds	West Palm Beach	33411 *	100	YES	YES
2014-JAN-28	South Florida Fair	South Florida Fairgrounds	West Palm Beach	33411 *	100	YES	YES
2014-JAN-29	South Florida Fair	South Florida Fairgrounds	West Palm Beach	33411 *	100	YES	YES
2014-JAN-30	South Florida Fair	South Florida Fairgrounds	West Palm Beach	33411 *	100	YES	YES
2014-JAN-31	South Florida Fair	South Florida Fairgrounds	West Palm Beach	33411 *	100	YES	YES
2014-FEB-1	South Florida Fair	South Florida Fairgrounds	West Palm Beach	33411 *	300	YES	YES
2014-FEB-24	South Florida Fair	South Florida Fairgrounds	West Palm Beach	33411 *	300	YES	YES

NOTE: *Denotes events that drew an audience from throughout Palm Beach County

GLADES REGION MASTER PLAN PUBLIC COMMENTS

Stakeholder Interview
The Glades communities need more job opportunities, training for employment prospects, and should work together to diversify the economy.
The isolation of the Glades communities, the mechanization of the agricultural industry, the western expansion of Palm Beach County, and the aging infrastructure of the Glades communities have all had impacts on the local economy.
There is an intense community pride in the Glades communities that is not well communicated outside of the community.
There is a general misunderstanding on the east coast of Palm Beach County of what the Glades has to offer. The Glades areas suffer from negative publicity that focuses on poverty and crime.
The outside perceptions of the Glades communities must be improved. Better branding and marketing of the Glades needs to occur.
Enormous investment has been made in education, infrastructure, and industry in the Glades that most people are not aware of. Palm Beach State College in Belle Glade and the K-12 International Baccalaureate Program in Pahokee (the only one of its kind in Palm Beach County) are just two examples.
Lake Okeechobee is one of the greatest freshwater fishing locations in the country. The lakefront communities need to take greater advantage of that enormous economic engine.
The reopening of the West Tech training facility is extremely important to the communities by providing critical job training.
A stronger connection needs to be made between the existing agricultural industry and the availability of fresh food in the Glades communities. Although discussed many times in the past, there is a strong desire for a Farmer's Market that sells fresh Glades-grown produce.
The Glades economy must diversify and take better advantage of local assets.
The Intermodal Logistics Center (ILC) will be a very positive asset to the communities when it is realized. However, the Glades communities must grow and prosper with or without the ILC.
The rivalry between the Tri-Cities has a place in tradition and competition however, the cities must work together to bring up the entire Glades community which includes sharing information, resources, and successes.
Torry Island is too important an asset and potential economic engine to not be taken full advantage of.
The Pahokee Marina needs consistent and dependable management, services, and programming.
There is a need for market rate housing in the Glades communities.
There is a need for market rate lodging in the Glades communities especially to take full advantage of the Lake and ecotourism.
The potable water, drainage, and waste water infrastructure must be improved as soon as possible.
Transit service is critical to the Glades residents and should be expanded over time. Intra-city shuttles are desired but funding those operations is a challenge.
Social and youth programs are very important in the Glades. Providing role models to the youth is paramount to empowering them going forward. Identify what works and build those programs and institutions.
There needs to be an overhaul of the perception of the Glades communities. The Glades communities have a tremendous amount to offer. Those stories need to be told.

Source: Glades Region Master Plan Draft, August 2014

GLADES REGION MASTER PLAN PUBLIC COMMENTS

Belle Glade/South Bay Workshop	Pahokee/Canal Point Workshop
Include the Community In Every Aspect of Improving the Glades Region	Jobs and Employment Opportunities
Change Belle Glade – For the Betterment of the Community	The community needs an enhanced marketing campaign starting with the logo, "The County's Other Coast" – all entries should look as good as Bacom Point Road.
Clean Up Trash – Remove or Redevelop Broken Buildings	Need new restaurants and development – should really consider a hotel near the marina and downtown – create a CityPlace-type of environment with outdoor shops and places to eat.
More Community Gardens, Police in the Neighborhoods, and a Green Market	Develop a trolley system to connect neighborhoods, parks, and downtown. Expand upon existing businesses and activities.
Maintain Historic Belle Glade – Loading Ramp is Very Important to African American Community – Enhance Cultural Elements of the Glades	Need to coordinate training with jobs (ala West Tech). We need to create our own labor force.
Need to Improve Sidewalks, Include Shade Trees and Better Lighting on Main Street (more street lights throughout)	A Farmer's Market would be great.
Need Roadway Improvements (especially neighborhood streets)	Desperately need better sidewalks and lighting along 441 near Padgett Island, Fremd Village, the Housing Authority properties, and the Track Store all the way into town. Very dangerous now and separates communities.
We Must Strengthen the Weakest Link which is the Inner City to Thrive	A community pool is needed. Bus stops and shelters need to be upgraded with lighting. There have been some improvements in this area however, more lights and improved shelters are needed.
Must Diversify Economy – Include Local Participation with ILC Hiring	We must promote what we have – promote our strengths rather than focusing on our weaknesses.
The Youth are the Ultimate Stakeholders of Our Community – Listen to the Youth and Work Towards Immediate Improvements	It would be great if the Glades had its own TV channel – a way to promote the many good things that are happening out here. All people outside hear is bad news. We need positive press.
	Pahokee Plaza should recruit new businesses.
	Need greenery (street trees, medians, bulb-outs, etc)
	We should have a Quarter Bus like Belle Glade (a local circulator that augments Palm Tran and only costs a quarter). It could also connect to Belle Glade – just saw a woman walking in the rain with her small child – that is not necessary and is sad.
	Empower and engage the youth – utilize the extraordinary human resources within Pahokee and the Glades region.

Source: Glades Region Master Plan Draft, August 2014

DIRECTIONS 2040 PLAN TRANSPORTATION SURVEY SUMMARY 2013/2014 SURVEY RESPONSES

Please return to Palm Beach MPO, 2300 N. Jog Rd., 4th Floor, West Palm Beach, FL 33411

DIRECTIONS 2040
Palm Beach 2040 long range Transportation Plan
PALM BEACH METROPOLITAN PLANNING ORGANIZATION

Transportation Survey

1. Please describe any frustration you have with our current transportation system. Examples include traffic congestion, road maintenance, traffic signal timing, bicycle or pedestrian facilities, transit service (Palm Tran buses, Tri-Rail trains, trolleys, etc.), roadway landscaping, etc.

2. Please describe any transportation project that would improve your daily life. Examples include road projects (widening, better-timed traffic signals, etc.); bicycle facilities (designated lanes or paths); pedestrian pathways; improved or expanded transit service (Palm Tran buses, Tri-Rail trains, trolleys, etc.); or any other mode of transportation or related facilities (airport, Port of Palm Beach, water taxi, etc.).

3. **PUBLIC TRANSIT:** How likely would you be to begin or increase your use of public transit (Palm Tran buses, Tri-Rail trains, trolleys or shuttles, etc.) if the following improvements were made?

	Very Likely	Somewhat Likely	Not Likely
More frequent service			
Cleaner vehicles, stops and shelters			
Increased security on vehicles and at stops and shelters			
Additional community shuttle service			
Better access to key destinations such as work, home, school, shopping			
Better route and schedule information for trip planning including access to real-time schedule updates			

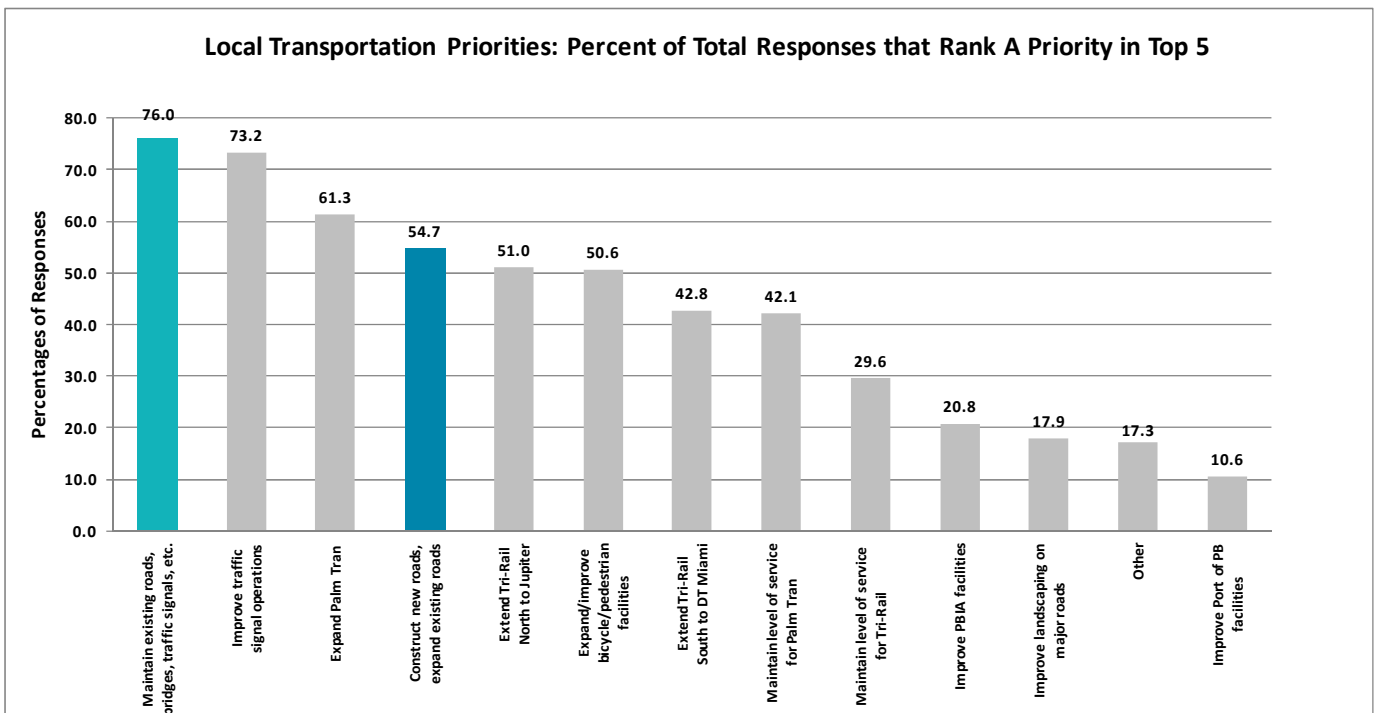
4. Are there any specific improvements you would recommend to increase the use of public transit in Palm Beach County?

This survey is also available online at www.palmbeach2040plan.org.
Contact Melissa Booth, Public Information Officer, at 561-684-4143 or MBooth@PalmBeachMPO.org with questions.

531 RESPONSES

ROADWAYS

LOCAL TRANSPORTATION PRIORITIES: Please rank the following local travel considerations in order of priority (#1 is highest priority and #13 is the lowest priority).



DIRECTIONS 2040 PLAN

TRANSPORTATION SURVEY SUMMARY 2013/2014

ROADWAYS (Cont'd)

SPECIFIC IMPROVEMENTS AND RECOMMENDATIONS

Facility Name/Category	Facility Name/Category	From	To	Improvement	No. of Requests
MAJOR IMPROVEMENTS					
Interchange	SR 80	Jog Rd	SR441	Eliminate traffic signals and create more overpasses	1
	SR 80			Implement Flyovers on Southern West portion of the Turnpike to expedite peak hour traffic	1
Widen or New Roadway	45th Street Extension	45th Street	SR7	Extend 45th Street to SR 7	1
	46th Street Extension	45th Street	Persimmon	Extend 46th Street from 45th Street to Persimmon	1
	47th Street	45th Street	60th Street N	Extend 47th Street from 45th Street to 60th Street N	1
	Acerage (West)			Widen Road	1
	Clint Moore Rd	Over FEC Tracks		Connect road to Jeffrey St. to complete the East-West Corridor	1
	Dixie Hwy			Widen Lanes	1
	Glades			Widen Lanes	2
	Jog Rd	Forest Hill Rd	Southern Blvd	Widen Lanes	1
	Jog Rd	Okeechobee Blvd	PGA Blvd	Add this Roadway Segment	1
	Jog Rd Extension	Jog Rd	Northlake Blvd	Extend Jog Rd to Northlake Blvd.	1
	Jupiter Farms Rd	@Indiantown Rd		Add connecting roads on Jupiter Farms Rd to alleviate traffic during accidents on Indiantown	1
	Lyons Rd Extension			Extend Lyons Rd	1
	Military Tr	Okeechobee Blvd		Widen Lanes	1
	Northlake Blvd			Widen Lanes	1
	Palm Beach Lakes Blvd			Replacement of Palm Beach Lakes flyover over the FEC railroad tracks	1
	SR 7 Extension	Okeechobee Blvd	Northlake Blvd	Expand SR 7 to Northlake Blvd	10
	US 1			Provide more efficient Connections to US1	1
	US 441			Provide more efficient Connections to US441	1
INTERSTATE 95					
Widen Roadway	I-95	@Congress Ave		Increase Lanes	1
	I-95	@Glades Rd		Widen Lanes	1
	I-95			Efficient connections to I-95	1
	I-95			Widen Lanes	3
TURNPIKE					
Widen Roadway	Turnpike			Widen Turnpike	3
	Turnpike			Efficient connections to Turnpike	1
	Turnpike	PGA Blvd	Boyton Beach Blvd	Widen Turnpike	1

GENERAL IMPROVEMENTS AND RECOMMENDATIONS

Facility Name/Project	Facility Name/Project	From	To	Improvement	No. of Requests
MAJOR IMPROVEMENTS					
Widen/Increase Roadway				Total Responses	14
Reduce Roadway Lanes				Total Responses	1

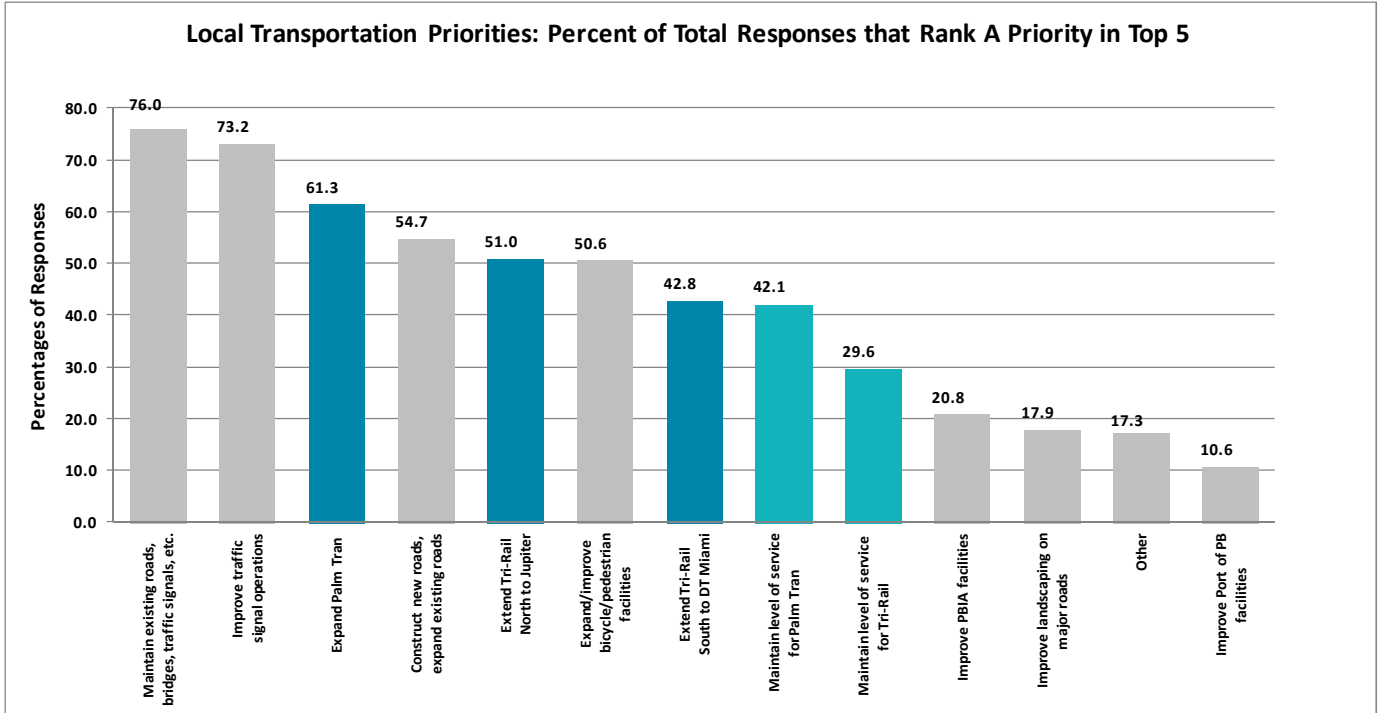
Note: Refer to "Funding" and "Other" page for additional transportation comments related to this category.

DIRECTIONS 2040 PLAN

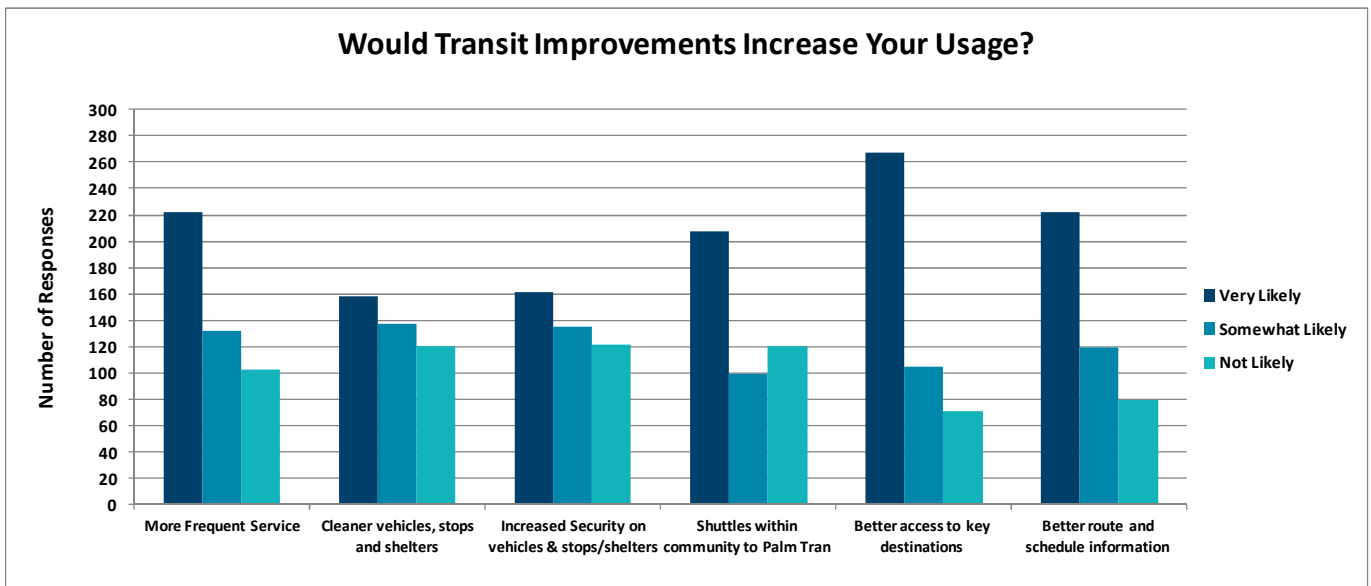
TRANSPORTATION SURVEY SUMMARY 2013/2014

TRANSIT SYSTEM

LOCAL TRANSPORTATION PRIORITIES: Please rank the following local travel considerations in order of priority (#1 is highest priority and #13 is the lowest priority).



PUBLIC TRANSIT: How likely would you be to begin or increase your use of public transit (Palm Tran buses, Tri-Rail trains, local trolleys or shuttles, etc.) if the following improvements were made?



DIRECTIONS 2040 PLAN

TRANSPORTATION SURVEY SUMMARY 2013/2014

TRANSIT SYSTEM (Cont'd)

SPECIFIC IMPROVEMENTS AND RECOMMENDATIONS

Facility Name/Category	Facility Name/Category	From	To	Improvement	No. of Requests
MISC.					
High Speed Rail	New High Speed Rail			Implement High Speed train	4
Tri-Rail and Palm Tran	Rural Areas			Increase Tri-Rail and Palm Tran for Rural communities	1
	Suburban Areas			Increase Tri-Rail and Palm Tran for suburban communities	2
Light Rail	Light Rail, Atlantic Avenue	Swinton Ave	Mall West of the Turnpike	Add a Light Rail System	1
	Light Rail, East and West			Add Light Rail to Service East and West	2
	Light Rail, N-S + E-W			Add Light Rail Lines for North-South plus East-West Connections within the county	1
	Light Rail, WPB Downtown			Add Light Rail Service to Downtown West Palm Beach	1
	Light Rail, WPB to Major Arterials			Implement Light Rail triangle from WPB downtown-Okeechobee-441-Forest Hill Rd-Dixie Hwy	2
Linkage Connection	Linkage, Transit Systems			Buses should arrive at the Station 3 Minutes prior Train (Adapt to system in Ft. Lauderdale)	2
Metro System Rail	Metro System Rail			Add a Metro System Similar to the Monorail in Disney	2
Shuttle Services	Direct Shuttle Services			Add direct shuttles to Airports from Homes or Park and Ride Lots	1
Shuttle Services	Direct Shuttle Services			Add direct shuttles to all South Florida Airports	1
TRI-RAIL					
New Rail Lines/Coverage	Coastal Link			Expand Tri-Rail Service to Include Coastal Link	7
	Expand, Airport			Expand Tri-Rail Service to Airport	5
	Expand North			Expand Tri-Rail Service North	33
	Expand South			Expand Tri-Rail Service South	6
	Expand East			Expand Tri-Rail East	1
	Expand West			Expand Tri-Rail West	16
	Express Bus, Major Communities			Express Bus from Major Communities to Tri-Rail	1
Improve Existing Rail	Overpass, Northlake Blvd	@Northlake Blvd		Overpass for rail tracks on Northlake Blvd	2
	Overpass, Okeechobee Blvd			Overpass for rail tracks on Okeechobee Blvd	1
	Coast Link			Improve Tri-Rail Coast Link (?)	1
	Tri-Rail	Miami Airport	West Palm Beach	Increase wait time/Frequency for Trains on Weekends coming from Miami Airport to WPB	1
	Tri-Rail			Increase Speed of Trains	1
Reduce Existing Train Routes/Service	Tri-Rail Service			Decrease East-West Transit Routes after 7PM and Limit Transit on the Weekends/Holidays	1
Switch Rail Lines	Commuter and Freight Lines			Switch the freight lines with the commuter lines so commuter access is closer to Downtowns	5
	Tri-Rail Shuttle Service			Increase Frequency of Shuttles from Tri-Rail to FLL	1
Trolley Service	Tri-Rail Shuttle Service			Increase Frequency of Shuttles to Tri-Rail especially in WPB	1
	Expand, North Area of County			Add more Trolley Systems in North area of the County	1
	New, Coastal Link			Add Trolley Connector Routes to Complement the Coastal Link	1
	New, Delray			Add Trolley System in Delray	1
	New, Lake Worth			Add Trolley System in Lake Worth	1
	New, Senior Communities			Add Trolley System in small communities for seniors	1
	New, Wellington			Add Trolley System in Wellington	1
TRANSIT (PALM TRAN)					
New Bus Routes/Coverage	Acreage Area			Expand/Create Bus Service to Acreage Area	7
	Belle Glade			Allow buses into adjacent areas such as Belle Glade	2
	Business Districts			Increase Transit system for Business Districts	4
	Downtown Routes			Increase the Amount of Routes to Downtown (to include the Courthouse, City Hall, etc.)	2
	East/West Routes			Increase the Amount of East-West Routes	13
	East/West Routes, w North/South			Improve the East-West routes to be with the North-South Routes	1
	East/West Routes, to Tri-Rail			Expand East-West transit for Tri-Rail Routes 1,3,43,62,91,94,80	2
	Eastward Ho			Increase improvements on public transportation	1
	Express Bus	Western Communities	Downtown Employment	Express Bus Routes Needed Between Western Communities and Downtown Employment	2
	Glades Area			Improve/Expand Transit Service in Glades	3
	Hagen Ranch Rd			Create Bus Service	1
	Jog Rd North	45th St	Beeline Hwy	Increase Transit System to Solid Waste Authority	1
	Juno Beach Area			Increase Transit System	2
	Jupiter Rd			Increase Bus Service in this Area	2
	Lake Worth			Increase improvements on public transportation	2
	Local Attractions Service	E of I-95	Local Attractions	Expand Palm Tran Service to Connect Communities East of I-95 to Local Attractions	1
	Loxahatchee			Increase public transportation for this area	2
	Loxahatchee	Acreage	Loxahatchee	No public transportation for western communities in this area	3
	Mangonia Park			Add Tri Rail Route service North of Mangonia Park	1
	Martin County			Increase Bus Service in this Area	1
	Miami Beach			Increase Transit to Miami Beach	1
	Miami Service			Expand Transit Services from Miami	1
	Military Tr	Woolbright Rd	N. of Lake Worth	No public transportation	1
	Military Tr			Increase Bus Traveling West from Military Trial	1
	Military Tr			Increase Routes on Military Trial	1
	New Route	NW Quadrant of I - 95	Brandywine	Implement a direct service for Plaza/Charter School & PB Lakes	1
	New Route	FAU Jupiter	Garden Mall	Implement a long distance or express services	1
	New Route	Gardens Mall	Downtown West Palm	Implement a long distance or express services	1
	New Route	Beach	Intermodal Transit Center	Implement a long distance or express services	1
	New Route	Boca Raton	Airport	Implement a long distance or express services	1
	New Route	Major Communities	Airport	Implement a long distance or express services	1
	New Route	Jupiter	Airport	Implement a long distance or express services	2
	New Route	PBG	Airport	Implement a long distance or express services	1
	New Route	Wellington	Airport	Implement a long distance or express services	1
	New Route	Royal Palm	Airport	Implement a long distance or express services	1
	New Route	Fort Lauderdale	Hollywood Int'l Airport	Implement a out-of-county direct service	1
	New Route	Broward Central Terminal		Implement a out-of-county direct service	1
	New Route	Martin	St. Lucie	Implement a out-of-county direct service	1
	Night Spots			Increase Transit system for Night Spots	3
	North and South			Increase more routes to accommodate the Areas North and South	1
	North County			Increase Public Transit	3
	North County			Increase Amount of Buses	1
	North/South Routes			Expand Bus system for a more central route going North and South	1
	Northlake	Seminole Pratt Whitney	Southern Blvd	Include a Palm Tran Route for this location	1
	Okeechobee Blvd			Better Bus Service	1
	Okeechobee Blvd			Create Express Bus Lane	1
	Palm Beach Country Estates			Expand Palm Tran to service this area	2
	Palm Beach State College	Palm Beach Gardens	Lake Worth/Greenacres	Increase Palm Tran to Lake Worth Campus	2
	Palm Beach State College	PGA Blvd		Increase Buses between PBSC and PGA Blvd.	1
	Palm Beach Garden			Include a Palm Tran Route for this location	1
	PBIA Direct Link	PBIA	Downton	Add a Direct Link from Palm Beach International Airport to Downtown	3
	PBIA Routes, Increase			Increase the Amount of Airport Routes	3
	PBIA Routes, Access			Improve access to the airport	2
	Port Everglades			Implement a Route to Port Everglades	1
	Port of Miami			Implement a Route to Port of Miami	1
	Royal Palm Beach			Increase Bus Routes because No Accessible buses in the area	3
	Rural Areas			Expand Palm Tran Service to More Rural Routes	2
	Seminole Pratt Whitney Rd			Include a Palm Tran Routes for Seminole Pratt Whitney Rd	3
	Southern Blvd			Add an east-west "expressway"	3
	Southern Blvd			Create Express Bus Lane	1
	Southern Blvd	SR 441	Crestwood	Increase Bus Routes	1
	SR441	Boynton Beach	Eternal Light Memorial Grdn	Include a Palm Tran Route for this location	1
	Transit Services, Boca			Improve access to Downtown areas (Boca Raton)	1

DIRECTIONS 2040 PLAN

TRANSPORTATION SURVEY SUMMARY 2013/2014

TRANSIT SYSTEM (Cont'd)

Facility Name/Category	Facility Name/Category	From	To	Improvement	No. of Requests
New Bus Routes/Coverage (Cont'd)	W of Turnpike			Increase the Service West of the Turnpike	1
	West Communities		to Downtown	Direct Bus from Western Communities to Downtown every 10 minutes at Peak Hours w PNR	1
	West County			Increase the Service to Western Palm Beach County	1
	W of West Palm Beach			Increase Transit W of West Palm Beach	1
	Wellington			Increase amount of routes	1
	Western Areas			Increase more routes to accommodate the Areas out West	4
	West Palm			Increase improvements on public transportation	1
Reduce Existing Bus Routes	Local Bus Service			Eliminate bus stop Locations in Traffic Lanes if the Speed Limit is above 40 MPH	1
Improve Existing Bus Routes	Belle Glade			More stops needed	2
	Belvedere Rd	@Jog Rd		Increase Service and Frequency	1
	Bus Route 1			Improve the quality of the Palm Tran Route 1 (breaks down to often)	1
	Bus Route 10			Bus # 10 stops in Abacoa and doesn't extend to Palm Beach Country Estates	2
	Bus Routes 2, 3 and 31			Increase the Operating Frequency of Routes 2,3, and 31	1
	Bus Route 41			Increase hours on weekends for Bus #41 South and North	1
	Bus Route 52			Increase frequency of this route to every 30 minutes	1
	Campus Stops			Increase Palm Tran and Tri-Rail bus stop at the Campus	1
	Delray	Boynton		Improve Palm Tran hours to run later from Delray to Boynton	1
	Dixie Route			Increase Hours of Operation for Eastbound/Westbound	1
	Dixie Route			Run the Westbound and Eastbound Routes on Dixie later at Night	1
	Glades Area	to WPB		Increase frequency of transit services from Glades Area to WPB	1
	Jog Rd			Increase Buses on Jog Rd	1
	Loxahatchee	Acreage		Increase Palm Tran and better "on time" buses	1
	Military Tr			Increase Bus Transit along main corridors like Military Tr in a timely manner	1
	Military Tr	Indiantown		Designate Bus Lane separate from the Highschool (Creates congestion and is unsafe)	1
	Pahokee			Increase Palm Tran Service	1
	South Bay			Increase Palm Tran Service	1
	University	Broward	Palm Beach County	Continue Transportation to Service this Area	2
	Wellington Mall			Increase number of drop-offs	1
Bus Route Amenities	Bus Route 81 Bus Stops	Military Tr	@W. Atlantic Ave	Increase Bus Stop Seating on Route 81	1
	Covered Shelter	Lake Worth Rd	Forest Hill Rd	Provide Covered Shelters for Bus Stops	1
	Covered Shelter	Caribbean	Haverhill	Provide Covered Shelters for Bus Stops	1
	Local Bus Lifts, US 1			Increase the Amount of Busses with Lifts Operating Along US1	1
	US 1 Southbound	North Palm Beach	Northlake Blvd	Add Bus Shelter	1
Shuttle	Hendry County			Increase Shuttle Service to destinations within the city	1
	Jog Rd	@Woolbright		Provide Shuttle Service to Seniors from Grove Isle to Publix at Woolbright and Jog Rd	1
	Okeechobee			Increase Shuttle Service to destinations within the city	1
Trolley Service	Trolley System			Implement Trolley service to connect with the Palm Tran	1

GENERAL IMPROVEMENTS AND RECOMMENDATIONS

Facility Name/Project	Facility Name/Project	From	To	Improvement	No. of Requests
TRANSIT GENERAL					
TRANSIT GENERAL				Total Responses	41
TRI-RAIL					
New Rail Lines/Coverage				Total Responses	27
Improve Existing Tri-Rail				Total Responses	57
Tri Rail Amenities				Total Responses	3
TRANSIT (PALM TRAN)					
New Bus Routes/Coverage				Total Responses	56
Improve Existing Bus Routes				Total Responses	361
Bus Route Amenities				Total Responses	44
Palm Tran Connections				Total Responses	7
Shuttle Services				Total Responses	4
Tri-Rail Shuttle				Total Responses	6
Trolley Service				Total Responses	10
Water Taxi				Total Responses	6

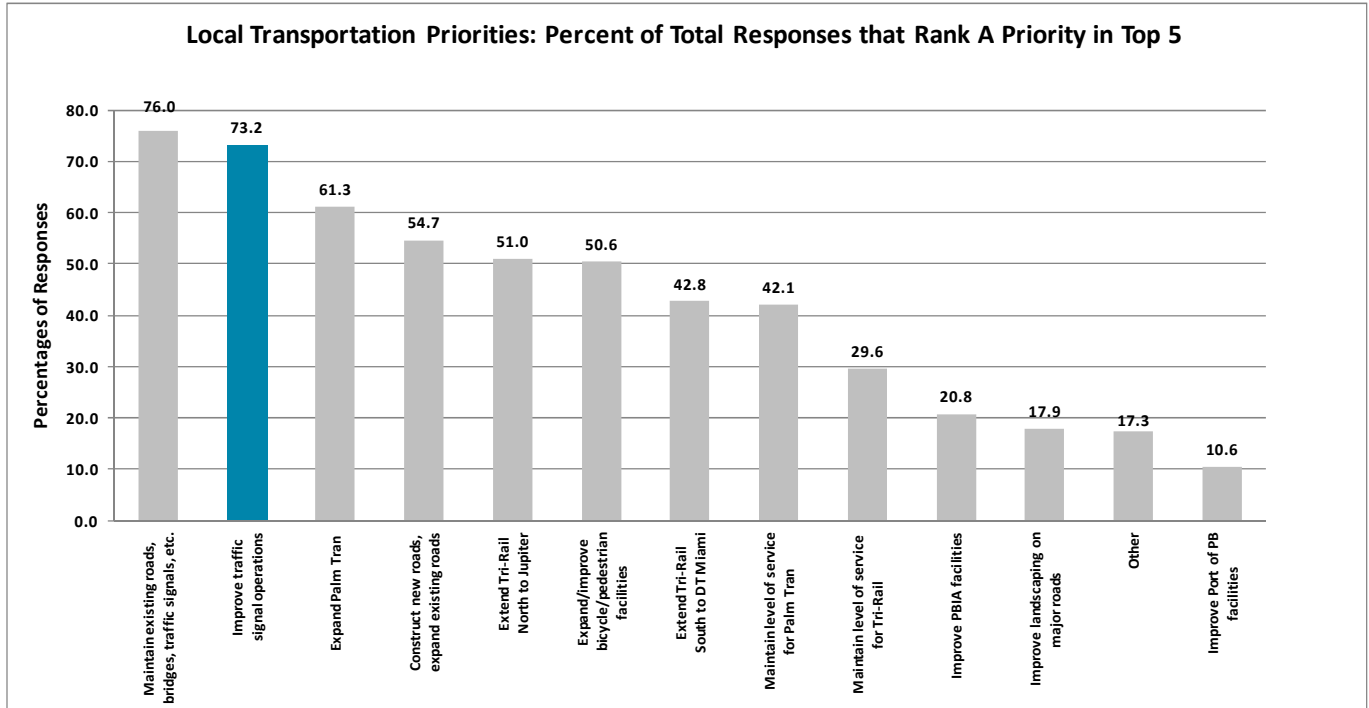
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DIRECTIONS 2040 PLAN

TRANSPORTATION SURVEY SUMMARY 2013/2014

TRANSPORTATION SYSTEM MANAGEMENT & MAINTENANCE

LOCAL TRANSPORTATION PRIORITIES: Please rank the following local travel considerations in order of priority (#1 is highest priority and #13 is the lowest priority).



DIRECTIONS 2040 PLAN

TRANSPORTATION SURVEY SUMMARY 2013/2014

TRANSPORTATION SYSTEM MANAGEMENT & MAINTENANCE

(Cont'd)

SPECIFIC IMPROVEMENTS AND RECOMMENDATIONS

Facility Name/Category	Facility Name/Category	From	To	Improvement	No. of Requests
TRANSPORTATION SYSTEM MANAGEMENT					
Traffic Signal/Stop Sign	44th Street	45th Street	Lewis Ctr/Jerome Golden Ctr	Add Traffic Signal	1
	Belvedere Rd	Hall Rd	at Westbound Entrance	Add Traffic Signal	1
	Drexel Rd	Okeechobee Blvd	Belvedere Rd	Add Traffic Signal	1
	Gardens Mall			Remove Stop Sign	1
	Northlake Blvd	Northlake	West of Pierce Hammock ES	Traffic light addition is needed	1
Decrease Traffic Signals	Blue Heron Blvd	Near Publix		Remove Stop Sign	1
Traffic Signal Timing	6th St	@I-95		Improve Traffic Signal Timing; not in sync with Train Signal	1
	25th Street	@North end of city		Improve Traffic Signal timing	1
	45th Street	@Congress		Improve Traffic Signal timing	2
	45th Street	@US1		Improve Traffic Signal timing	1
	Acreage Area			Improve Traffic Congestion/Signal	1
	Australian		Palm Beach Lakes Blvd	Improve Traffic Signal timing	1
	Boca Raton			Improve Traffic Signal timing	1
	Carolina Ave			Improve Traffic Signal timing	1
	Congress Avenue	@Gun Club		Improve Traffic Signal timing; Turning Signal is too Long	1
	Congress Avenue	@Greenbrier Rd		Improve Traffic Signal timing	1
	Congress Avenue	@Forest Hill Rd		Improve Traffic Signal timing	1
	Congress Avenue	Woolbright Rd	Hypoluxo Rd	Improve Traffic Signal timing	1
	Delray Beach			Increase Green Time for the East West Movements in Delray Beach	1
	Dixie Rd	@10th St		Improve Traffic Signal timing	1
	Federal Hwy	@Delray Beach		Adjust Signal Timing to Provide More Green Time for East-West Movements	1
	Gateway Blvd	@Publix Quantum Plaza		Improve Traffic Signal timing at Publix Quantum Plaza	1
	Haverhill Rd			Improve Traffic Signal timing	1
	Indiantown Rd			Improve Traffic Signal timing along all of Indiantown Road	1
	Jog Rd	Forest Hill Rd	Southern Blvd	Improve Traffic Signal timing	1
	Jog Rd	@Southern Blvd		Improve Traffic Signal timing	1
	Jupiter Lakes Blvd			Improve Traffic Signal timing	1
	Lake Worth			Improve Traffic Signal timing	2
	Lake Worth Rd	Turnpike	Lake Worth	Traffic signal timing is off which stops traffic and causes back ups	1
	Lantana Rd	@ SR441		Improve Traffic Signal timing	1
	Lantana Rd	14th Street	to High Ridge Rd	Improve Traffic Signal timing	1
	Lantana Rd (Westbound)	Lantana Rd (Westbound)	Jog Rd (Southbound)	Improve Traffic Signal timing	1
	Linton Blvd	@Federal Hwy		Improve Traffic Signal timing	2
	Military Tr			Add Traffic Signal (Left Turn) West of Northlake/Military leaving Senior Center (West)	1
	Military Tr	@Congress		Improve Traffic Signal timing	1
	Military Tr	@Dixie		Improve Traffic Signal timing	1
	Military Tr	@Forest Hill		Improve Traffic Signal timing	1
	Military Tr	@Lake Ida		Improve Traffic Signal timing	1
	Military Tr	@W Atlantic Ave		Improve Traffic Signal timing	2
	Northlake Blvd	@Alt A1A		Improve Traffic Signal timing	1
	Okeechobee			Improve Traffic Signal timing	2
	Okeechobee	@Belvedere		Improve Traffic Signal timing	1
	Okeechobee	@Indian Rd		Improve Traffic Signal timing	1
	Okeechobee Blvd	@Andros Isles		Traffic signal timing is off creating the traffic to stop quicker	1
	Okeechobee Blvd			Delay When Turning Northbound from the Eastbound Direction is Too Long	1
	Okeechobee Blvd	@Wildcat Way		Improve Traffic Signal timing	1
	Palmetto Park Road			Improve Traffic Signal Timing	1
	Palm Beach Lakes Blvd			Improve Traffic Signal timing	1
	PGA Blvd	HWY 1		Improve Traffic Signal timing	1
	SR 441			Improve Traffic Signal timing	1
	SR 441	Okeechobee Blvd	Southern Blvd	Traffic Signal Timing is Off	1
	SR 6	@Southern Blvd		Improve Traffic Signal timing	1
	SR 7	@Northlake Blvd		Improve Traffic Congestion/Signal	2
	SR 80	@Jog Rd		Allow Right Turns on Red Light at WB SR80 and NB Jog Rd	1
	Turnpike	Big Blue Trace		Improve Traffic Signal timing	1
	Turnpike	@Boynton Beach Blvd		Improve Traffic Signal timing	1
	Turnpike Interchange	@Lake Worth Rd		Signal Timing Not Coordinated Properly In Relation To Roadway Speed Limits	1
	Winston Trails	Winston Trails	Jog Rd (Southbound)	Improve Traffic Signal timing	1
Improve Intersection Layout	6th St	@Wright Drive (Lake Worth)		Eliminate U-Turn Signal to reduce Traffic Congestion During Peak Hours	1
	Alt A1A	Toney Penna		Add a light to stop people from blocking the turn onto Old Dixie Highway	1
	Atlantic Ave	@Swinton Ave		Signage to show drivers that the upcoming lane is a left turn only prior to approaching it	1
	Lyons Rd	Atlantic Ave	Boynton Beach Blvd	Increase number of Lanes	3
	Lyons Rd	@Acme Dairy Rd		Increase number of Lanes	1
	Okeechobee Blvd	Downtown	Turnpike	Decrease Lane Size	1
	Palm Beach Lakes Blvd	Okeechobee Blvd		Add Right Turn Lane on Palm Beach Lakes Blvd. to Travel Westbound Okeechobee	1
	SE 7th Avenue	@Atlantic Ave		Improve Intersection Sight Lines	2
	Seminole Pratt Whitney	Sycanire Drive West	60th Street N	Traffic Congestion; add left turn signal	2
	Southern Blvd	Forest Hill Rd		Add a 3rd Westbound Turning Lane	1
	Southern Blvd	SR441		Increase Number of Left Turn Lanes	1
	SR441			Increase number of Lanes	1
	SR441			Increase Number of Left Turn Lanes	1
	A1A	@Atlantic Ave in Delray		Reduce Traffic Congestion	2
	Congress Ave	@Boynton Beach Blvd		Reduce Traffic Congestion	2
General Intersection (Congestion)	George Bush Blvd	@Atlantic Ave		Traffic Congestion Due to Atlantic Ave Closings	1
	High Ridge Road	@Boynton Beach Blvd		Traffic Congestion	2
	Old Boynton Beach Blvd	@Congress Ave		Traffic Congestion	2
	Palm Outlet Mall			Traffic Congestion	1
	SR 7	@Okeechobee Blvd		Traffic Congestion due to Over development	1
Improve Roadway Corridor	SR 80	@Kirk Rd		Traffic Congestion East and West	1
	45th Street			Traffic Congestion	2
	Atlantic Ave			Traffic Congestion East Bound	1
	Atlantic Ave			Traffic Congestion at Bridge	1
	Atlantic Ave	Hagen Ranch Rd	Route 95	Reduce Traffic Congestion	1
	Atlantic Ave	Delray Beach		Traffic Congestion Due to Bridge Opening	1
	Boynton Beach	Woolbright Rd	Federal	Lower Speed Limits	1
	Coconut	Northlake	Orange	Implement 1-2 four way stops to slow down drivers	1
	Federal Hwy	Delray Beach		Additional One Way Signs	1
	Forest Hill Rd	Pine Tree Lane	Lake Clarke Shores	Enforce Right of Way	1
	Glades			Need Improvements for ease of travel and mobility	2
	Jog Rd	Boynton Beach Area		Enforce Traffic Speed Enforcement	1
	Jog Rd	Lake Worth	Hypoluxo	Add a turning lane on the east side to eliminate blockage/congestion and improve safety	1
	Kirk	Kirk	Southern Blvd	Increase Speed Limit	1
	Okeechobee Blvd	East of I-95		Reconfigure Okeechobee Blvd East of I-95 to a Multiway Boulevard	1
	Okeechobee Blvd	Royal Palm Beach Blvd Area		Traffic Congestion/improve Traffic Signals around that area	1
	Okeechobee Blvd			Decrease Speed	2
	Okeechobee			Traffic Congestion	2
	Okeechobee Blvd	Downtown	Turnpike	Lower Speed Limits	1
	Orange Blvd.	Acreage	Between Coconut & Apache	Add Speed Bumps	1
	Poinsettia Ave	@Old Northwood		Eliminate truck/commercial traffic in residential areas	1
	North Flagler Park	@MLK		Add Lighting to sidewalks/roadways	1
	SE 7th Avenue			Implement Traffic Calming	2
	SE 7th Avenue			Traffic Congestion Due to the Traffic Calming of Federal Hwy	1
	Southern Blvd	Alternate A1A		Improve roadway with less traffic signals and improved traffic flow	1
	Warning Signals			Implement a warning signs of when bridges are up so an alternate route can be taken	1

DIRECTIONS 2040 PLAN

TRANSPORTATION SURVEY SUMMARY 2013/2014

TRANSPORTATION SYSTEM MANAGEMENT & MAINTENANCE

(Cont'd)

Facility Name/Category	Facility Name/Category	From	To	Improvement	No. of Requests
Improve Roadway (Congestion)	SR441 Extension			Eliminate Heavy Vehicles on SR441 Extension	1
	Indiantown Rd	Alternate A1A	Turnpike	Traffic Congestion	2
	SR7			Traffic Congestion	1
	Through Madison Green	Crestwood Blvd	Madison Green	Traffic Congestion	1
Improve Roadway (Congestion I-95)	I-95			Traffic Congestion	7
	I-95 Interstate	Boynton Beach	Glades	Traffic Congestion	1
	I-95 Interstate	Delray Beach	Boca Raton	Traffic Congestion on I-95 between Delray Beach and Boca	1
	I-95 Truck Traffic			Too Many Heavy Vehicles on I-95	1
Other	Atlantic Avenue			Restrict Honking Horns Along Atlantic Avenue	1
Other	Powerline	@Canal		More Private Right of Ways	1
MAINTENANCE					
Resurfacing, Stripping, and Repair	Australian	25th Street	Palm Beach Lakes	Needs to be Resurfaced	3
	Australian	@Belvedere Rd		Need to add a Stripe - difficult to see at Night and in the Rain	1
	Belle Glade	@SR80		Improve Road	1
	Belvedere Rd	@SR7		General Maintenance and Repair	1
	Belvedere Rd	@SR441/SR7 - East		Re-stripe Belvedere Rd from SR441/SR7 - East	1
	Flagler Drive	Rosarian School South	Banyan	General Maintenance and Repair	1
	Jog Rd	10th Ave North	Hypoluxo Rd	General Maintenance North of Hypoluxo Rd	2
	Jog Rd	Southern Blvd	Forest Hill Blvd	Road Maintenance	1
	LA Kinsey Rd	Dixie Rd	Australian Rd	Repaving	2
	Lakeworth Rd			Improve Potholes	1
	Military Tr			Excessive pot holes and uneven spots	1
	Oakland Park Blvd	@I-95 SB Off Ramp		Improve Roadway Striping	1
	Potholes			Fixing the potholes in downtown WPB	1
	Southern Blvd	Near NorthLake Blvd	Alt A1A	Manhole Covers on Alt A1A need to Recessed to the Level of the Road	1
	Spruce Street			Needs to be Resurfaced	1
	Spruce Street	@Old Northwood		Needs to be Resurfaced	2
	Turnpike			Needs to be Resurfaced and Lines Painted	1
	West Palm Beach			Maintain Medians between North and South bound Traffic in West Palm Beach	1
Drainage	Turnpike			Improve Drainage	1
	Western Communities			Improve drainage systems to prevent flooding	2
Landscaping	Old Northwood			Need Landscape Improvements	1

GENERAL IMPROVEMENTS AND RECOMMENDATIONS

Facility Name/Project	Facility Name/Project	From	To	Improvement	No. of Requests
TRANSPORTATION SYSTEM MANAGEMENT					
Traffic Signal/Stop				Total Responses	7
Decrease Traffic Signals				Total Responses	2
Traffic Signal Timing				Total Responses	136
Improve Roadway Corridors (General)				Total Responses	4
Improve Roadway Corridors (I-95)				Total Responses	68
Car Pooling				Total Responses	3
Centralized Traffic System				Total Responses	1
Electronic Traffic Movement Sensor				Total Responses	1
Motorcycles				Total Responses	1
Parking				Total Responses	6
MAINTENANCE					
Resurfacing, Striping, and Repair				Total Responses	45
Lighting				Total Responses	3
Drainage				Total Responses	3
Landscaping				Total Responses	8

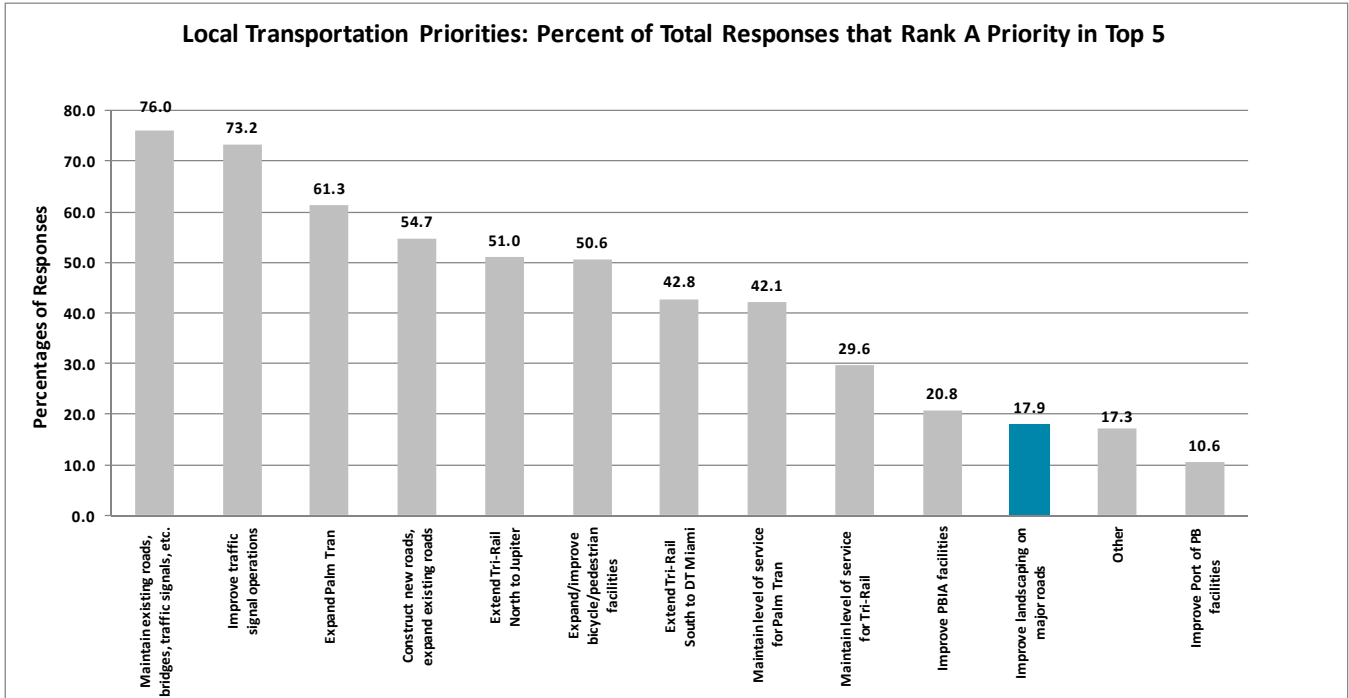
Note: Refer to "Funding" and "Other" page for additional transportation comments related to this category.

DIRECTIONS 2040 PLAN

TRANSPORTATION SURVEY SUMMARY 2013/2014

LANDSCAPING

LOCAL TRANSPORTATION PRIORITIES: Please rank the following local travel considerations in order of priority (#1 is highest priority and #13 is the lowest priority).



LANDSCAPING (Cont'd)

SPECIFIC IMPROVEMENTS AND RECOMMENDATIONS

Facility Name/Category	Facility Name/Category	Improvement	No. of Requests
Landscaping			
Landscaping	Old Northwood	Need Landscape Improvements	1

GENERAL IMPROVEMENTS AND RECOMMENDATIONS

Facility Name/Project	Facility Name/Project	Improvement	No. of Requests
Landscaping			
Landscaping		Total Responses	7

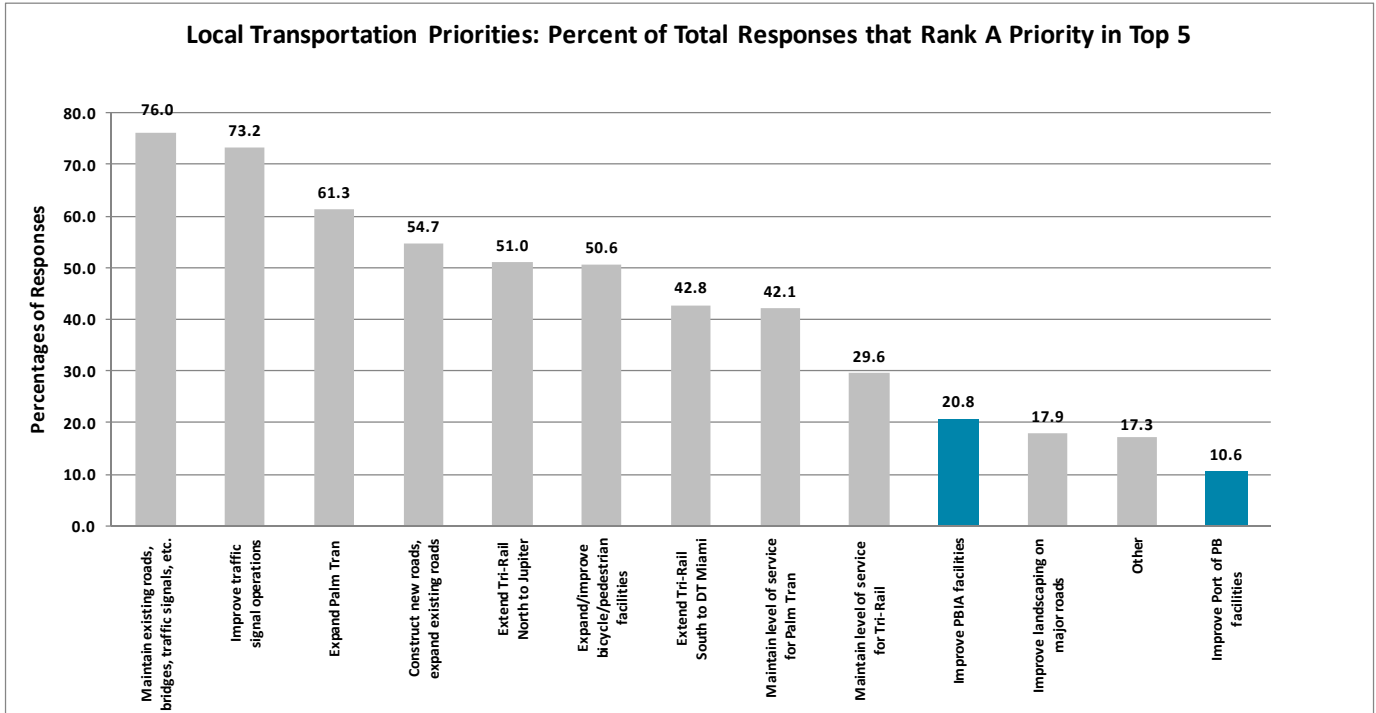
Note: Refer to "Funding" and "Other" page for additional transportation comments related to this category.

DIRECTIONS 2040 PLAN

TRANSPORTATION SURVEY SUMMARY 2013/2014

AIRPORTS AND PORT

LOCAL TRANSPORTATION PRIORITIES: Please rank the following local travel considerations in order of priority (#1 is highest priority and #13 is the lowest priority).



AIRPORTS AND PORT (Cont'd)

SPECIFIC IMPROVEMENTS AND RECOMMENDATIONS

Facility Name/Category	Facility Name/Category	Improvement	No. of Requests
AVIATION			
Automobiles	Auto Waiting Area	Implement a convenient waiting area for car parking at PBIA	1
PORT			
Port	Increase Port	Create a Bigger Port for More Cruises	1
Port Inlet Channel	Decrease Widening	Eliminate Port Inlet Channel Widening	1

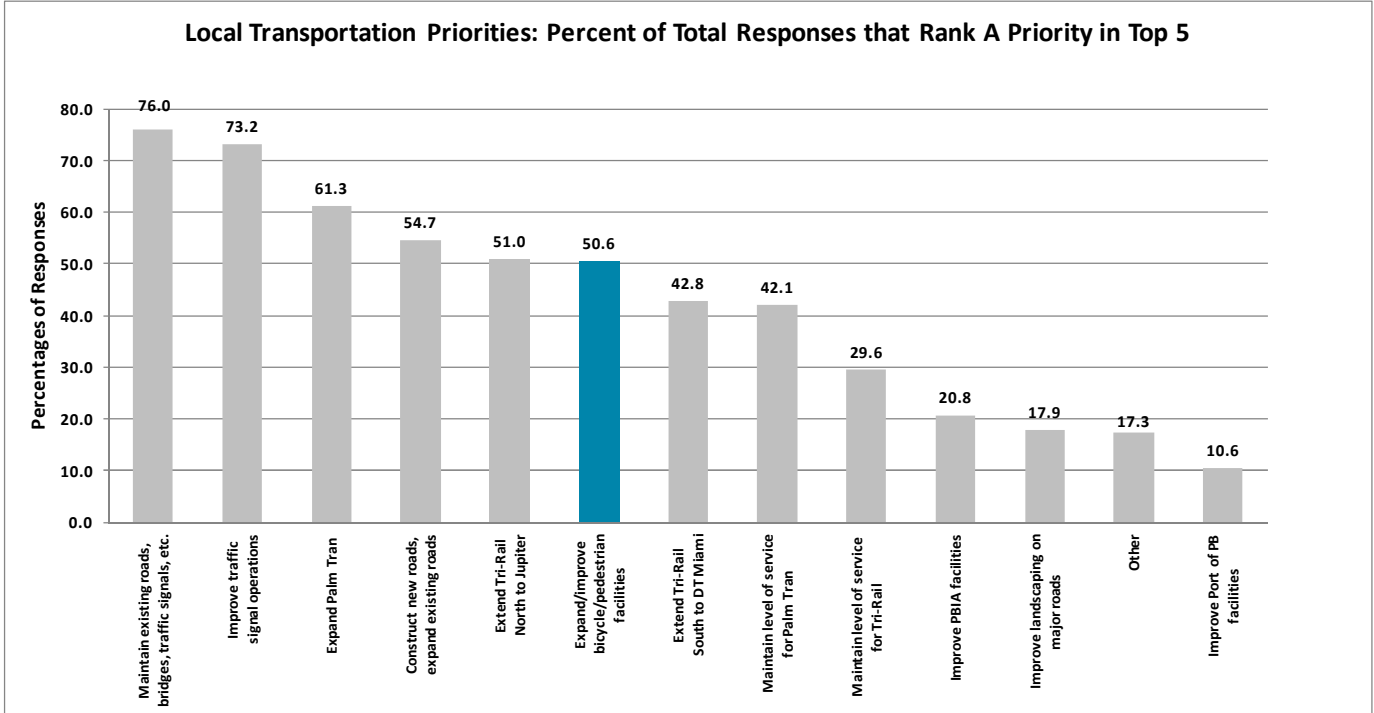
Note: Refer to "Other" page for additional transportation comments related to this category.

DIRECTIONS 2040 PLAN

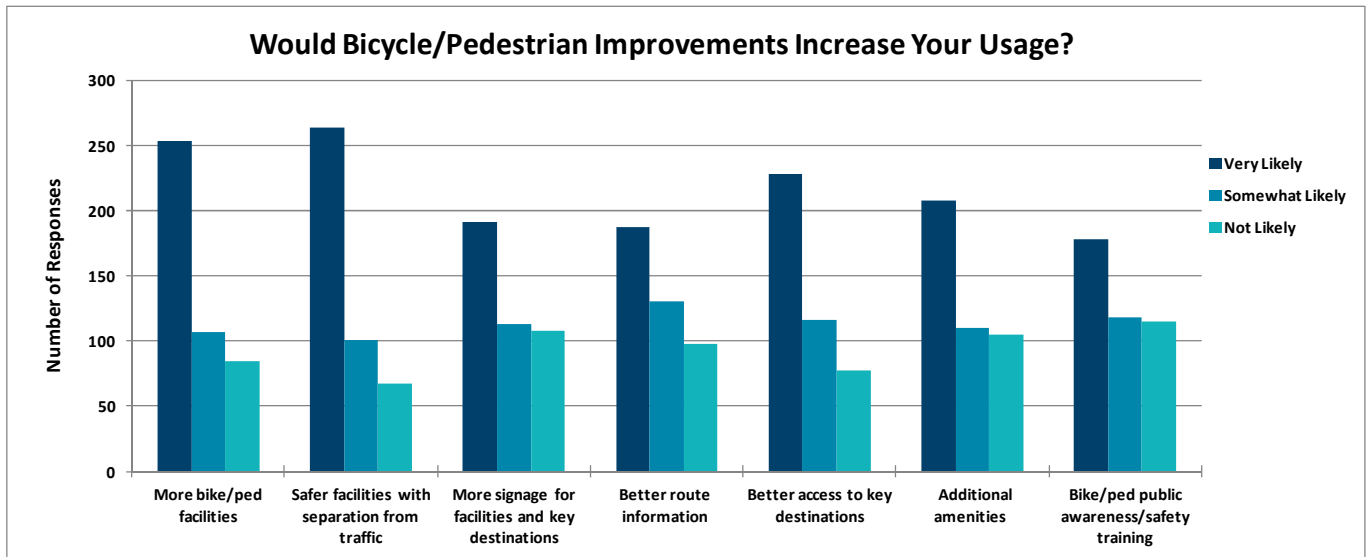
TRANSPORTATION SURVEY SUMMARY 2013/2014

NON-MOTORIZED MODES

LOCAL TRANSPORTATION PRIORITIES: Please rank the following local travel considerations in order of priority (#1 is highest priority and #13 is the lowest priority).



BICYCLE – PEDESTRIAN: How likely would you be to begin or increase your frequency of bicycling and/or walking if the following improvements were made?



DIRECTIONS 2040 PLAN

TRANSPORTATION SURVEY SUMMARY 2013/2014

NON-MOTORIZED MODES (Cont'd)

SPECIFIC IMPROVEMENTS AND RECOMMENDATIONS

Facility Name/Category	Facility Name/Category	From	To	Improvement	No. of Requests
ENHANCEMENTS					
Bike and Pedestrian Safety	A1A			Increase Roadway Bicycle Safety	1
	Jupiter Lakes Blvd			Add Lighting to the Sidewalks down Jupiter Lakes Blvd	1
Increase Bike and Pedestrian Paths	WPB	W of WPB		Add a Route Specifically for Pedestrian and Bicyclist Commuters	2
Increase Bike Lanes/Trails	A1A			Designate Bicycle Lanes from Roadways with Barriers	1
	A1A			Increase bicycle paths	1
	Acreage Area			No bicycle trails through the acreage area	1
	Atlantic Avenue			Designate Bicycle Lanes from Roadways with Barriers	1
	Atlantic Avenue			Add Bicycle Lanes	1
	Atlantic Avenue	Military Tr	A1A	Add Bicycle Lanes	1
	Boca's El Rip Canal Trail			Increase off-road bicycle transportation facilities	1
	Boynton Beach	Delray Beach		Better Inter-Connectivity for Bicycles	1
	Belle Glade			Add Bicycle Routes	1
	C-18 Canal	Bluegill Trail	N Jupiter	Connect bicycle trails heading north into Jupiter and into Loxahatchee Slough area	1
	Canal Banks	@South West Palm Beach		Add Bicycle Routes	1
	Canton Springs	Acme dairy	Lyons	Add Bicycle Lanes	1
	Center Street			Add Bicycle Safety Lane	1
	Congress Ave			Designate Bicycle Lanes from Roadways with Barriers	1
	Delray Beach Bicycle Lanes			Increase the Amount of Bicycle Lanes in Delray Beach	1
	Downtown	Military Tr		Provide Covered Bicycle Trail	1
	East of I-95 Bicycle Lanes			Add Bicycle Lanes East of I-95 to Provide Access to the Beach	1
	Grassy Waters Trails			Connect bicycle trails to North, East, and West	1
	I-95 Boca Overpass			Add Bicycle Lanes East and West Boca over I-95	1
	I-95 Flyovers			Bicycle Flyover I-95	1
	I-95 Underpass at Interchanges			Add Bicycle Lanes Under I-95 Interchanges	1
	Jog Rd			Increase Safer Bicycle Routes	1
	Jupiter Beach			Add Bicycle Lanes	3
	Jupiter Farms Rd			Add Bicycle Lanes	1
	Kendall	Boca Raton Century Village		Improve bicycle facility from the bus station	1
	Lake Ida			Designate Bicycle Lanes from Roadways with Barriers	1
	Linton			Designate Bicycle Lanes from Roadways with Barriers	1
	Lyons Rd	Atlantic Ave	Boynton Beach Blvd	Add Bicycle Lanes	1
	Military Trail			Increase Safer Bicycle Routes	1
	Seacrest	Woolbright Rd	Bethesda Hospital	Add Designated Bicycle Lanes	1
	Southern Blvd	Okeechobee	Forest Hill Blvd	Add More Bicycle Lanes	1
	Southern Blvd	@Okeechobee		Designate Bicycle Lanes from Roadways	1
	SR441	Forest Hill Rd		Designate Bicycle Lanes from Roadways	1
	US1			Designate Bicycle Lanes from Roadways by widening the Sidewalks	1
	Village Blvd			Designate Bicycle Lanes from Roadways with Barriers	1
Improve Bike Lanes/Trails	A1A			Widen Bicycle Lanes Along A1A, Preferably Separate From Road Lanes	1
	Clint Moore	Over 95 Bridge		Remove the Chevron painted areas and Implement Bicycle Lanes	2
	Gulf Rd in Delray			Remove the Chevron painted areas and Implement Bicycle Lanes	1
	Hagen Ranch Road			Improve bicycle facility by implementing a designating lane	1
	Loxahatchee River Rd			Improve bicycle facility by implementing a designating lane	1
	Parker Avenue	Okeechobee Blvd	Belvedere Rd	Improve Bicycle signage and Increase separation lane from drivers	1
	SR441			Improve Bicycle Lanes	1
Increase Pedestrian Paths	Acreage Area			Increase Sidewalks	2
	Brettdale St. Wellington			Increase Sidewalks	2
	Glades Rd			Widen Lanes to Include Pedestrian Paths	1
	Forest Hill Rd			Add Sidewalks	1
	Jupiter			Increase Pedestrian walkways in the City of Jupiter	1
	Jupiter Farms Rd			Add Sidewalks	2
	Lake Worth Road			Increase More Pedestrian Paths	1
	NE 7th Avenue	Delray Beach		Add Sidewalks	1
	North Flagler	North Flagler	North 36th Street	Increase Pedestrian crosswalks	1
	Route in North County			Add More Sidewalks	1
Improve Pedestrian Paths	A1A Sidewalks			Widen Sidewalks Along A1A	1
	Congress Ave	Southern Blvd	S. Lake Worth Rd	Widen Sidewalks	1
	Downtown Delray Beach Sidewalks			Widen Sidewalks in Downtown Delray Beach	1
	Lake Worth Road			Improve Pedestrian Pathways	1
	Meadowbrook			Improve Sidewalks in Meadowbrook Neighborhood	1
	Military Trail	Southern Blvd	S. Lake Worth Rd	Widen Sidewalks	1
	Pahokee			Improve Sidewalks throughout the city of Pahokee	1
Crosswalk Signal Timing	Okeechobee			Crosswalk Signal timing is too short	1
	Okeechobee	Okeechobee	Rosemary Blvd	Crosswalk Signal timing is too short	2
Other	Bicycle Racks			Implement bike racks at key places such as malls, Mizner, tri-rail stations, etc.	1
	Seminole Pratt Whitney Rd			Prohibit/Enforce Bicycles riding in the wrong direction	1

GENERAL IMPROVEMENTS AND RECOMMENDATIONS

Facility Name/Project	Facility Name/Project	From	To	Improvement	No. of Requests
ENHANCEMENTS					
Bicycle & Pedestrian Funding				Total Responses	1
Bicycle & Pedestrian Safety				Total Responses	198
Bicycle & Pedestrian Supporting Amenities				Total Responses	45
Increase Bicycle Lanes/Trails				Total Responses	114
Reduce Bicycle Lanes/Trails				Total Responses	3
Improve Bicycle Lanes/Trails				Total Responses	46
Increase Pedestrian Paths				Total Responses	49
Improve Pedestrian Paths				Total Responses	34
Other				Total Responses	6

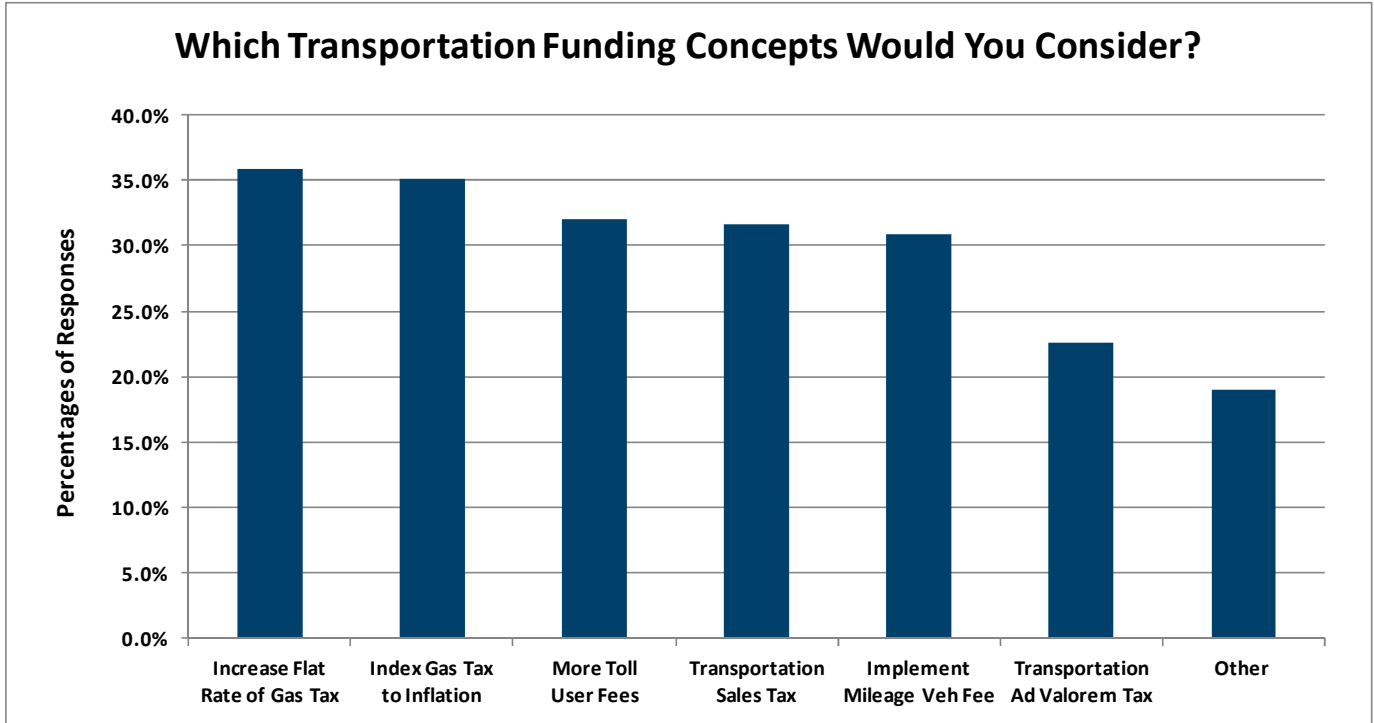
Note: Refer to "Funding" and "Other" page for additional transportation comments related to this category.

DIRECTIONS 2040 PLAN

TRANSPORTATION SURVEY SUMMARY 2013/2014

FUNDING

TRANSPORTATION FUNDING SOURCES: What funding concepts listed below would you consider to maintain the safety and efficiency of our transportation system and fund needed enhancements?
(Please check all that apply)



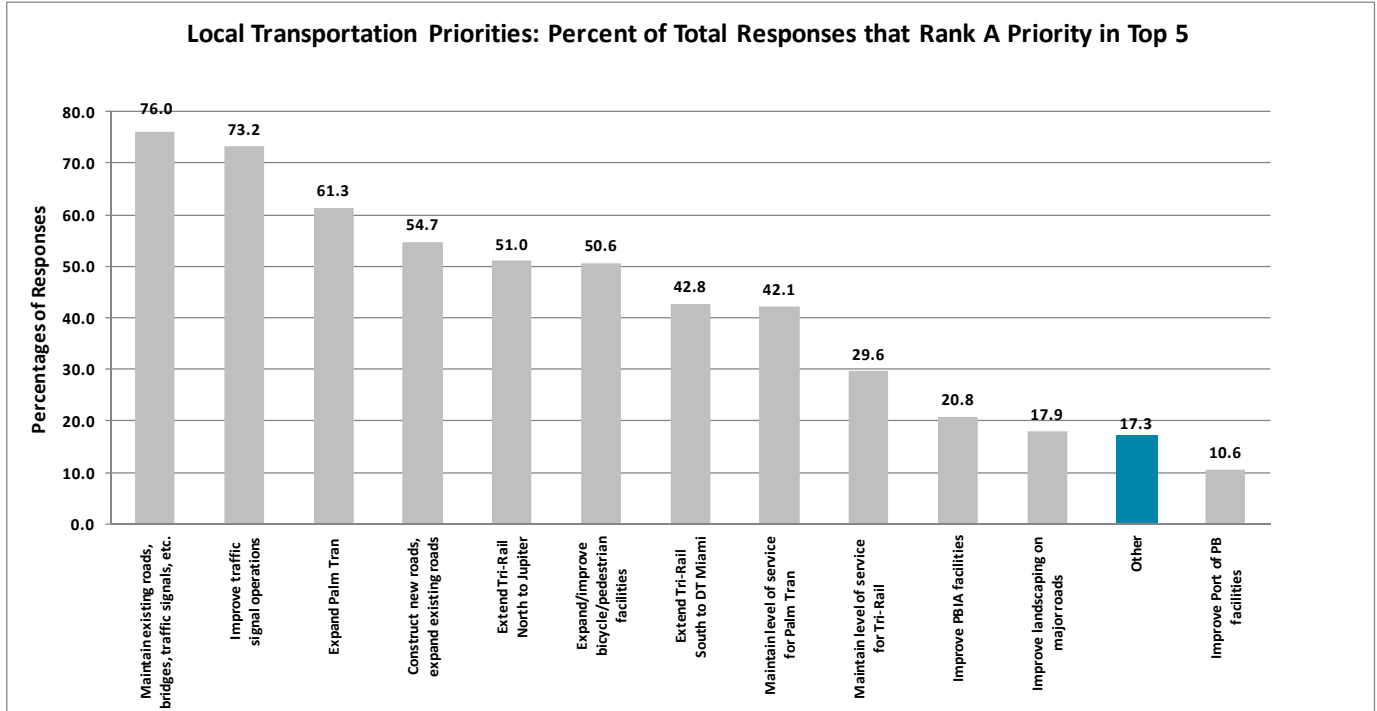
FUNDING (Cont'd)

GENERAL IMPROVEMENTS AND RECOMMENDATIONS

Facility Name/Project	Facility Name/Project	From	To	Improvement	No. of Requests
Funding					
Funding/User Fees					26

DIRECTIONS 2040 PLAN
TRANSPORTATION SURVEY SUMMARY 2013/2014
OTHER

LOCAL TRANSPORTATION PRIORITIES: Please rank the following local travel considerations in order of priority (#1 is highest priority and #13 is the lowest priority).



DIRECTIONS 2040 PLAN

TRANSPORTATION SURVEY SUMMARY 2013/2014

OTHER (Cont'd)

SPECIFIC IMPROVEMENTS AND RECOMMENDATIONS

Facility Name/Category	Facility Name/Category	From	To	Improvement	No. of Requests
OTHER					
Construction	AG Reserve			Cease Construction in the AG Reserve	1
	Okeechobee Blvd			Complete Construction on Okeechobee Blvd	1
	Seminole Pratt Whitney			Complete construction without further delay	5
	SR7	SR7	Northlake Blvd	Complete construction without further delay	1
	SR7	SR7	Roebuck Rd	Complete construction without further delay	1
	US 1	Riveria Beach		Complete construction without further delay on US 1 through Rivera Beach	1
Land Use	Western Part of County			Over development in West part of County (incl. Minto & other high density proposals).	2
Safety	Loxahatchee			Enforce blocking traffic (All thru traffic)	1
	Pahokee			Better Roadways to improve safety	2
	Seminole Pratt Whitney	Northlake Blvd	Southern Blvd	Enforce speeding	1
	SR7	Southern Blvd	Royal Palm Beach Blvd	Enforce speeding	1

GENERAL IMPROVEMENTS AND RECOMMENDATIONS

Facility Name/Project	Facility Name/Project	From	To	Improvement	No. of Requests
OTHER					
Accidents				Total Responses	1
ADA				Total Responses	1
Bridge Schedule				Total Responses	1
Construction				Total Responses	15
Discourage Auto Use				Total Responses	4
Land Use				Total Responses	10
Local Bus General				Total Responses	93
Tri-Rail General				Total Responses	4
Non-Motorized				Total Responses	5
Overall				Total Responses	1
Public Meetings				Total Responses	1
Safety				Total Responses	44
Misc.				Total Responses	2

DIRECTIONS 2040 PLAN

DETAILED TRANSPORTATION SURVEY SUMMARY 2013/2014

SPECIFIC IMPROVEMENTS AND RECOMMENDATIONS

Facility Name/Category	Facility Name/Category	From	To	Improvement	No. of Requests
MAJOR IMPROVEMENTS					
Interchange	SR 80	Jog Rd	SR441	Eliminate traffic signals and create more overpasses	1
	SR 80			Implement Flyovers on Southern West portion of the Turnpike to expedite peak hour traffic	1
Widen or New Roadway	45th Street Extension	45th Street	SR7	Extend 45th Street to SR 7	1
	46th Street Extension	45th Street	Persimmon	Extend 46th Street from 45th Street to Persimmon	1
	47th Street	45th Street	60th Street N	Extend 47th Street from 45th Street to 60th Street N	1
	Acerage (West)			Widen Road	1
	Clint Moore Rd	Over FEC Tracks		Connect road to Jeffrey St. to complete the East-West Corridor	1
	Dixie Hwy			Widen Lanes	1
	Glades			Widen Lanes	2
	Jog Rd	Forest Hill Rd	Southern Blvd	Widen Lanes	1
	Jog Rd	Okeechobee Blvd	PGA Blvd	Add this Roadway Segment	1
	Jog Rd Extension	Jog Rd	Northlake Blvd	Extend Jog Rd to Northlake Blvd.	1
	Jupiter Farms Rd	@Indiantown Rd		Add connecting roads on Jupiter Farms Rd to alleviate traffic during accidents on Indiantown	1
	Lyons Rd Extension			Extend Lyons Rd	1
	Military Tr	Okeechobee Blvd		Widen Lanes	1
	Northlake Blvd			Widen Lanes	1
	Palm Beach Lakes Blvd			Replacement of Palm Beach Lakes flyover over the FEC railroad tracks	1
	SR 7 Extension	Okeechobee Blvd	Northlake Blvd	Expand SR 7 to Northlake Blvd	10
	US 1			Provide more efficient Connections to US1	1
	US 441			Provide more efficient Connections to US441	1
INTERSTATE 95					
Widen Roadway	I-95	@Congress Ave		Increase Lanes	1
	I-95	@Glades Rd		Widen Lanes	1
	I-95			Efficient connections to I-95	1
	I-95			Widen Lanes	3
TURNPIKE					
Widen Roadway	Turnpike			Widen Turnpike	3
	Turnpike			Efficient connections to Turnpike	1
	Turnpike	PGA Blvd	Boyton Beach Blvd	Widen Turnpike	1

GENERAL IMPROVEMENTS AND RECOMMENDATIONS

Facility Name/Project	Facility Name/Project	From	To	Improvement	No. of Requests
MAJOR IMPROVEMENTS					
Widen/Increase Roadway				Total Responses	14
	Roadway Lanes, General			Total Responses	10
	Roadway Lanes, General			Total Responses	3
	Roadway Lanes, N-S			Total Responses	1
Reduce Roadway Lanes				Total Responses	1
	Roadway Lanes			Decrease Lanes	1

Note: Refer to "Funding" and "Other" page for additional transportation comments related to this category.

DIRECTIONS 2040 PLAN

DETAILED TRANSPORTATION SURVEY SUMMARY 2013/2014

SPECIFIC IMPROVEMENTS AND RECOMMENDATIONS

Facility Name/Category	Facility Name/Category	From	To	Improvement	No. of Requests
MISC.					
High Speed Rail	New High Speed Rail			Implement High Speed train	4
Tri-Rail and Palm Tran	Rural Areas			Increase Tri-Rail and Palm Tran for Rural communities	1
	Suburban Areas			Increase Tri-Rail and Palm Tran for suburban communities	2
Light Rail	Light Rail, Atlantic Avenue	Swinton Ave	Mail West of the Turnpike	Add a Light Rail System	1
	Light Rail, East and West			Add Light Rail to Service East and West	2
	Light Rail, N-S + E-W			Add Light Rail Lines for North-South plus East-West Connections within the county	1
	Light Rail, WPB Downtown			Add Light Rail Service to Downtown West Palm Beach	1
	Light Rail, WPB to Major Arterials			Implement Light Rail triangle from WPB downtown-Okeechobee-441-Forest Hill Rd-Dixie Hwy	2
Linkage Connection	Linkage, Transit Systems			Buses should arrive at the Station 3 Minutes prior Train (Adapt to system in Ft. Lauderdale)	2
Metro System Rail	Metro System Rail			Add a Metro System Similar to the Monorail in Disney	2
Shuttle Services	Direct Shuttle Services			Add direct shuttles to Airports from Homes or Park and Ride Lots	1
Shuttle Services	Direct Shuttle Services			Add direct shuttles to all South Florida Airports	1
TRI-RAIL					
New Rail Lines/Coverage	Coastal Link			Expand Tri-Rail Service to Include Coastal Link	7
	Expand, Airport			Expand Tri-Rail Service to Airport	5
	Expand North			Expand Tri-Rail Service North	33
	Expand South			Expand Tri-Rail Service South	6
	Expand East			Expand Tri-Rail East	1
	Expand West			Expand Tri-Rail West	16
	Express Bus, Major Communities			Express Bus from Major Communities to Tri-Rail	1
	Overpass, Northlake Blvd	@Northlake Blvd		Overpass for rail tracks on Northlake Blvd	2
	Overpass, Okeechobee Blvd			Overpass for rail tracks on Okeechobee Blvd	1
Improve Existing Rail	Coast Link			Improve Tri-Rail Coast Link (?)	1
	Tri-Rail	Miami Airport	West Palm Beach	Increase wait time/Frequency for Trains on Weekends coming from Miami Airport to WPB	1
	Tri-Rail			Increase Speed of Trains	1
Reduce Existing Train Routes/Service	Tri-Rail Service			Decrease East-West Transit Routes after 7PM and Limit Transit on the Weekends/Holidays	1
Switch Rail Lines	Commuter and Freight Lines			Switch the freight lines with the commuter lines so commuter access is closer to Downtowns	5
Tri-Rail Shuttle	Tri-Rail Shuttle Service			Increase Frequency of Shuttles from Tri-Rail to FLL	1
	Tri-Rail Shuttle Service			Increase Frequency of Shuttles to Tri-Rail especially in WPB	1
Trolley Service	Expand, North Area of County			Add more Trolley Systems in North area of the County	1
	New, Coastal Link			Add Trolley Connector Routes to Compliment the Coastal Link	1
	New, Delray			Add Trolley System in Delray	1
	New, Lake Worth			Add Trolley System in Lake Worth	1
	New, Senior Communities			Add Trolley System in small communities for seniors	1
	New, Wellington			Add Trolley System in Wellington	1
PALM TRAN					
New Bus Routes/Coverage	Acreage Area			Expand/Create Bus Service to Acreage Area	7
	Belle Glade			Allow buses into adjacent areas such as Belle Glade	2
	Business Districts			Increase Transit system for Business Districts	4
	Downtown Routes			Increase the Amount of Routes to Downtown (to include the Courthouse, City Hall, etc.)	2
	East/West Routes			Increase the Amount of East-West Routes	13
	East/West Routes, w North/South			Improve the East-West routes to be with the North-South Routes	1
	East/West Routes, to Tri-Rail			Expand East-West transit for Tri-Rail Routes 1,3,43,62,91,94,80	2
	Eastward Ho			Increase improvements on public transportation	1
	Express Bus	Western Communities	Downtown Employment	Express Bus Routes Needed Between Western Communities and Downtown Employment	2
	Glades Area			Improve/Expand Transit Service in Glades	3
	Hagen Ranch Rd			Create Bus Service	1
	Jog Rd North	45th St	Beeline Hwy	Increase Transit System to Solid Waste Authority	1
	Juno Beach Area			Increase Transit System	2
	Jupiter Rd			Increase Bus Service in this Area	2
	Lake Worth			Increase improvements on public transportation	2
	Local Attractions Service	E of I-95	Local Attractions	Expand Palm Tran Service to Connect Communities East of I-95 to Local Attractions	1
	Loxahatchee			Increase public transportation for this area	2

DIRECTIONS 2040 PLAN

DETAILED TRANSPORTATION SURVEY SUMMARY 2013/2014

Facility Name/Category	Facility Name/Category	From	To	Improvement	No. of Requests
PALM TRAN (Cont'd)					
New Bus Routes/Coverage (Cont'd)	Loxahatchee	Acreage	Loxahatchee	No public transportation for western communities in this area	3
	Mangonia Park			Add Tri Rail Route service North of Mangonia Park	1
	Martin County			Increase Bus Service in this Area	1
	Miami Beach			Increase Transit to Miami Beach	1
	Miami Service			Expand Transit Services from Miami	1
	Military Tr	Woolbright Rd	N. of Lake Worth	No public transportation	1
	Military Tr			Increase Bus Traveling West from Military Trial	1
	Military Tr			Increase Routes on Military Trial	1
	New Route	NW Quadrant of I-95	Brandywine	Implement a direct service for Plaze/Charter School & PB Lakes	1
	New Route	FAU Jupiter	Garden Mall	Implement a long distance or express services	1
	New Route	Gardens Mall	Downtown West Palm	Implement a long distance or express services	1
	New Route	Beach	Intermodal Transit Center	Implement a long distance or express services	1
	New Route	Boca Raton	Airport	Implement a long distance or express services	1
	New Route	Major Communities	Airport	Implement a long distance or express services	1
	New Route	Jupiter	Airport	Implement a long distance or express services	2
	New Route	PBG	Airport	Implement a long distance or express services	1
	New Route	Wellington	Airport	Implement a long distance or express services	1
	New Route	Royal Palm	Airport	Implement a long distance or express services	1
	New Route	Fort Lauderdale	Hollywood Int'l Airport	Implement a out-of-county direct service	1
	New Route	Broward Central Terminal		Implement a out-of-county direct service	1
	New Route	Martin	St. Lucie	Implement a out-of-county direct service	1
	Night Spots			Increase Transit system for Night Spots	3
	North and South			Increase more routes to accommodate the Areas North and South	1
	North County			Increase Public Transit	3
	North County			Increase Amount of Buses	1
	North/South Routes			Expand Bus system for a more central route going North and South	1
	Northlake	Seminole Pratt Whitney	Southern Blvd	Include a Palm Tran Route for this location	1
	Okeechobee Blvd			Better Bus Service	1
	Okeechobee Blvd			Create Express Bus Lane	1
	Palm Beach Country Estates			Expand Palm Tran to service this area	2
	Palm Beach State College	Palm Beach Gardens	Lake Worth/Greenacres	Increase Palm Tran to Lake Worth Campus	2
	Palm Beach State College	PGA Blvd		Increase Buses between PBSC and PGA Blvd.	1
	Palm Beach Garden			Include a Palm Tran Route for this location	1
	PBIA Direct Link	PBIA	Downton	Add a Direct Link from Palm Beach International Airport to Downtown	3
	PBIA Routes, Increase			Increase the Amount of Airport Routes	3
	PBIA Routes, Access			Improve access to the airport	2
	Port Everglades			Implement a Route to Port Everglades	1
	Port of Miami			Implement a Route to Port of Miami	1
	Royal Palm Beach			Increase Bus Routes because No Accessible buses in the area	3
	Rural Areas			Expand Palm Tran Service to More Rural Routes	2
	Seminole Pratt Whitney Rd			Include a Palm Tran Routes for Seminole Pratt Whitney Rd	3
	Southern Blvd			Add an east-west "expressway"	3
	Southern Blvd			Create Express Bus Lane	1
	Southern Blvd	SR 441	Crestwood	Increase Bus Routes	1
	SR441	Boynton Beach	Eternal Light Memorial Grdn	Include a Palm Tran Route for this location	1
	Transit Services, Boca			Improve access to Downtown areas (Boca Raton)	1
	W of Turnpike			Increase the Service West of the Turnpike	1
	West Communities		to Downtown	Direct Bus from Western Communities to Downtown every 10 minutes at Peak Hours w PNR	1
	West County			Increase the Service to Wstern Palm Beach County	1
	W of West Palm Beach			Increase Transit W of West Palm Beach	1
	Wellington			Increase amount of routes	1
	Western Areas			Increase more routes to accommodate the Areas out West	4
	West Palm			Increase improvements on public transportation	1
Reduce Existing Bus Routes	Local Bus Service			Eliminate bus stop Locations in Traffic Lanes if the Speed Limit is above 40 MPH	1
Improve Existing Bus Routes	Belle Glade			More stops needed	2

DIRECTIONS 2040 PLAN

DETAILED TRANSPORTATION SURVEY SUMMARY 2013/2014

Facility Name/Category	Facility Name/Category	From	To	Improvement	No. of Requests
PALM TRAN (Cont'd)					
Improve Existing Bus Routes (Cont'd)	Belvedere Rd	@Jog Rd		Increase Service and Frequency	1
	Bus Route 1			Improve the quality of the Palm Tran Route 1 (breaks down to often)	1
	Bus Route 10			Bus # 10 stops in Abacoa and doesn't extend to Palm Beach Country Estates	2
	Bus Routes 2, 3 and 31			Increase the Operating Frequency of Routes 2,3, and 31	1
	Bus Route 41			Increase hours on weekends for Bus #41 South and North	1
	Bus Route 52			Increase frequency of this route to every 30 minutes	1
	Campus Stops			Increase Palm Tran and Tri-Rail bus stop at the Campus	1
	Delray	Boynton		Improve Palm Tran hours to run later from Delray to Boynton	1
	Dixie Route			Increase Hours of Operation for Eastbound/Westbound	1
	Dixie Route			Run the Westbound and Eastbound Routes on Dixie later at Night	1
	Glades Area	to WPB		Increase frequency of transit services from Glades Area to WPB	1
	Jog Rd			Increase Buses on Jog Rd	1
	Loxahatchee	Acreage		Increase Palm Tran and better "on time" buses	1
	Military Tr			Increase Bus Transit along main corridors like Military Tr in a timely manner	1
	Military Tr	Indiantown		Designate Bus Lane separate from the Highschool (Creates congestion and is unsafe)	1
	Pahokee			Increase Palm Tran Service	1
	South Bay			Increase Palm Tran Service	1
	University	Broward	Palm Beach County	Continue Transportation to Service this Area	2
	Wellington Mall			Increase number of drop-offs	1
Bus Route Amenities	Bus Route 81 Bus Stops	Military Tr	@W. Atlantic Ave	Increase Bus stop Seating on Route 81	1
	Covered Shelter	Lake Worth Rd	Forest Hill Rd	Provide Covered Shelters for Bus Stops	1
	Covered Shelter	Caribbean	Haverhill	Provide Covered Shelters for Bus Stops	1
	Local Bus Lifts, US 1			Increase the Amount of Busses with Lifts Operating Along US1	1
	US 1 Southbound	North Palm Beach	Northlake Blvd	Add Bus Shelter	1
Shuttle	Hendry County			Increase Shuttle Service to destinations within the city	1
	Jog Rd	@Woolbright		Provide Shuttle Service to Seniors from Grove Isle to Publix at Woolbright and Jog Rd	1
	Okeechobee			Increase Shuttle Service to destinations within the city	1
Trolley Service	Trolley System			Implement Trolley service to connect with the Palm Tran	1

GENERAL IMPROVEMENTS AND RECOMMENDATIONS

Facility Name/Project	Facility Name/Project	From	To	Improvement	No. of Requests
TRANSIT GENERAL					
TRANSIT GENERAL				Total Responses	41
	Complete Grid System			Completely Gridout the county to make mass transit successful	1
	Dense Mix of Uses			Increase better & dense/intensive mix of uses along transit corridors	1
	Fast Trains			Implement a Bullet Train (like in Paris) with a bus waiting to depart right away	1
	Follow Europe			Implement European public transportation components	1
	Follow Miami and Ft. Lauderdale			Alter the Palm Beach County grid to mimic the Broward and Miami Dade Grid	2
	Gas Usage			Decrease Gas Usage on Public Transit	1
	General, Improve			Improve Local Public Transit	13
	Increase Service			Increase Transit System to service all of Palm Beach County	8
	Increase Service			Increase Transit System to service more West Counties	1
	Transit Linkage			Improve Coordination/Linkage between the transit systems	10
	Unrealistic			Unrealistic for People to use Public Transportation	1
	Wireless Internet			Wireless Internet on all Transit	1
TRI-RAIL					
New Rail Lines/Coverage				Total Responses	27
	Expand Service, General			Expand Tri-Rail	14
	Expand Service, Key Locations			Expand Train Services to a Larger Variety of Key Locations	1
	Light Rail System			Add a Light Rail System	4
	Station Locations			Tri-Rail Stations are Located Too Far from Town Centers	8

DIRECTIONS 2040 PLAN

DETAILED TRANSPORTATION SURVEY SUMMARY 2013/2014

Facility Name/Category	Facility Name/Category	From	To	Improvement	No. of Requests
TRI-RAIL (Cont'd)					
Improve Existing Tri-Rail				Total Responses	57
	Improve Connections, General			Transportation for People to Tri-Rail Stations	5
	Improve Connections, Bus			Provide Connections with the Bus System	5
	Improve Connections, Employment			Transportation for People Between Tri-Rail Stations and Employment Centers	3
	Improve Convenience			Improve the Convenience of Tri-Rail	1
	Improve Operations, Reliability			Increase Reliability of Tri-Rail	3
	Increase Delay Time at Transfers			Increase delay time at Transter Stations	1
	Increase Frequency			Increase Frequency of Tri-Rail Service	15
	Increase Hours			Increase/Extend Tri-Rail Hours of Operation	11
	Increase Routes			Increase Routes/Scheduling on Tri-Rail	3
	Increase Speed of Trains			Faster Trains	4
	Increase Stops			Increase Tri-Rail Stops	1
	Increase Trains			Increase Tri-Rail Trains	5
Tri Rail Amenities				Total Responses	3
	Pedestrian Paths			Add Pedestrian paths along existing railways	1
	Bicycle Racks			Bicycle Racks on Tri-Rail	2
PALM TRAN					
New Bus Routes/Coverage				Total Responses	56
	Increase Access			Easy Access to Public Transportation	1
	Increase Adjacent Counties			Add Connections to Adjacent Counties	2
	Increase Coverage			Expand Palm Tran to service more areas	11
	Increase E-W Routes Frequency			Increase the Frequency of East-West Service	4
	Increase E-W Routes Hours			Increase the Hours of Operation of East-West Routes	1
	Increase Express Bus Routes			Increase the Amount of Express Routes	3
	Increase Overall			Increase Overall Current Transit Services	26
	Increase Service to Key Locations			Expand Transit Services to Larger Key Locations	4
	Increase Service to Venues			Expand Transit Services to Large Concerts and Festivals	2
	Increase Service to Residential Areas			Expand Transit Services to Residential Areas	1
	Increase Users			Increase Overall Drivers of Public Transportation	1
Improve Existing Bus Routes				Total Responses	361
	Improve Frequency			Increase Palm Tran Operating Frequency	76
	Improve Frequency, 15 minutes			Increase Current Transit Services to Service Every 15 Minutes	1
	Improve Hours			Improve Palm Tran hours (Holidays, Weekends, Later Hours)	32
	Improve Operations, Bus Lane Width			Widen Bus Lanes	1
	Improve Operations, Bus Separation			Create Bus Lanes that Block the Flow of Traffic Proceeding into the Bus Lane	11
	Improve Operations, Bus Separation			Implement dedicated bus lines instead of medians with "stations" & Pedestrian bridges	1
	Improve Operations, Less Stops			Increase Time between One point to Another by decreasing stops	1
	Improve Operations, Signal Priority			Traffic Signal Priority for Transit Buses due to Maintaining Schedules	1
	Improve Operations, Tardiness			Follow Bus Schedules to maintain Reliability and eliminate Tardiness	8
	Improve Operations, Wait Time			Improve wait time	11
	Improve Routes and Schedules			Improve PalmTran Routes and Schedules	121
	Improve Routes, Inter Community			Move Inter Community Access to Bus Route	1
	Improve Routes, More Stops			Increase Amount of Stops	12
	Improve Routes, Shorter Routes			Implement Shorter/Simpler Routes/Fewer Connections	3
	Improve Routes, Smaller Buses			Add Smaller Buses with a Larger Number of Routes	2
	Improve Schedule, Sunday			Improve the Sunday Schedules for Churchgoers	1
	Improve Schedule, Weekends			Increase Bus Operations on Holidays/Weekends	17
	Improve Service, 24 Hours			Increase Service to 24 hours per day	1
	Improve Service, ADA			Meet ADA requirements so handicapped people are able to use transit services	8
	Improve Service, Key Routes			Increase Service along Key Routes	7
	Improve, General			Improve PalmTran	8
	Increase Buses, After School Buses			Add Another Bus after School Buses are completed with their Routes	1
	Increase Buses, General			Increase Amount of Buses	33

DIRECTIONS 2040 PLAN

DETAILED TRANSPORTATION SURVEY SUMMARY 2013/2014

Facility Name/Category	Facility Name/Category	From	To	Improvement	No. of Requests
PALM TRAN (Cont'd)					
Improve Existing Bus Routes (Cont'd)					
	Increase Buses, High School Only			Increase extra bus for high school students only	1
	Increase Buses, Overcrowding			Increase Number of Buses to Improve Over-crowding	2
Bus Route Amenities	Total Responses				44
	Bicycle Racks			Increase Bicycle Racks on Buses	4
	Local Bus Stops, Benches			Increase the Amount of Seating at Bus Stops	4
	Local Bus Stops, Cease Funding			Cease Funding of Bus Stops	1
	Local Bus Stops, Cleanliness			Include cleaner bus stop sitting areas	4
	Local Bus Stops, Covered Shelters			Provide Covered Shelters for Bus Stops	19
	Local Bus Stops, Lighting			Add Better Lighting to Bus Stops	6
	Palm Tran Connection Aids			Add aides on Palm Tran Connection	1
	Park and Ride Lots			Increase the Amount of Designated Park and Ride Lots	5
Palm Tran Connections	Total Responses				7
	Increase Service, Population			Expand Palm Tran Connections in correlation to Population Increases	3
	Increase Service, GPS			Expand Palm Tran Connections with GPS	1
	Improve Wait Time			Improve Paratransit wait time	3
Shuttle Services	Total Responses				4
	Local Bus Shuttle System			Increase Shuttle Services	4
Tri-Rail Shuttle	Total Responses				6
	Local Bus Shuttle System			Implement more shuttle services to Palm Tran	6
Trolley Service	Total Responses				10
	Increase, General			Add Trolley Systems	2
	Increase, Local City			Create Additional Local City Trolley Services	5
	Increase, Key Locations			Expand Trolley Services to a Larger Variety of Key Locations	3
Water Taxi	Total Responses				6
	Additional			Add Water Taxis that has regular stops	6

Note: Refer to "Funding" and "Other" page for additional transportation comments related to this category.

DIRECTIONS 2040 PLAN

DETAILED TRANSPORTATION SURVEY SUMMARY 2013/2014

SPECIFIC IMPROVEMENTS AND RECOMMENDATIONS

Facility Name/Category	Facility Name/Category	From	To	Improvement	No. of Requests
TRANSPORTATION SYSTEM MANAGEMENT					
Traffic Signal/Stop Sign	44th Street	45th Street	Lewis Ctr/Jerome Golden Ctr	Add Traffic Signal	1
	Belvedere Rd	Hall Rd	at Westbound Entrance	Add Traffic Signal	1
	Drexel Rd	Okeechobee Blvd	Belvedere Rd	Add Traffic Signal	1
	Gardens Mall			Remove Stop Sign	1
	Northlake Blvd	Northlake	West of Pierce Hammock ES	Traffic light addition is needed	1
Decrease Traffic Signals	Blue Heron Blvd	Near Publix		Remove Stop Sign	1
Traffic Signal Timing	6th St	@I-95		Improve Traffic Signal Timing; not in sync with Train Signal	1
	25th Street	@North end of city		Improve Traffic Signal timing	1
	45th Street	@Congress		Improve Traffic Signal timing	2
	45th Street	@US1		Improve Traffic Signal timing	1
	Acreage Area			Improve Traffic Congestion/Signal	1
	Australian	Australian	Palm Beach Lakes Blvd	Improve Traffic Signal timing	1
	Boca Raton			Improve Traffic Signal timing	1
	Carolina Ave			Improve Traffic Signal timing	1
	Congress Avenue	@Gun Club		Improve Traffic Signal timing; Turning Signal is too Long	1
	Congress Avenue	@Greenbrier Rd		Improve Traffic Signal timing	1
	Congress Avenue	@Forest Hill Rd		Improve Traffic Signal timing	1
	Congress Avenue	Woolbright Rd	Hypoluxo Rd	Improve Traffic Signal timing	1
	Delray Beach			Increase Green Time for the East West Movements in Delray Beach	1
	Dixie Rd	@10th St		Improve Traffic Signal timing	1
	Federal Hwy	@Delray Beach		Adjust Signal Timing to Provide More Green Time for East-West Movements	1
	Gateway Blvd	@Publix Quantum Plaza		Improve Traffic Signal timing at Publix Quantum Plaza	1
	Haverhill Rd			Improve Traffic Signal timing	1
	Indiantown Rd			Improve Traffic Signal timing along all of Indiantown Road	1
	Jog Rd	Forest Hill Rd	Southern Blvd	Improve Traffic Signal timing	1
	Jog Rd	@Southern Blvd		Improve Traffic Signal timing	1
	Jupiter Lakes Blvd			Improve Traffic Signal timing	1
	Lake Worth			Improve Traffic Signal timing	2
	Lake Worth Rd	Turnpike	Lake Worth	Traffic signal timing is off which stops traffic and causes back ups	1
	Lantana Rd	@ SR441		Improve Traffic Signal timing	1
	Lantana Rd	14th Street	to High Ridge Rd	Improve Traffic Signal timing	1
	Lantana Rd (Westbound)	Lantana Rd (Westbound)	Jog Rd (Southbound)	Improve Traffic Signal timing	1
	Linton Blvd	@Federal Hwy		Improve Traffic Signal timing	2
	Military Tr			Add Traffic Signal (Left Turn) West of Northlake/Military leaving Senior Center (West)	1
	Military Tr	@Congress		Improve Traffic Signal timing	1
	Military Tr	@Dixie		Improve Traffic Signal timing	1
	Military Tr	@Forest Hill		Improve Traffic Signal timing	1
	Military Tr	@Lake Ida		Improve Traffic Signal timing	1
	Military Tr	@W Atlantic Ave		Improve Traffic Signal timing	2
	Northlake Blvd	@Alt A1A		Improve Traffic Signal timing	1
	Okeechobee			Improve Traffic Signal timing	2
	Okeechobee	@Belvedere		Improve Traffic Signal timing	1
	Okeechobee	@Indian Rd		Improve Traffic Signal timing	1
	Okeechobee Blvd	@Andros Isles		Traffic signal timing is off creating the traffic to stop quicker	1
	Okeechobee Blvd			Delay When Turning Northbound from the Eastbound Direction is Too Long	1
	Okeechobee Blvd	@Wildcat Way		Improve Traffic Signal timing	1
	Palmetto Park Road			Improve Traffic Signal Timing	1
	Palm Beach Lakes Blvd			Improve Traffic Signal timing	1
	PGA Blvd	HWY 1		Improve Traffic Signal timing	1
	SR 441			Improve Traffic Signal timing	1
	SR 441	Okeechobee Blvd	Southern Blvd	Traffic Signal Timing is Off	1
	SR 6	@Southern Blvd		Improve Traffic Signal timing	1
	SR 7	@Northlake Blvd		Improve Traffic Congestion/Signal	2
	SR 80	@Jog Rd		Allow Right Turns on Red Light at WB SR80 and NB Jog Rd	1
	Turnpike	Big Blue Trace		Improve Traffic Signal timing	1

DIRECTIONS 2040 PLAN

DETAILED TRANSPORTATION SURVEY SUMMARY 2013/2014

Facility Name/Category	Facility Name/Category	From	To	Improvement	No. of Requests
TRANSPORTATION SYSTEM MANAGEMENT (Cont'd)					
Traffic Signal Timing (Cont'd)	Turnpike	@Boynton Beach Blvd		Improve Traffic Signal timing	1
	Turnpike Interchange	@Lake Worth Rd		Signal Timing Not Coordinated Properly in Relation To Roadway Speed Limits	1
	Winston Trails		Jog Rd (Southbound)	Improve Traffic Signal timing	1
Improve Intersection Layout	6th St	@Wright Drive (Lake Worth)		Eliminate U-Turn Signal to reduce Traffic Congestion During Peak Hours	1
	Alt A1A	Toney Penna		Add a light to stop people from blocking the turn onto Old Dixie Highway	1
	Atlantic Ave	@Swinton Ave		Signage to show drivers that the upcoming lane is a left turn only prior to approaching it	1
	Lyons Rd	Atlantic Ave	Boynton Beach Blvd	Increase number of Lanes	3
	Lyons Rd	@Acme Dairy Rd		Increase number of Lanes	1
	Okeechobee Blvd	Downtown	Turnpike	Decrease Lane Size	1
	Palm Beach Lakes Blvd	Okeechobee Blvd		Add Right Turn Lane on Palm Beach Lakes Blvd. to Travel Westbound Okeechobee	1
	SE 7th Avenue	@Atlantic Ave		Improve Intersection Sight Lines	2
	Seminole Pratt Whitney	Sycanire Drive West	60th Street N	Traffic Congestion; add left turn signal	2
	Southern Blvd	Forest Hill Rd		Add a 3rd Westbound Turning Lane	1
	Southern Blvd	SR441		Increase Number of Left Turn Lanes	1
	SR441			Increase number of Lanes	1
	SR441			Increase Number of Left Turn Lanes	1
General Intersection (Congestion)	A1A	@Atlantic Ave in Delray		Reduce Traffic Congestion	1
	Congress Ave	@Boynton Beach Blvd		Reduce Traffic Congestion	2
	George Bush Blvd	@Atlantic Ave		Traffic Congestion Due to Atlantic Ave Closings	1
	High Ridge Road	@Boynton Beach Blvd		Traffic Congestion	2
	Old Boynton Beach Blvd	@Congress Ave		Traffic Congestion	2
	Palm Outlet Mall			Traffic Congestion	1
	SR 7	@Okeechobee Blvd		Traffic Congestion due to Over development	1
	SR 80	@Kirk Rd		Traffic Congestion East and West	1
Improve Roadway Corridor	45th Street			Traffic Congestion	2
	Atlantic Ave			Traffic Congestion East Bound	1
	Atlantic Ave			Traffic Congestion at Bridge	1
	Atlantic Ave	Hagen Ranch Rd	Route 95	Reduce Traffic Congestion	1
	Atlantic Ave	Delray Beach		Traffic Congestion Due to Bridge Opening	1
	Boynton Beach	Woolbright Rd	Federal	Lower Speed Limits	1
	Coconut	Northlake	Orange	Implement 1-2 four way stops to slow down drivers	1
	Federal Hwy	Delray Beach		Additional One Way Signs	1
	Forest Hill Rd	Pine Tree Lane	Lake Clarke Shores	Enforce Right of Way	1
	Glades			Need Improvements for ease of travel and mobility	2
	Jog Rd	Boynton Beach Area		Enforce Traffic Speed Enforcement	1
	Jog Rd	Lake Worth	Hypoluxo	Add a turning lane on the east side to eliminate blockage/congestion and improve safety	1
	Kirk	Kirk	Southern Blvd	Increase Speed Limit	1
	Okeechobee Blvd	East of I-95		Reconfigure Okeechobee Blvd East of I-95 to a Multiway Boulevard	1
	Okeechobee Blvd	Royal Palm Beach Blvd Area		Traffic Congestion/Improve Traffic Signals around that area	1
	Okeechobee Blvd			Decrease Speed	2
	Okeechobee			Traffic Congestion	2
	Okeechobee Blvd	Downtown	Turnpike	Lower Speed Limits	1
	Orange Blvd.	Acreage	Between Coconut & Apache	Add Speed Bumps	1
	Poinsettia Ave	@Old Northwood		Eliminate truck/commercial traffic in residential areas	1
	North Flagler Park	@MLK		Add Lighting to sidewalks/roadways	1
	SE 7th Avenue			Implement Traffic Calming	2
	SE 7th Avenue			Traffic Congestion Due to the Traffic Calming of Federal Hwy	1
	Southern Blvd	Alternate A1A		Improve roadway with less traffic signals and improved traffic flow	1
	Warning Signals			Implement a warning signs of when bridges are up so an alternate route can be taken	1
Improve Roadway (Congestion)	SR441 Extension			Eliminate Heavy Vehicles on SR441 Extension	1
	Indiantown Rd	Alternate A1A	Turnpike	Traffic Congestion	2
	SR7			Traffic Congestion	1
	Through Madison Green	Crestwood Blvd	Madison Green	Traffic Congestion	1

DIRECTIONS 2040 PLAN

DETAILED TRANSPORTATION SURVEY SUMMARY 2013/2014

Facility Name/Category	Facility Name/Category	From	To	Improvement	No. of Requests
TRANSPORTATION SYSTEM MANAGEMENT (Cont'd)					
Improve Roadway (Congestion I-95)	I-95			Traffic Congestion	7
	I-95 Interstate	Boynton Beach	Glades	Traffic Congestion	1
	I-95 Interstate	Delray Beach	Boca Raton	Traffic Congestion on I-95 between Delray Beach and Boca	1
	I-95 Truck Traffic			Too Many Heavy Vehicles on I-95	1
Other	Atlantic Avenue			Restrict Honking Horns Along Atlantic Avenue	1
Other	Powerline	@Canal		More Private Right of Ways	1
MAINTENANCE					
Resurfacing, Stripping, and Repair	Australian	25th Street	Palm Beach Lakes	Needs to be Resurfaced	3
	Australian	@Belvedere Rd		Need to add a Stripe - difficult to see at Night and in the Rain	1
	Belle Glade	@SR80		Improve Road	1
	Belvedere Rd	@SR7		General Maintenance and Repair	1
	Belvedere Rd	@SR441/SR7 - East		Re-stripe Belvedere Rd from SR441/SR7 - East	1
	Flagler Drive	Rosarian School South	Banyan	General Maintenance and Repair	1
	Jog Rd	10th Ave North	Hypoluxo Rd	General Maintenance North of Hypoluxo Rd	2
	Jog Rd	Southern Blvd	Forest Hill Blvd	Road Maintenance	1
	LA Kinsey Rd	Dixie Rd	Australian Rd	Repaving	2
	Lakeworth Rd			Improve Potholes	1
	Military Tr			Excessive pot holes and uneven spots	1
	Oakland Park Blvd	@I-95 SB Off Ramp		Improve Roadway Striping	1
	Potholes			Fixing the potholes in downtown WPB	1
	Southern Blvd	Near NorthLake Blvd	Alt A1A	Manhole Covers on Alt A1A need to Recessed to the Level of the Road	1
	Spruce Street			Needs to be Resurfaced	1
	Spruce Street	@Old Northwood		Needs to be Resurfaced	2
	Turnpike			Needs to be Resurfaced and Lines Painted	1
	West Palm Beach			Maintain Medians between North and South bound Traffic in West Palm Beach	1
	Turnpike			Improve Drainage	1
	Western Communities			Improve drainage systems to prevent flooding	2
Landscaping	Old Northwood			Need Landscape Improvements	1

GENERAL IMPROVEMENTS AND RECOMMENDATIONS

Facility Name/Project	Facility Name/Project	From	To	Improvement	No. of Requests
TRANSPORTATION SYSTEM MANAGEMENT					
Traffic Signal/Stop				Total Responses	7
	Allow U-Turns			Allow U-Turns During Red Lights	1
	Eliminate U-Turns			Increase Traffic Signals to eliminate extra U-Turns	1
	RoundABOUTs			Increase Roundabouts and decrease Lights	1
	RoundABOUTs			Replace Four-way Stop Intersections with Roundabouts	4
Decrease Traffic Signals				Total Responses	2
	Improve Congestion			Decrease Traffic lights/signals to decrease congestion	2
Traffic Signal Timing				Total Responses	136
	Timing Efficiency			Improve Signal Timing Efficiency	123
	Signal Timing			Signal Timing Not Coordinated Properly In Relation To Roadway Speed Limits	1
	Signal Sensors			Remove all Signal Timers and replace with Signal Sensors	1
	Red Light Cameras			Eliminate Red Light Cameras for various weather conditions (yellow light safer)	1
	Red Light Cameras			Eliminate Red light cameras which causes sudden breaking and speeding up	2
	Red Light Cameras			Eliminate Red light cameras	3
	Red Light Cameras			Eliminate Red light cameras at short intersection lights	1
	Red Light Cameras			Red Light Cameras do not work properly and are a invasion of privacy	1
	Right on Red			Remove all Right Turn Lanes Turn on Red because Drivers do NOT stop for pedestrians	2
	Yellow Light			Implement Off-Hour flashing left turn light arrow	1

DIRECTIONS 2040 PLAN

DETAILED TRANSPORTATION SURVEY SUMMARY 2013/2014

Facility Name/Project	Facility Name/Project	From	To	Improvement	No. of Requests
TRANSPORTATION SYSTEM MANAGEMENT (Cont'd)					
Improve Roadway Corridors (General)				Total Responses	4
	Turn Lanes			Increase Number of Turn Lanes	1
	Decrease Speed Limits			Decrease Speed Limits	1
	Increase Speed Limits			Increase Speed Limits	1
	Innovative Lane Changes			Innovative use of lane changes during rush hours on major streets	1
Improve Roadway Corridors (I-95)				Total Responses	68
	Congestion, Low Population Areas			Prohibit gridlock in low population areas	1
	Congestion, General			Traffic Congestion	63
	Congestion, Peak Hours			Traffic Congestion During Peak Hours	1
	Roadway Lanes			Decrease Lane Widths	3
Car Pooling				Total Responses	3
	Car Pool Incentives			Incentives for Car Pooling	1
	Car pool Parking			Additional/Expand commuter/car pool parking	2
Centralized Traffic System				Total Responses	1
	Inefficient			Centralized Traffic System is Inefficient	1
Electronic Traffic Movement Sensor				Total Responses	1
	Electronic Traffic Movement Sensor			Increase/Improve the electronic traffic movement sensing with computer Control Devices	1
Motorcycles				Total Responses	1
	Motorcycles			Restrict Motorcycle Usage in Downtown Areas	1
Parking				Total Responses	6
	Parking, Increase			Increase Parking	3
	Parking, Inexpensive			Inexpensive/free and convenient parking	2
	Parking, Metered			Increase the Amount of Electronic Payment Stations Used for Metered Parking	1
MAINTENANCE					
Resurfacing, Striping, and Repair				Total Responses	45
	Pot Holes/Man Holes			Maintain pot holes and man holes	8
	Roadway, Stripping			Lane Striping (Painting) is marked properly	2
	Roadways, General			General Maintenance on Roadways/Surfacing	30
	Roadways, Non-Peak			General Maintenance on Roadways/Surfacing conducted more on Evenings and Weekends	2
	Sidewalks			General Maintenance on Sidewalks	3
Lighting				Total Responses	3
	Only Where Needed			Implement roadway lightings only where needed	3
Drainage				Total Responses	3
	Eliminate Flooding			Improve drainage systems to eliminate flooding	3
Landscaping				Total Responses	8
	Improve			Improve Roadway Landscaping	8

Note: Refer to "Funding" and "Other" page for additional transportation comments related to this category.

DIRECTIONS 2040 PLAN

DETAILED TRANSPORTATION SURVEY SUMMARY 2013/2014

SPECIFIC IMPROVEMENTS AND RECOMMENDATIONS

Facility Name/Category	Facility Name/Category	Improvement	No. of Requests
Landscaping			
Landscaping	Old Northwood	Need Landscape Improvements	1

GENERAL IMPROVEMENTS AND RECOMMENDATIONS

Facility Name/Project	Facility Name/Project	Improvement	No. of Requests
Landscaping			
	Eliminate Flooding	Improve drainage systems to eliminate flooding	3
Landscaping		Total Responses	7
	Improve	Improve Roadway Landscaping	7

Note: Refer to "Funding" and "Other" page for additional transportation comments related to this category.

DIRECTIONS 2040 PLAN

DETAILED TRANSPORTATION SURVEY SUMMARY 2013/2014

SPECIFIC IMPROVEMENTS AND RECOMMENDATIONS

Facility Name/Category	Facility Name/Category	Improvement	No. of Requests
AVIATION			
Automobiles	Auto Waiting Area	Implement a convenient waiting area for car parking at PBIA	1
SEAPORT			
Port	Increase Port	Create a Bigger Port for More Cruises	1
Port Inlet Channel	Decrease Widening	Eliminate Port Inlet Channel Widening	1

Note: Refer to "Other" page for additional transportation comments related to this category.

DIRECTIONS 2040 PLAN

DETAILED TRANSPORTATION SURVEY SUMMARY 2013/2014

SPECIFIC IMPROVEMENTS AND RECOMMENDATIONS

Facility Name/Category	Facility Name/Category	From	To	Improvement	No. of Requests
ENHANCEMENTS					
Bike and Pedestrian Safety	A1A			Increase Roadway Bicycle Safety	1
	Jupiter Lakes Blvd			Add Lighting to the Sidewalks down Jupiter Lakes Blvd	1
Increase Bike and Pedestrian Paths	WPB	W of WPB		Add a Route Specifically for Pedestrian and Bicyclist Commuters	2
Increase Bike Lanes/Trails	A1A			Designate Bicycle Lanes from Roadways with Barriers	1
	A1A			Increase bicycle paths	1
	Acreage Area			No bicycle trails through the acreage area	1
	Atlantic Avenue			Designate Bicycle Lanes from Roadways with Barriers	1
	Atlantic Avenue			Add Bicycle Lanes	1
	Atlantic Avenue	Military Tr	A1A	Add Bicycle Lanes	1
	Boca's El Rip Canal Trail			Increase off-road bicycle transportation facilities	1
	Boynton Beach	Delray Beach		Better Inter-Connectivity for Bicycles	1
	Belle Glade			Add Bicycle Routes	1
	C-18 Canal	Bluegill Trail	N Jupiter	Connect bicycle trails heading north into Jupiter and into Loxahatchee Slough area	1
	Canal Banks	@South West Palm Beach		Add Bicycle Routes	1
	Canton Springs	Acme dairy	Lyons	Add Bicycle Lanes	1
	Center Street			Add Bicycle Safety Lane	1
	Congress Ave			Designate Bicycle Lanes from Roadways with Barriers	1
	Delray Beach Bicycle Lanes			Increase the Amount of Bicycle Lanes in Delray Beach	1
	Downtown	Military Tr		Provide Covered Bicycle Trail	1
	East of I-95 Bicycle Lanes			Add Bicycle Lanes East of I-95 to Provide Access to the Beach	1
	Grassy Waters Trails			Connect bicycle trails to North, East, and West	1
	I-95 Boca Overpass			Add Bicycle Lanes East and West Boca over I-95	1
	I-95 Flyovers			Bicycle Flyover I-95	1
	I-95 Underpass at Interchanges			Add Bicycle Lanes Under I-95 Interchanges	1
	Jog Rd			Increase Safer Bicycle Routes	1
	Jupiter Beach			Add Bicycle Lanes	3
	Jupiter Farms Rd			Add Bicycle Lanes	1
	Kendall	Boca Raton Century Village		Improve bicycle facility from the bus station	1
	Lake Ida			Designate Bicycle Lanes from Roadways with Barriers	1
	Linton			Designate Bicycle Lanes from Roadways with Barriers	1
	Lyons Rd	Atlantic Ave	Boynton Beach Blvd	Add Bicycle Lanes	1
	Military Trail			Increase Safer Bicycle Routes	1
	Seacrest	Woolbright Rd	Bethesda Hospital	Add Designated Bicycle Lanes	1
	Southern Blvd	Okeechobee	Forest Hill Blvd	Add More Bicycle Lanes	1
	Southern Blvd	@Okeechobee		Designate Bicycle Lanes from Roadways	1
	SR441	Forest Hill Rd		Designate Bicycle Lanes from Roadways	1
	US1			Designate Bicycle Lanes from Roadways by widening the Sidewalks	1
	Village Blvd			Designate Bicycle Lanes from Roadways with Barriers	1
Improve Bike Lanes/Trails	A1A			Widen Bicycle Lanes Along A1A, Preferably Separate From Road Lanes	1
	Clint Moore	Over 95 Bridge		Remove the Chevron painted areas and Implement Bicycle Lanes	2
	Gulf Rd in Delray			Remove the Chevron painted areas and Implement Bicycle Lanes	1
	Hagen Ranch Road			Improve bicycle facility by implementing a designating lane	1
	Loxahatchee River Rd			Improve bicycle facility by implementing a designating lane	1
	Parker Avenue	Okeechobee Blvd	Belvedere Rd	Improve Bicycle signage and increase seperation lane from drivers	1
	SR441			Improve Bicycle Lanes	1
Increase Pedestrian Paths	Acreage Area			Increase Sidewalks	2
	Bretsdale St. Wellington			Increase Sidewalks	2
	Glades Rd			Widen Lanes to include Pedestrian Paths	1
	Forest Hill Rd			Add Sidewalks	1
	Jupiter			Increase Pedestrian walkways in the City of Jupiter	1
	Jupiter Farms Rd			Add Sidewalks	2
	Lake Worth Road			Increase More Pedestrian Paths	1
	NE 7th Avenue	Delray Beach		Add Sidewalks	1
	North Flagler	North Flagler	North 36th Street	Increase Pedestrian crosswalks	1
	Route in North County			Add More Sidewalks	1

DIRECTIONS 2040 PLAN

DETAILED TRANSPORTATION SURVEY SUMMARY 2013/2014

Facility Name/Category	Facility Name/Category	From	To	Improvement	No. of Requests
ENHANCEMENTS (Cont'd)					
Improve Pedestrian Paths	A1A Sidewalks			Widen Sidewalks Along A1A	1
	Congress Ave	Southern Blvd	S. Lake Worth Rd	Widen Sidewalks	1
	Downtown Delray Beach Sidewalks			Widen Sidewalks in Downtown Delray Beach	1
	Lake Worth Road			Improve Pedestrian Pathways	1
	Meadowbrook			Improve Sidewalks in Meadowbrook Neighborhood	1
	Military Trail	Southern Blvd	S. Lake Worth Rd	Widen Sidewalks	1
	Pahokee			Improve Sidewalks throughout the city of Pahokee	1
Crosswalk Signal Timing	Okeechobee			Crosswalk Signal timing is too short	1
	Okeechobee	Okeechobee	Rosemary Blvd	Crosswalk Signal timing is too short	2
Other	Bicycle Racks			Implement bike racks at key places such as malls, Mizner, tri-rail stations, etc.	1
	Seminole Pratt Whitney Rd			Prohibit/Enforce Bicycles riding in the wrong direction	1

GENERAL IMPROVEMENTS AND RECOMMENDATIONS

Facility Name/Project	Facility Name/Project	From	To	Improvement	No. of Requests
ENHANCEMENTS					
Bicycle & Pedestrian Funding				Total Responses	1
				Concentrate Funding for Pedestrians and Bicyclists in Areas without Heavy Traffic	1
Bicycle & Pedestrian Safety				Total Responses	198
				Add Audible crossing signals for ADA at Intersections	1
				Add Bicycle Lane that "cones" protection for a bicyclist from traffic	1
				Add Private bicycle Right-of-ways	1
				Add Safe Bike Paths to Schools	5
				Add Slow Down Signs for Children	1
				Educate People Regarding Bicyclist Safety	27
				Educate People Regarding Pedestrian Safety	19
				Eliminate obstructions (e.g. Utility poles, trees, etc.) from sidewalks	1
				Enforce Current Laws so People Wait until the Crosswalk Turns for them to Cross	1
				Enforce Traffic Laws for Pedestrian Laws	1
				Increase the Disable Ramps on Sidewalks to Indicate the Corner and Intersections	1
				Implement Harsher Laws Penalizing Drivers Who Hit Pedestrians or Bicyclists	1
				Implement Safer Methods for Bicyclists and Pedestrians to Cross Major Roads	1
				Implement Traffic Signals for Bicycles and Pedestrians	1
				Provide Lighted Bicycle Lanes	1
				Improve Roadway Bicycle Safety	34
				Improve Roadway Pedestrian Safety	10
				Increase Awareness for Public Drivers	3
				Increase Enforcement of Bicycle Laws	7
				Improve Separation of Bicycle Lanes to Delineate the Cyclists/Peds from Drivers	66
				Increase signage to help keep bicyclists safe	5
				Make Sure Cars Do Not Park on Sidewalks	1
				Not Realistic to Encourage Senior Citizens to Ride Bicycles as a Form of Transit	1
				Security	1
				Too dangerous to ride bicycles because of traffic	7
Bicycle & Pedestrian Supporting Amenities				Total Responses	45
				Bicycle Racks at Tri-Rail	1
				Bicycle Racks on Buses	6
				Implement bicycle rest areas	1
				Implement misting, bike lockers, restrooms, drinking fountains, etc. along trails	2
				Implement Service to pick up peds/bicyclists during poor weather conditions	1
				Improve Quality of Pedestrian Amenities	12
				Increase ADA Accessible Pads	1
				Increase Amount of Bicycle Parking	1

DIRECTIONS 2040 PLAN

DETAILED TRANSPORTATION SURVEY SUMMARY 2013/2014

Facility Name/Project	Facility Name/Project	From	To	Improvement	No. of Requests
ENHANCEMENTS (Cont'd)					
Bicycle & Pedestrian Supporting Amenities (Cont'd)					
				Increase Bicycle Facility Amenities	10
				Increase Bicycle Facility Amenities in Downtown West Palm Beach to lock Bicycles	1
				Increase Bicycle Racks and in close proximity to buildings	1
				Increase bicycle rental stations to promote less traffic congestion and less pollution	2
				Increase Public Restrooms available	1
				Increase shopping/dining centers in walking distance/pedestrian friendly	2
				Increase the Amount of Well Maintained Public Drinking Fountains	1
				Increase the Amount of Well Maintained Public Restrooms	1
				Implement Shine Stations	1
Increase Bicycle Lanes/Trails				Total Responses	114
				Increase Amount of Bicycle Lanes	53
				Increase Amount of Bicycle Paths/Routes	46
				Increase Amount of Bicycle Routes to Key Locations	2
				Increase Amount of Paths not in Parks	1
				Increase Amount of Recreational Bicycle Paths	1
				Increase Amount of Paved Scenic Routes	1
				Increase Beach bicycle paths	1
				Increase bicycle connections with green space in downtown areas	1
				Increase bicycle lanes with respect to new construction	2
				Increase Bicycle Paths away from Traffic Lanes where Speed Limit is above 30 MPH	1
				Increase Kept-Up pathways	1
				Implement Bicycle Valet	1
				Increase the Amount of Continuous Bike Lanes	3
Reduce Bicycle Lanes/Trails				Total Responses	3
				Ban Bicycle Lanes	1
				Decrease Bicycle Lanes /Trails	1
				Do not Separate Bike Lanes from Roadways	1
Improve Bicycle Lanes/Trails				Total Responses	46
				Add True Grade Separated Bike Paths	1
				Improve Bicycle Trail Connections	1
				Improve Quality of Bicycle Lanes	9
				Widen Bicycle Lanes	33
				Widen Bicycle Lanes to 5 feet and maintained throughout the county	1
				Widen Bicycle Lanes to Accommodate 3-Wheel Bicycles	1
Increase Pedestrian Paths				Total Responses	49
				Increase Amount of Crosswalks	32
				Increase Amount of Sidewalks	15
				Increase sidewalks with respect to new construction	2
Improve Pedestrian Paths				Total Responses	34
				Improve Sidewalks	5
				Improve Separation of Sidewalks from Roadways	1
				Increase Timing of Crosswalks	5
				Increase Places to walk (recreation)	1
				Increase the Quality of Crosswalks	4
				Maintain/Fix All Side walks/Walking Paths	3
				Make Sure Sidewalks are Well Lit	6
				Provide Lighted Crosswalks	1
				Provide Shade over sidewalks	1
				Widen Sidewalks	6
				Widen Sidewalks for ADA Requirements	1

DIRECTIONS 2040 PLAN
DETAILED TRANSPORTATION SURVEY SUMMARY 2013/2014

Facility Name/Project	Facility Name/Project	From	To	Improvement	No. of Requests
ENHANCEMENTS (Cont'd)					
Other				Total Responses	6
	Beach Access			Improve Beach Access	2
	Scooter Parking			Increase Amount of Scooter Parking	2
	Eliminate Heavy Arterials			Destroy All Heavily Trafficked Arterials and Replace Them with New Green Infrastructure	1
	Discourage Automobiles			Provide Incentives to Those Who Bike or Walk to Work	1

Note: Refer to "Funding" and "Other" page for additional transportation comments related to this category.

DIRECTIONS 2040 PLAN

DETAILED TRANSPORTATION SURVEY SUMMARY 2013/2014

GENERAL IMPROVEMENTS AND RECOMMENDATIONS

Facility Name/Project	Facility Name/Project	From	To	Improvement	No. of Requests
Funding					
Funding/User Fees				Total Responses	29
	Congestion Pricing			Implement Congestion Pricing	1
	Decrease Transit User Fee			Keep Public transportation costs minimal or at a flat rate	12
	Gas Taxes			Increase Gas Taxes	1
	Free/Passes for Transit Transfers			Free/Passes Transfers Between Palm Tran and Tri-Rail Services	4
	Large Developers Pay for Impacts			Large Developers should be responsible in paying the full Tax Burden due created by their development	1
	More Funding			Transportation is behind	1
	Raffle Tickets			Raffle off tickets for travel related gifts/chances to win different pass prizes	1
	Roadway Use Cost			Increase Cost for Roadway Usage	1
	Taxi			Flat Rate taxi cabs	1
	Transit Funding			Cease Transit Funding Unless Demand Increases	1
	Transit Multi-Users			Not Cost efficient if traveling with others	1
	Transit Tickets			Verify transit tickets/pass to ensure all paid guest are able to ride	2
	Transit User Ride Cards			Implement Plastic Palm Tran Reloadable Ride Cards instead of Cash	1
	VMT Taxes			Implement Taxes Based on Vehicle Miles Traveled	1

DIRECTIONS 2040 PLAN

DETAILED TRANSPORTATION SURVEY SUMMARY 2013/2014

SPECIFIC IMPROVEMENTS AND RECOMMENDATIONS

Facility Name/Category	Facility Name/Category	From	To	Improvement	No. of Requests
OTHER					
Construction	AG Reserve			Cease Construction in the AG Reserve	1
	Okeechobee Blvd			Complete Construction on Okeechobee Blvd	1
	Seminole Pratt Whitney			Complete construction without further delay	5
	SR7	SR7	Northlake Blvd	Complete construction without further delay	1
	SR7	SR7	Roebuck Rd	Complete construction without further delay	1
	US 1	Riveria Beach		Complete construction without further delay on US 1 through Rivera Beach	1
Land Use	Western Part of County			Over development in West part of County (incl. Minto & other high density proposals).	2
Safety	Loxahatchee			Enforce blocking traffic (All thru traffic)	1
	Pahokee			Better Roadways to improve safety	2
	Seminole Pratt Whitney	Northlake Blvd	Southern Blvd	Enforce speeding	1
	SR7	Southern Blvd	Royal Palm Beach Blvd	Enforce speeding	1

GENERAL IMPROVEMENTS AND RECOMMENDATIONS

Facility Name/Project	Facility Name/Project	From	To	Improvement	No. of Requests
OTHER					
Accidents				Total Responses	1
	Response Timing			Increase Response from Law Enforcement	1
ADA				Total Responses	1
	ADA			Implement Businesses have a ramp near front entrance rather than the side of building	1
Bridge Schedule				Total Responses	1
	Bridge Schedule			Improve Consistency of Bridge Schedule/Timing	1
Construction				Total Responses	15
	Construction, General			Construction	3
	Construction, Shorter Delays			Shorter Construction Delays	1
	Construction, Warning Signs			Increase warning signs for traffic construction	1
	Coordinate with Traffic Signals			Coincide Construction with Traffic Signals	1
	Night Only			Conduct all Construction Work During the Night	1
	Resident Consideration			Implement consideration for residents thoughts on new construction	1
	Summer Only			Conduct all Construction Work During the Summer	1
	Timely Completion			Complete construction in a timely manner	6
Discourage Auto Use				Total Responses	4
	Cost for Work Trips			Implement Costs to Those Who Drive to Work	1
	Increase Transit Awareness			Increase Public Awareness of Transit Systems	2
	Workplace Parking			Limit Workplace Parking to discourage automobiles	1
Land Use				Total Responses	10
	Stop Overbuilding			Limit/Stop Overbuilding	7
	Transit Systems			Municipalities East of I-95 Are Not Sufficient to Support Mass Transit	1
	Urban Sprawl			Palm Beach County is too spread out for public transit to be successful	1
	Urban Sprawl			Transportation is not the Issue, the problem is Urban Sprawl	1
Local Bus General				Total Responses	93
	Bus Aesthetics			Improve on the aesthetics of the bus	1
	Bus Drivers, Friendliness			Employ friendlier bus drivers or Train the drivers	5
	Bus Drivers, Timing			Bus drivers need to stay on track with routes and timing	14
	Bus Pass Location			Implement a closer bus pass location	1
	Bus Quality			Improve the Quality of the PalmTran (breaks-down)	2
	Bus Quality			Improve the Seating on the PalmTran	1

DIRECTIONS 2040 PLAN

DETAILED TRANSPORTATION SURVEY SUMMARY 2013/2014

Facility Name/Project	Facility Name/Project	From	To	Improvement	No. of Requests
OTHER (Cont'd)					
Local Bus General (Cont'd)					
	Bus Stop Digital Display			Implement digital displays of wait time for next bus on that Route	1
	Bus Stops Quality			Improve Quality of Bus Stops	4
	Cleanliness			Improve Cleanliness/Quality of the PalmTran	3
	Communication Service			Provide Driver Communication between transferring buses (Driver Calls Another Bus to await the Trans	1
	Customer Service			Improve Customer Service (friendliness), including wait time and adherence to hours of operations	6
	General, Awareness			Improve awareness and advertising/perception of Public Transportation	3
	Intermodal Coordination			Increase transportation to/from public transit	1
	Online Bus Routes			Improve Palm Tran Bus Routes online to be User-Friendly	1
	Online Hands-On System			Provide an Internet System or Application for Viewing, Selecting, and Managing Bus Routes	3
	Palm Tran Connections			Implement a logistics company to monitor the Palm Tran Connection	2
	Pilot Study			Implement New Pilot Routes that address the needs of Non-Public Transit Users	1
	Quality			Increase Overall Quality of Current Transit Services	1
	Ride Share			Increase awareness of Ride Share	3
	Schedule Updates			Implement Real-Time Schedule Updates	5
	Schedule Updates			Improve Information on Schedules and Make User Friendly	5
	Schedule/Fare Updates			Implement Schedule Updates and Fares in Public forms of Information (Newspapers, internet, etc.)	4
	Senior Services			Increase Senior Services	24
	Senior Services			Bus Fare Exemption for Seniors	1
Tri-Rail General					
	Total Responses				4
	General, Quality			Improve Quality of Tri-Rail	2
	Stations, Cleanliness			Improve the Sanitation Conditions of the Tri-Rail Stations	1
	Trains, Cleanliness			Improve the Sanitation Conditions of the Tri-Rail Trains	1
Non-Motorized					
	Total Responses				5
	Bicycle Events			Organize walk/bicycle events to Involve Palm Tran Service	1
	Bicycle Sharing			Bicycle Sharing Program throughout the County	2
	Close Roadways			Close Certain Roadways and Streets for Bicycles/Peds on Sunday Mornings	1
	Natural Areas			Implement natural areas to Visit (Somewhere to visit in Palm Beach involving nature)	1
Overall					
	Total Responses				1
	Local Focus			Improve the transportation system with a local focus as opposed to a regional system	1
Public Meetings					
	Total Responses				1
	Meetings			During Town hall Meetings the officials should carefully listen to residents needs	1
Safety					
	Total Responses				44
	Auto Drivers			Drivers are Too Self-centered	1
	Auto Drivers			Friendly Drivers	1
	Auto Drivers			Educate Drivers on Traffic Laws	3
	Bus Drivers			Employ safe bus drivers	2
	Bus Stops			Provide Security Patrols for Bus Stops	3
	Call Boxes			Emergency Call boxes on State Roads	1
	Driver's Licenses			Increase the difficulty level of obtaining a driver's license and require better driving skills	1
	Education			Educate People/Drivers about the importance of Roadway Safety, Incl. New Drivers	5
	Enforcement			Enforce Overtaking Buses	1
	Intersections			Increase Safety at Intersections	1
	On Bus Cameras			Add Cameras and Videotaping on Public Transportation	2
	Palm Tran Safety			Improve PalmTran Safety	2
	Parking Near Stop Signs			Eliminate Parking near Stop Signs to aid Blockage of oncoming traffic	1
	Public Transportation Safety			Improve Safety for Public Transpiration	2
	Right of Way Safety			Implement Barriers between Right of Ways	1
	Roadway Law Enforcement			Enforce Traffic Laws	6

DIRECTIONS 2040

DETAILED TRANSPORTATION SURVEY SUMMARY 2013/2014

Facility Name/Project	Facility Name/Project	From	To	Improvement	No. of Requests
OTHER (Cont'd)					
Safety (Cont'd)					
	Roadway Safety			Improve Roadway Safety	2
	Roadway Speed Limits			Lower Speed Limits	5
	Roadway Speed Signs			Signage for Lower Speed Limits	1
	Safety As Priority			Transportation Engineers and Planners Need to Prioritize Safety Over Speed And Cost	1
	Tri-Rail Safety, General			Improve Safety on the Tri-Rail	1
	Tri-Rail Safety, WPB Station			Improve the Safety of the West Palm Beach Tri-Rail Station	1
Misc.				Total Responses	2
	Panhandling			Panhandlers and Students should NOT be able to panhandle in medians and roadways	1
	Zipcars			More available for automobile rental	1

Summary of Advertising and Public Notice

Directions 2040 Long Range Transportation Plan (LRTP)

Scheduled for MPO Board Consideration on October 16, 2014

In accordance with the adopted MPO Public Involvement Plan, the DRAFT Executive Summary of the Directions 2040 Long Range Transportation Plan has been publicly noticed and made available for electronic or print review in the following manner:

Publication	Type of Ad	Number of Times Published	Publication Dates
The Palm Beach Post	Display Ad	2 X	Sunday, Sep. 21, 2014 Sunday, Oct. 5, 2014
El Latino Semanal (weekly free Spanish newspaper distributed throughout Palm Beach County)	Display Ad	2 X	Weekly issues of Sep. 26 - Oct. 2, 2014 Oct. 10 - 16, 2014

Website:

Thirty days in advance of the MPO Board Meeting of Oct. 16, 2014, public notice of the meeting was posted on the MPO website at www.PalmBeachMPO.org, along with the Draft **Directions 2040 Long Range Transportation Plan-Executive Summary** document for public review and comment. The website provided the following information:

- Public notice (English) of the meeting to consider adoption of the Directions 2040 LRTP and availability of the draft document for review and comment.
- Public notice (Spanish) of the meeting to consider adoption of the Directions 2040 LRTP and availability of the draft document for review and comment.
- Notice of the availability of print copies of the draft document for public review at the Palm Beach County main library and all branches; all municipal libraries; and at the MPO office during regular business hours.
- Online feedback form to provide public comments by October 14, 2014.
- Summary of the additional ways to ask questions or provide public comments:
 - Call the MPO office with questions or comments
 - Mail or deliver comments to the MPO office
 - Attend the MPO Board meeting on October 16, 2014, to provide public comments

Public Libraries:

All public libraries in Palm Beach County (including the main Palm Beach County library, all PBC branch libraries and all municipal libraries) were provided the following documents:

- Public Meeting Notice in English
- Public Meeting Notice in Spanish
- Copies of the **Draft Directions 2040 Long Range Transportation Plan-Executive Summary**

Public Comments Received on the Draft document:

- A total of 8 public comments were received via the online feedback form.

The Palm Beach Post
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PUBLIC MEETING NOTICE

Directions 2040 Long Range Transportation Plan (LRTP)

The Palm Beach Metropolitan Planning Organization (MPO) will hold a Public Meeting to receive input from the public and adopt the DRAFT - Directions 2040 Long Range Transportation Plan (LRTP) for Palm Beach County. The LRTP is updated every 5 years, and sets the framework for a balanced and forward thinking transportation system. The Directions 2040 LRTP update plans ahead to the year 2040, and maps out the next 25 years of transportation system investments in Palm Beach County. Developed with extensive public input, the Directions 2040 LRTP, including a Cost Feasible Plan, will be adopted at a regularly scheduled meeting of the MPO Board on Thursday, October 16, 2014, at 9:00 a.m., at the Palm Beach County Governmental Center, McEaddy Conference Room - 12th floor, 301 N. Olive Ave., West Palm Beach, FL 33401. The DRAFT Directions 2040 LRTP document is available for review at www.PalmBeachMPO.org/2040LRTP. Public comments may be submitted online through October 14, 2014. Copies of the draft document have been made available to all county and municipal library reference desks. The draft document may also be reviewed during regular business hours at the offices of the Palm Beach MPO, located at 2300 N. Jog Rd., 4th floor, West Palm Beach, FL 33411. Questions or comments prior to the Public Meeting may be directed to the MPO office address or by calling 561-684-4170. Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability or family status. Persons who require special accommodations under the Americans with Disabilities Act or persons who require translation services (free of charge) should contact Malissa Booth at 561-684-4143 or MBooth@PalmBeachMPO.org at least 5 business days in advance. Hearing Impaired individuals are requested to telephone the Florida Relay System at 877.11.

Public Meeting Notice
Date: Thursday, October 16, 2014
Time: 9:00 a.m.
Place: Palm Beach County Governmental Center
12th floor - McEaddy Conference Room
301 N. Olive Ave., West Palm Beach, FL 33401.

Palm Beach Metropolitan Planning Organization

PUB: The Palm Beach Post, Sept. 21 & Oct. 05, 2014

PBC BOCC METRO PLANNING ORG PROOF OF PUBLICATION STATE OF FLORIDA COUNTY OF PALM BEACH Before the undersigned authority personally appeared Tiffani Everett, who on oath says that she is Call Center Legal Advertising Representative of The Palm Beach Post, a daily and Sunday newspaper, published at West Palm Beach in Palm Beach County, Florida; that the attached copy of advertising for a Notice was published in said newspaper on First date of Publication 09/21/2014 and last date of Publication 10/05/2014. Affiant further says that the said The Post is a newspaper published at West Palm Beach, in said Palm Beach County, Florida, and that the said newspaper has heretofore been continuously published in said Palm Beach County, Florida, daily and Sunday and has been entered as second class mail matter at the post office in West Palm Beach, in said Palm Beach County, Florida, for a period of one year next preceding the first publication of the attached copy of advertisement; and affiant further says that she/he has neither paid nor promised any person, firm or corporation any discount rebate, commission or refund for the purpose of securing this advertisement for publication in the said newspaper. Also published in Martin and St. Lucie Counties. 2040 LONG RANGE Ad ID: 605162 Ad Cost: 840.00

Signed

Sworn to and subscribed before 10/06/2014.

Who is personally known to me.

En Espera de la Cigüeña.

En la linda tarde del 20 de Septiembre, Janice y Hector Cordero celebraron junto a sus familiares y amistades la dulce espera de la cigüeña, que le traerá su primera nena a la cual le escogieron el nombre de Melani, fue un compartir de cariño los presentes le obsequiaron, con prácticos y hermosos regalos para la nena que esperan, su abuela Jossie se veía emocionada y feliz por tener pronto en sus manos su nieta. Le deseamos que la nena llegue colmada de bendiciones y Salud.



Junto a la abuela y tios.



Futuros Padres



El Cake

Audiencia Pública

Direcciones 2040

Plan de Transporte a Largo Plazo

La Organización de Planificación Metropolitana de Palm Beach (Metropolitan Planning Organization), va a tener una audiencia pública para recibir comentarios del público y adoptar el **Direcciones 2040 Plan de Transporte a Largo Plazo para el Condado de Palm Beach** (Palm Beach County). El Plan de Transporte a Largo Plazo se actualiza cada cinco años, y establece el marco para un sistema de transporte pensamiento equilibrado y hacia adelante. La actualización del Plan 2040 tiene previsto llegar con anticipación para el año 2040, y los mapas de los próximos 25 años de inversiones en el sistema de transporte en el condado de Palm Beach. Desarrollado con amplia participación pública, las Direcciones Plan de 2040, que incluye un plan económico viable, será adoptado en una reunión ordinaria de la Junta de MPO en Jueves, 16 de octubre 2014, a las 9:00 am, en el Centro del Condado de Palm Beach Gubernamental del Condado (Condado de Palm Beach), Salon de Conferencias McEaddy duodécimo (12) piso, Avenida North Olive 301, West Palm Beach, Florida 33401. El 2040 Proyecto de Plan de Llegar se encuentra disponible para su revisión en www.PalmBeachMPO.org/2040LRTP. Los comentarios del público podrán presentarse en línea hasta el 14 de octubre de 2014. El proyecto de documento también podrá revisarse durante el horario regular en las oficinas del Palm Beach MPO, ubicado en 2300 N. Jog Rd., 4th Floor, West Palm Beach, FL 33411. Preguntas o comentarios antes de la reunión pública, o para más información llamar a las oficinas de la Organización de Planificación Metropolitana (MPO) al (561) 684-4170 se puede dirigir a la dirección de la oficina del MPO o llamando al 561-684-4170. Copias del el Direcciones del Plan 2040 Plan pueden ser examinadas en todas las Bibliotecas Públicas del Condado, así como en las Bibliotecas de las Mayores Municipalidades. Se solicita La participación del público, sin importar la raza, color, nacionalidad, edad, sexo, religión, incapacidad o estado familiar. Personas que requieran facilidades especiales bajo el Acto de Americanos con Discapacidad (Americans with Disabilities Act) o personas que requieren servicios de traducción (sin cargo alguno) deben contactar a Malissa Booth al teléfono 561-684-4143 o mbooth@pbcgov.org por lo menos siete días antes de la reunión. Si tiene problemas de audición, llamar al teléfono 711.

La audiencia va a tener lugar como sigue:
Jueves, 16 de octubre, 2014
 a las nueve (9:00 a.m.) de la mañana



Centro Gubernamental del Condado (Palm Beach County)
 Salon de Conferencias McEaddy duodécimo (12) piso
 Avenida North Olive 301
 West Palm Beach, Florida 33401

Publish el Latino Semanal: Sep. 26 & Oct. 10, 2014

Gran Concierto de Angel Roque
 El Club Cubano Americano presentara a Angel Roque en concierto el día 27 de Octubre, para mas info Llamar al 305-301-3149. No se pierda la gran oportunidad de disfrutar una noche con Angel Roque.

Bienvenida al Otoño 2014

Con una gran cena bailable, entrega de certificados de reconocimientos, regalos y muchas sorpresas, la logia Gregorio Sobrino y Sara Salzhaver de la Orden caballero de la Luz celebraron la entrada del Otoño. En ella también celebraron los cumpleaños del mes, la alegría reino en todo momento, fue un festejo sensacional, donde se deleitaron con una rica cena y bailaron hasta altas horas de la noche. Bienvenido el Otoño.



Jose y Mercedes Izquierdo, Jenny, Grace Torres, Fela Sobrino, Idania Barrios, Mary Perez y Mary Carmona.



Cumpleaños del Mes, Lola Gracia, Pedro Otaño, Tomasita, Barrios, Juan Maradiaga, Clara E. Gonzalez, Blanca Gonzalez y Grace Torres.

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Iglesia Holy Name :
 Viernes 03, hora 7:15pm

Iglesia Sta. Rita:
 Sábado 11, hora 6:45pm

Iglesia San Lucas
 Sábado 18, hora 6:15pm

Iglesia Santa Juliana
 Sábado 25, hora 5:45pm
 (Misa - Procesión - Recepción)



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Palm Beach Metropolitan Planning Organization

Transportation Planning for the Palm Beaches



MPO Directory

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- o Long Range Plan 2040
- o Master Bicycle Plan
- o Transportation Alternatives Program & Safe Routes to School
- o Library
- o Learning Center
- o Links
- o Traffic Counts
- o Federal Aid Eligibility Map
- o TAZ Map
- o Vanpool Program
- o Transportation Disadvantaged Service Plan/ Human Service
- o Transportation Coordinated Plan
- o Transit Development Plan
- o Water Taxi Facilities
- o FHWA Adjusted Urban Boundaries and Functional



MPO News

DRAFT Document Available for Public Review and Comment: 2040 Long Range Transportation Plan (LRTP) Notice of Public Meeting on Oct. 16 to Consider Adoption of the 2040 Long Range Transportation Plan (LRTP)

The public is encouraged to review and provide comments to the MPO on the DRAFT - Directions 2040 Long Range Transportation Plan (LRTP), prior to adoption by the MPO Board at a regularly scheduled Public Meeting on Thursday, October 16, 2014. The meeting begins at 9:00 AM and will be held at the Palm Beach County Governmental Center, 301 N. Olive Ave., 12th Floor-McEaddy Conference Room, West Palm Beach, FL 33411. The public may review, ask questions and offer comments at or prior to the Public Meeting. It is anticipated that updates to the draft may be made during the review process. [Click for more information.](#)

All Aboard Florida - Public Meeting and Comment Opportunities on the FRA Draft Environmental Impact Statement

The Federal Railroad Administration (FRA) will host one of eight regional public information meetings on Wed., Oct. 29, 2014, with an open house format between 3:30 PM - 7:00 PM at the West Palm Beach Marriott, 1001 Okeechobee Blvd., West Palm Beach, FL 33401.

Hot Topics

Rail Projects Currently in the News:

[All Aboard Florida](#)
Private Company Website
[External Link]

[All Aboard Florida Approval Process Information](#)
Compiled by
Treasure Coast Regional
Planning Council
[External Link]

[Tri-Rail Coastal Link](#)
[External Link]

Contact Information

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For complaints, questions or concerns about civil rights or nondiscrimination or for special requests under the

[http://palmbeachmpo.org/\[10/15/2014 1:53:17 PM\]](http://palmbeachmpo.org/[10/15/2014 1:53:17 PM])

2040 LRTP

Palm Beach Metropolitan Planning Organization

Transportation Planning for the Palm Beaches



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2040 Long-Range Transportation Plan (LRTP)

Draft Document for Public Review and Comment:

Click to view the [DRAFT Directions 2040 Long Range Transportation Plan \(LRTP\)](#). It is anticipated that this draft may be updated during the public review process.

Note: If duplex printing the document using both sides of the paper, please omit printing the first page.

Public Meeting Notice:

The MPO Board is scheduled to adopt a 2040 Long Range Transportation Plan (LRTP) at their regularly scheduled public meeting to be held on Thursday, October 16, 2014. The meeting will be held at the Palm Beach County Governmental Center, 301 N. Olive Ave., West Palm Beach, FL 33401. The meeting will be held at 9:00 AM in the 12th Floor McEaddy Conference Room. The public is invited to provide public comment at the meeting or directly to the MPO prior to the meeting. Please contact the MPO Public Information Office at 561-684-4143 with any questions.

Provide Public Comments:

- o [Click here to provide public comments online through October 14, 2014.](#)
- o Mail or deliver comments to the MPO office:
Palm Beach MPO, 2300 N. Jog Rd., West Palm Beach, FL 33411
- o Call the MPO office at 561-684-4170

Background:

Produced by the Palm Beach Metropolitan Planning Organization (MPO) and updated every five years, the Long Range Transportation Plan (LRTP) sets the framework for a balanced and forward thinking transportation system.

Directions 2040 is the name of the next LRTP update, planning ahead to the year 2040. Formulated over a two-year process, it will map out the next 25 years of state and federal transportation system investments in Palm Beach County. Continued public input and participation is encouraged throughout development of the Directions 2040 Plan, which will conclude with adoption of a 2040 Long Range Transportation Plan Executive Summary, including a Cost Feasible Plan, by the Palm Beach MPO Board at a Public Meeting on October 16, 2014.

Contact Information

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Malissa Booth
Public Information Officer
mbooth@PalmBeachMPO.org
561-684-4143

Hearing impaired individuals are requested to telephone the Florida Relay System at #711.

[Title VI and ADA Nondiscrimination Policy & Plan](#)

[Limited English Proficiency \(LEP\) Plan](#)

[http://palmbeachmpo.org/2040LRTP/\[10/15/2014 1:55:45 PM\]](http://palmbeachmpo.org/2040LRTP/[10/15/2014 1:55:45 PM])

DRAFT DIRECTIONS 2040 EXECUTIVE SUMMARY PUBLIC COMMENTS

Date	Comments
October 10, 2014	We would like to see a much stronger emphasis on, and funding for, non-motorized (bike/ped) transportation infrastructure. We need a multi-modal transportation network that encourages biking and walking and public transportation, not just more roads and parking lots for cars.
October 10, 2014	This draft severely lacks funding and an emphasis on a non-motorized transportation infrastructure. This county needs to create and include more multi-modal transportation networks that encourages biking/walking/public transportation.
October 10, 2014	Any increase in Human powered Transportation will help our community on many levels. Including and not limited to: Better Health, Less Traffic Congestion, Reduced dependence on foreign oil, reduced carbon footprint and greater availability for parking. Our tax dollars should be used to expand this very positive initiative. I am strongly in support here.
October 10, 2014	We have reviewed the current draft of the 2040 Long Range Transportation Plan and would like to see a much stronger emphasis on, and funding for, non-motorized (bike/ped) transportation infrastructure. We need a multi-modal transportation network that encourages biking and walking and public transportation, not just more roads and parking lots for cars.
October 10, 2014	I have reviewed the draft of the 2040 Long Range Transportation Plan and believe that there should be much more funding and emphasis for non-motorized (bike/ped) transportation infrastructure. I used to live in Chicago and would ride my bike all over the North Side with no worries as Chicago had the foresight to make the city bike friendly. It was great! New York City is finally following Chicago's lead and is currently adding bike lanes and hundreds 'Citibike' stations all over the city. I do not feel safe riding my bike in or around Delray Beach. There are no bike lanes and drivers are unaware of bikers on roads or sidewalks. It is very dangerous and that is sad. Delray is a beautiful city and should promote and fund a bike and pedestrian friendly transportation system. If Delray does not see the importance of reducing our dependence on automobiles then it will lag behind and never become the best city to live in Florida that it has the potential to become.
October 10, 2014	The Directions 2040 Long Range Transportation Plan seems to lack a real commitment to funding bicycle and pedestrian improvements in Palm Beach County. The Goal 3 Targets are extremely low and frankly disappointing. The funding barely makes mention of any bicycle and pedestrian improvement projects. Numerous municipalities have or are creating bicycle and pedestrian plans and the MPO has a good plan as well. It is time to put some real funding behind these plans beyond the modest TAP program funds. Thank you.
October 10, 2014	i have reviewed the current draft of the 2040 Long Range Transportation Plan and would like to see a much stronger emphasis on, and funding for, non-motorized (bike/ped) transportation infrastructure. We need a multi-modal transportation network that encourages biking and walking and public transportation, not just more roads and parking lots for cars.
October 14, 2014	The report has very modest pedestrian and bicycle goals and would perpetuate dependence on automobiles rather than a multi-modal transportation network. Please plan to fund more non-motorized transportation (goal 3 of your report).
October 15, 2014	The 2040 Plan makes the same mistakes our grandparents made, the same mistakes of the 50s, by making the automobile central to our lives, economy, and enjoyment. Other communities and counties across the country have realized the need to sustain our environment, improve our health and create a living style that is not cocooned by two tons of steel and glass. The LRTP does not even include enough funds in bike and ped plans to keep pace with population growth. As stewards of the public realm, we can do much better. Palm Beach Country deserves better.

APPENDIX B: REVENUE RESOURCES

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2040 Revenue Forecast Handbook

Forecast of State Transportation Revenues and Program Levels



Prepared by
Florida Department of Transportation

in cooperation with
Florida Metropolitan Planning Organization Advisory Council
United States Department of Transportation

July 2013

Revenue Forecast Handbook 2040 Revenue Forecast Florida Department of Transportation

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ABOUT THIS HANDBOOK

Periodic forecasts of revenue and program levels are needed for updates of the Florida Transportation Plan (FTP) and metropolitan plans prepared by Metropolitan Planning Organizations (MPOs). Such forecasts assist MPOs in complying with federal requirements for developing cost feasible transportation plans. The development and use of these forecasts also assists the Department and MPOs as they reconcile their plans to provide coordinated planning for transportation facilities and services in Florida and to better document long range needs.

The Florida Department of Transportation (FDOT) has developed a new long range revenue forecast. The forecast is based upon recent federal and state legislation (e.g., MAP-21, changes to Florida's Documentary Stamps Tax legislation), changes in factors affecting state revenue sources (e.g., population growth rates, motor fuel consumption and tax rates), and current policies. This information will be used for the updates of metropolitan long range transportation plans and the 2040 Strategic Intermodal System Cost Feasible Plan.

The estimates and the guidance in this Handbook were prepared by FDOT, based on a statewide estimate of revenues that fund the state transportation program, and are consistent with:

- "Financial Guidelines for MPO 2040 Long Range Plans" adopted by the Metropolitan Planning Organization Advisory Council (MPOAC) in January 2013.
- "Federal Strategies for Implementing Requirements for LRTP Update for the Florida MPOs", November 2012, prepared by the U. S. Department of Transportation, Federal Highway Administration in cooperation with the Federal Transit Administration.

Florida's MPOs are encouraged to use these estimates and guidance in the updates of their long range plans. This handbook, and the MPOAC and U. S. Department of Transportation documents, are posted on the FDOT website at <http://www.dot.state.fl.us/planning/revenue> forecast.

The 2040 Revenue Forecast includes program estimates for the expenditure of state and federal funds expected from current revenue sources. The forecast estimates revenues from federal, state, and Turnpike sources that "flow through" the FDOT Work Program for fiscal years 2014-2040. The forecast does not include estimates for local revenue sources.

This handbook documents how the 2040 Revenue Forecast was developed and provides guidance for using this forecast information in updating MPO plans. FDOT has developed metropolitan estimates from the 2040 Revenue Forecast for certain capacity programs for each MPO. These metropolitan estimates are included in a separate document entitled "Supplement to the Revenue Forecast Handbook" prepared for each MPO. A separate report entitled "Appendix for the Metropolitan Long Range Plan, 2040 Revenue Forecast" will be prepared for each MPO to include in the documentation of its long range plan.

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FINANCIAL PLANNING

Revenue forecasting and financial planning for statewide and metropolitan plans are typically required for three periods: long range (20 or more years), intermediate range (about 10 years), and short range (about five years). Their specificity, including financial elements, varies in detail and implied “accuracy.” Assumptions, and the level of detail of underlying data, used in development of these three types of plans vary also. These assumptions move from general (long range) to specific (short range) as more detailed information is developed and as the uncertainty of forecasts of future events decreases. See the figure to the right for a summary of the level of detail developed for financial planning by FDOT.

FDOT’s long range revenue forecasts are developed within the framework (e.g., terminology, program structure) used for intermediate and short range planning. This enhances the opportunity for the Florida Transportation Plan (FTP) to guide the Program and Resource Plan (PRP) and Work Program. However, it is unnecessary, potentially restrictive, and too complex to examine the same level of detail for all three types of planning.

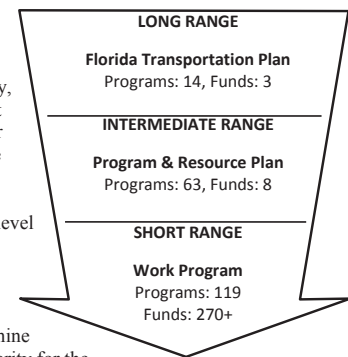
Long Range Plans

The purpose of long range plans is to identify needed major improvements — and then to determine those that are “cost feasible,” or are of highest priority for the investment of expected funds — while preserving and maintaining prior investments. Examples are the FTP, metropolitan long range transportation plans, and statewide modal system plans. They are updated each 3-5 years and are more general than intermediate and short range plans. They are based upon the most general assumptions and estimates, and can be the most greatly affected by changing conditions (e.g., changes in policy, technology). Characteristics include:

- Horizons are typically 20+ years, in stages (e.g., first 5 years, second 5 years);
- Planned roadway improvements may be expressed as typical cross sections and general alignments that may be more than one mile wide;
- Planned public transportation improvements may not specify technologies or detailed access requirements and may also have general alignments, routes or coverage areas;
- Traffic operations improvements, including the use of Intelligent Transportation System (ITS) techniques, may be included as areawide programs or multi-corridor programs; and
- System preservation activities such as roadway resurfacing, bridge rehabilitation and maintenance may be treated as programs rather than site- or corridor-specific projects.

Revenue and program forecasts are general as well to encourage flexibility and creativity in the development of a long range plan to meet stated goals. Program forecasts differentiate only between major types of activities (e.g., capacity improvements for eligible modal programs, preservation programs, and support activities). This means that it is sufficient to develop estimates for major programs. Revenue and program forecasts cover 20 or more years but could

Financial Data: from General to Specific



fluctuate from year to year, so estimates for one year or a few years can be misleading. With few exceptions, it is not necessary to distinguish between types of revenues (e.g., fuel taxes).

The long range plan is a broad guide to the makeup and management of the future transportation system. It is not intended to be a long range program of projects, similar in detail to a Work Program or Transportation Improvement Program (TIP). Planned improvements and programs may have to be modified as more detailed information becomes available or as conditions change. Project cost estimates and descriptions — including, perhaps, the primary mode in a corridor/system — will change during project development activities. Subsequent changes in revenue estimates, costs, program levels and laws and policies may affect future 10-year plans (such as the PRP), Work Programs, and TIPs. These changes should be monitored and their impact should be assessed during periodic updates of the long range plan.

Intermediate Range Plans

Intermediate range plans “bridge the gap” between long and short range plans. They should show how progress will be made in attaining goals and objectives (e.g., resurfacing objectives) over a 10-15 year period. Levels of specificity and detail are increased, but are usually far less than a Work Program or TIP. They may be updated each year. Examples are the PRP and staging elements (e.g., highest priority projects for the first 10 or 15 years) of long range plans.

The Department’s PRP typically addresses the current year, the next 5-year Work Program, and the following four years. It includes estimates of funding and program accomplishments for over 60 categories of activities (programs or subprograms). Revenue forecasts for these years are developed for four categories of federal funds and four categories of state funds, but specific projects are not identified. Planned program and subprogram levels may have to be modified over time as more detailed information becomes available or as conditions change, including the results of analyses of performance from carrying out previous work programs. FDOT assesses these changes during the annual update and extension of the PRP.

Short Range Plans

The purpose of short range plans – usually called “programs” – is to identify specific types of work (e.g., planning, engineering, construction) and specific funding (e.g., FDOT fund codes) for projects and programs over the next 3-5 years. They should contain activities that will make progress in attaining goals and objectives. Short range plans are the most exact, are based on specific assumptions and detailed estimates, and may not be dramatically affected by changed conditions (e.g., “adopted” projects and programs may be treated as prior commitments to the public when major changes are instituted). Examples are Work Programs and TIPs.

The Department’s 5-Year Work Program addresses project and program funding for the next five fiscal years. It includes detailed information for almost 120 programs and numerous job types, systems, and phases. There are more than 270 fund categories (“fund codes”). There are strict eligibility criteria for all programs, job types, systems, phases, and fund categories. Changes to the adopted 5-year Work Program are discouraged, but may be required because of revisions to revenue estimates, cost estimates or schedules, or changes in priority. The Work Program is updated and extended each year as part of the Work Program development process.

STATEWIDE REVENUE FORECAST

As part of preparing for the update of the FTP and updates of all 26 metropolitan long range plans, the Department has developed a new long range revenue forecast. The forecast horizon was extended through 2040, consistent with guidelines adopted by the MPOAC. The forecast reflects changes in state revenue forecasts through Fall 2012.

Statewide Revenue and Program Estimates

This section briefly describes forecast parameters and how the statewide revenue and program estimates were developed for the 2040 Revenue Forecast.

Forecast Parameters

The planning horizon for the update of the Florida Transportation Plan will be at least 2040. The guidelines adopted by the MPOAC call for a horizon year of 2040. As a result, this long range revenue forecast includes estimates through 2040 to provide all MPOs with the state and federal financial information needed for their plan updates.

Several fundamental decisions were made prior to preparing the forecast. Revenue forecasts estimate the value of money at the time it will be collected (e.g., in 2020) and reflect future growth in revenue, sometimes referred to as “current” or “year of expenditure” dollars. Since the costs of transportation projects increase over time, the Department inflates project costs to develop a cost-feasible Work Program in “year of expenditure” dollars. All amounts in the 2040 forecast are expressed in “year of expenditure” dollars.

Estimates for fiscal years 2013/2014-2017/2018 are based on the Tentative Work Program as of November 28, 2012. Estimates for fiscal years 2018/19 through 2039/2040¹ were forecast based on current federal and state law, the current FDOT federal aid forecast, the October 2012 state revenue estimating conference forecast, and assume continuation of current Department policies.

Revenue Estimates

The forecast is based on state and federal funds that “pass through” the Department’s Work Program. The forecast does not include estimates for local government, local/regional authority, private sector, or other funding sources except as noted.

The forecast consolidates the numerous fund codes used by the FDOT into three major fund categories: Federal, State, and Turnpike. Federal funds include all federal aid (e.g., Surface Transportation Program) that passes through the Work Program. Turnpike funds include proceeds from Turnpike tolls, bonds sold for Turnpike activities, and concession revenues. State funds include the remaining state revenues, such as motor fuel taxes, motor vehicle fees, and right-of-way bonds. Toll credits are used to match federal aid (referred to as “soft match”) so no state funds are used to match regular federal programs.

¹ Assumptions related to the forecast of state and federal revenue sources will be documented in the “Appendix for the Metropolitan Area Long Range Transportation Plan” to be provided by FDOT to each MPO.

As shown in Table 1, revenues are expected to gradually increase in each five year period. There are relatively more dollars per year in fiscal years 2014-2015 due to “carry-forwards” of funds from prior fiscal years. The forecast also indicates that State revenues are expected to account for an increasingly larger share of transportation dollars in Florida compared to federal revenues.

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

Major Revenue Sources	Time Period						27-Year Total ² 2014-2040
	2014-15 ¹	2016-20	2021-25	2026-30	2031-35	2036-2040	
Federal ³	5,113 31%	9,542 27%	9,687 26%	9,719 24%	9,664 23%	9,664 22%	53,389 25%
State	9,711 59%	22,243 64%	25,084 67%	27,616 69%	29,658 70%	31,119 70%	145,430 67%
Turnpike	1,680 10%	3,044 9%	2,745 7%	2,931 7%	3,200 8%	3,410 8%	17,011 8%
Total ²	16,505	34,829	37,516	40,266	42,522	44,193	215,830

¹ Based on FDOT Work Program as of November 2012.

² Columns and rows sometimes do not equal the totals due to rounding.

³ Federal revenues reflect “soft match” for federal aid.

Major Program Estimates

For the forecast, the Department’s major programs were collapsed into two categories: capacity programs and non-capacity programs. Capacity programs are major FDOT programs that expand the capacity of existing transportation systems. Non-capacity programs are remaining FDOT programs that are designed to support, operate, and maintain the state transportation system. Table 2 includes a brief description of each major program. Appendix A contains a more detailed discussion of the programs and the types of activities eligible for funding in each.

Table 3 identifies the statewide estimates for the major programs in the 2040 Revenue Forecast. The table shows that the Department anticipates that 48% of its total revenues will be spent on the capacity programs during the 27-year forecast period.

FDOT is taking the lead in identifying planned projects and programs funded by the SIS Highways Construction & ROW, Aviation, Rail, Intermodal Access and Seaport Development programs as part of development of the SIS Cost Feasible Plan. MPOs are taking the lead in identifying planned projects and programs funded by the Other Arterials Construction & ROW and Transit programs. Guidance to MPOs for planning for projects after Fiscal Year 2018 for funds available from Documentary Stamps Tax proceeds is provided in this Handbook.

General Guidance on Using the Estimates

Metropolitan estimates are included in a separate document, entitled “Supplement to the 2040 Revenue Forecast Handbook” prepared for each MPO. Further guidance on use of these estimates is provided in the last section of this Handbook, “Developing a Cost Feasible Plan.”

The metropolitan estimates are summarized into 5 fiscal year periods and a final 10-year period. For planning purposes, some leeway should be allowed for estimates for these time periods (e.g., within 10% of the funds estimated for that period). However, it is strongly recommended that the total cost of all phases of planned projects for the entire forecast period (e.g., 2014-2040) not exceed the revenue estimates for each element or component of the plan.

When developing long range plans, MPOs do not need to use the same terminology used in the Department’s 2040 Revenue Forecast (e.g., “Other Arterials Construction & ROW”). However, MPOs should identify the metropolitan estimates from this forecast, the source of the revenues, and how these revenues are used in documentation of their plan updates.

MPOs are encouraged to document project costs and revenue estimates for their long range transportation plans for fiscal years 2014-2040. This will provide a common basis for analyses of finance issues (e.g., unmet transportation needs). Appendix D includes inflation factors and guidance for converting project costs estimates to Year of Expenditure dollars.

Table 2
Description of the Major Programs Included in the 2040 Revenue Forecast

Capacity Programs	Non-Capacity Programs
<u>SIS Highways Construction & ROW</u> - Construction, improvements, and associated right of way on SIS highways (i.e., Interstate, the Turnpike, other toll roads, and other facilities designed to serve interstate and regional commerce including SIS Connectors).	<u>Safety</u> - Includes the Highway Safety Improvement Program, the Highway Safety Grant Program, Bicycle/Pedestrian Safety activities, the Industrial Safety Program, and general safety issues on a Department-wide basis.
<u>Aviation</u> - Financial and technical assistance to Florida's airports in the areas of safety, security, capacity enhancement, land acquisition, planning, economic development, and preservation.	<u>Resurfacing</u> - Resurfacing of pavements on the State Highway System and local roads as provided by state law.
<u>Rail</u> - Rail safety inspections, rail-highway grade crossing safety, acquisition of rail corridors, assistance in developing intercity and commuter rail service, and rehabilitation of rail facilities.	<u>Bridge</u> - Repair and replace deficient bridges on the state highway system. In addition, not less than 15% of the amount of 2009 federal bridge funds must be expended off the federal highway system (e.g., on local bridges not on the State Highway System).
<u>Intermodal Access</u> - Improving access to intermodal facilities, airports and seaports; and acquisition of associated rights of way.	<u>Product Support</u> - Planning and engineering required to "produce" FDOT products and services (i.e., each capacity program; Safety, Resurfacing, and Bridge Programs).
<u>Seaport Development</u> - Funding for development of public deep-water ports projects, such as security infrastructure and law enforcement measures, land acquisition, dredging, construction of storage facilities and terminals, and acquisition of container cranes and other equipment used in moving cargo and passengers.	<u>Operations & Maintenance</u> - Activities to support and maintain transportation infrastructure once it is constructed and in place.
<u>Other Arterial Construction/ROW</u> - Construction, improvements, and associated right of way on State Highway System roadways not designated as part of the SIS. Also includes funding for the Economic Development Program, the County Incentive Grant Program, the Small County Road Assistance Program, and the Small County Outreach Program.	<u>Administration</u> - Resources required to perform the fiscal, budget, personnel, executive direction, document reproduction, and contract functions. Also includes the Fixed Capital Outlay Program, which provides for the purchase, construction, and improvement of non-highway fixed assets (e.g., offices, maintenance yards).
<u>Transit</u> - Technical and operating/capital assistance to transit, paratransit, and ridesharing systems.	<u>Other</u> -Primarily represents FDOT financial commitments such as debt service and reimbursements to local governments.

Table 3
Major Program Estimates
2040 Revenue Forecast (Millions of Dollars)

Major Programs	Time Period (Fiscal Years)										27-Year Total
	2014-15	2016-20	2021-25	2026-30	2031-35	2036-40	2041-45	2046-50	2051-55	2056-60	
Capacity Programs	9,292	16,905	17,961	18,888	19,656	20,059	20,761	21,273	22,475	22,475	102,761
SIS Highways Construction & ROW	4,879	7,747	7,738	8,509	8,790	8,937	9,037	9,137	9,237	9,337	46,599
Other Arterials Construction & ROW	2,264	4,371	4,264	4,076	4,319	4,447	4,574	4,701	4,828	4,955	23,740
Aviation	333	853	819	911	974	1,007	1,040	1,073	1,106	1,139	4,896
Transit	855	1,883	1,942	2,041	2,119	2,160	2,201	2,242	2,283	2,324	11,001
Rail	500	865	729	807	859	886	913	940	967	994	4,647
Intermodal Access	78	153	182	199	212	218	224	230	236	242	1,043
Seaports	383	395	496	553	592	613	634	655	676	697	3,031
Documentary Stamps Tax Funds	0	639	1,791	1,791	1,791	1,791	1,791	1,791	1,791	1,791	7,803
Non-Capacity Programs	6,844	16,813	18,224	19,904	21,273	22,475	22,475	22,475	22,475	22,475	105,532
Safety	245	631	625	626	626	626	626	626	626	626	3,378
Resurfacing	1,211	3,593	3,649	3,900	3,996	4,075	4,154	4,233	4,312	4,391	20,425
Bridge	529	1,593	1,373	1,452	1,508	1,537	1,566	1,595	1,624	1,653	7,991
Product Support	2,527	4,913	5,932	6,479	6,935	7,304	7,673	8,042	8,411	8,780	34,089
Operations & Maintenance	2,033	5,228	5,607	6,295	6,937	7,534	8,131	8,728	9,325	9,922	33,633
Administration	299	855	1,037	1,153	1,272	1,400	1,528	1,656	1,784	1,912	6,016
Other	364	1,111	1,330	1,474	1,593	1,659	1,725	1,791	1,857	1,923	7,531
Total Budget	16,500	34,829	37,516	40,266	42,522	44,193	45,866	47,538	49,210	50,882	215,825

¹ Based on FDOT Work Program as of November 28, 2012.

² Columns and rows sometimes do not equal the totals due to rounding.

³ Documentary Stamps Tax funds not programmed in FDOT Work Programs as of July 1, 2013.

⁴ "Other" is primarily for debt service.

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METROPOLITAN AREA ESTIMATES

This section describes the information developed for MPOs from the 2040 Revenue Forecast and guidance for using this information. The metropolitan estimates are for planning purposes only and do not represent a state commitment for funding, either in total or in any 5-year time period.

Metropolitan estimates reflect the share of each state capacity program planned for the area. The estimates can be used to fund planned capacity improvements to major elements of the transportation system (e.g., highways, transit). FDOT will develop an appendix for MPO plans that identifies statewide funding estimates and objectives for non-capacity programs.

Metropolitan Area Revenue and Capacity Program Estimates

The FDOT central office prepared district and county estimates from the statewide forecast based on methods developed in consultation with MPOs, FDOT program managers, and district staff. As explained in Appendix B, District staff developed MPO estimates consistent with district and county shares of the statewide forecast, adjusted as needed to account for issues such as differences between metropolitan area boundaries and county boundaries or Transportation Management Area boundaries. The metropolitan estimates are included in a separate document, entitled “Supplement to the 2040 Revenue Forecast Handbook.”

“Statewide” Capacity Programs

FDOT is taking the lead in identifying planned projects and programs funded by these major programs: SIS Highways Construction & ROW, Aviation, Rail, Seaport Development and Intermodal Access.¹ SIS Highways² Construction & ROW projects and revenues will be provided to MPOs with the other elements of the revenue forecast. These estimates are for planning purposes and do not represent a commitment of FDOT funding.

Other Capacity Programs

The Department has requested that MPOs take the lead in identifying planned projects and programs funded by the Other Arterials Construction & ROW and Transit programs. MPOs may use the total funds estimated for these two programs to plan for the mix of public transportation and highway improvements that best meets the needs of their metropolitan areas. However, the FDOT is responsible for meeting certain statutory requirements for public transportation funding. As a result, MPOs are encouraged to provide at least the level of Transit Program funding for transit projects and programs.

TMA Funds

FDOT provided estimates of funds allocated for Transportation Management Areas, as defined by the U. S. Department of Transportation. They are the same as “SU” funds in the 5-Year Work Program. It is strongly recommended that MPOs eligible for TMA Funds perform a

¹ FDOT continues to work with modal partners to identify aviation, rail, seaport, and intermodal access projects beyond the years in work programs. However, FDOT and its partners have not been able to identify cost feasible projects beyond the work program sufficiently to include them in the SIS Cost Feasible Plan and, therefore, in MPO cost feasible plans.

² The 2040 update of the SIS Cost Feasible Plan includes all roads that are on the Strategic Intermodal System (SIS), including Connectors between SIS Corridors and Hubs.

thorough analysis of how these funds should be reflected in their long range plan. The following is guidance for that analysis.

Planning for the Use of TMA Funds

MPOs eligible for TMA Funds were provided estimates of total TMA Funds. MPOs are encouraged to work with FDOT district programming and planning staff to determine how to reflect TMA Funds in the long range plan. Consideration should be given to:

- Programmed use of TMA Funds (Fiscal Years 2013-2018) among the various categories in the FDOT revenue forecast. These include Other Arterials Construction & ROW, Product Support (e.g., Planning, PD&E studies, Engineering Design, Construction Inspection, etc.), SIS Highways Construction & ROW, Transit, etc.
- Planned use of TMA Funds – based on policies regarding the planned use of funds through the long range plan horizon year.
- Clear articulation in the long range plan documentation of the policies regarding the use of TMA funds, and estimates of TMA funds planned for each major program and time period.

Transportation Alternatives Funds

FDOT has provided estimates of funds for Transportation Alternatives, as defined by MAP-21, to assist MPOs in developing their plans. Estimates of Transportation Alternatives funds allocated for TMAs (i.e., “TALU” funds) will be provided to each TMA.

Estimates of funds for areas with populations under 200,000 (i.e., TALL funds) and for any area of the state (i.e., TALT funds) were also provided to MPOs. MPOs may desire to include projects funded TALL or TALT funds in the long range transportation plan. If so, the MPO should identify such projects as “illustrative projects” in its plan.

Funds for Off-System Roads

The Department has also estimated the amount of funds that may be used “Off-System” – funds that could be used for planned programs or projects on roads that are not on the State Highway System (i.e., roads owned by counties and municipalities). “Off-System” funds are included in the Other Arterials program estimates, which are comprised of federal and state funds. By law, state funds cannot be used for highway improvements not on the State Highway System, except to match federal aid or for SIS Connectors owned by local governments. Federal funds included in the Other Arterials program estimates may be used anywhere except for roads that are functionally classified as local or rural minor collectors, unless such roads were on the federal-aid system as of January 1, 1991.

All estimated TMA funds (see above) may be used on “Off-System” roads. The following is guidance for estimating other federal funds that can be used for “Off-System” roads:

- MPOs in TMAs can assume all estimated TMA funds and 10% of the FDOT estimates of Other Arterials Construction & ROW funds can be used for “Off-System” roads.
- MPOs that are not in TMAs can assume that 15% of Other Arterials Construction & ROW funds provided by FDOT can be used for “Off-System” roads.

Preliminary Engineering Estimates

MPOs are encouraged to include estimates for key pre-construction phases in the LRTP, namely for Project Development and Environmental (PD&E) studies and Engineering Design. FDOT has included sufficient funding for these and other “Product Support” activities to produce the construction levels in the 2040 Revenue Forecast. Costs for these phases for SIS highways will be provided to MPOs in the 2040 SIS Highways Cost Feasible Plan. For projects funded with the revenue estimates for Other Arterials Construction & ROW Funds provided by FDOT, MPOs can assume that the equivalent of 22 percent of those estimated funds will be available from the statewide “Product Support” estimates for PD&E and Engineering Design; these funds are in addition to the estimates for Other Arterials Construction & ROW funds provided to MPOs. MPOs should document these assumptions. For example, if the estimate for Other Arterials Construction & ROW in a 5-year period is \$10 million, the MPO can assume that an additional \$2.2 million will be available for PD&E and Design in the 5-year period from FDOT “Product Support” estimates. If planned PD&E and Design phases use TMA funds, the amounts should be part of (i.e., not in addition to) estimates of TMA funds provided to MPOs.

The Department encourages MPOs to combine PD&E and Design phases into “Preliminary Engineering” in LRTP documentation. “Boxed” funds can be used to finance “Preliminary Engineering”; however, the specific projects using the boxed funds should be listed, or described in bulk in the LRTP (i.e., “Preliminary Engineering for projects in Fiscal Years 2021-25”).

Documentary Stamps Tax Funds

Chapter 2005-290, Laws of Florida (also referred to as Senate Bill 360) established recurring appropriations to several major state transportation programs in 2005. Annually, up to \$541.75 million (year of expenditure dollars) will be appropriated from proceeds from the Documentary Stamps Tax. It should be noted that the legislation does not adjust the allocations for future changes in Documentary Stamps Tax proceeds or inflation. There have been several statutory changes since 2005, adjusting the sub-allocation of proceeds from the Documentary Stamps Tax allocated to transportation programs. In addition, the major slowdown in the housing market has led to significant reductions in Documentary Stamps Tax proceeds available for transportation programs since 2005. Forecasts of these proceeds do not project a return to the statutory cap of \$541.75 million by 2040. The following information regarding transportation proceeds from the Documentary Stamps Tax is guidance for the use of these funds in metropolitan long range transportation plans.

Small County Outreach Program

Annually, 10% of the transportation proceeds is allocated for transportation projects in small counties. The 2040 Revenue Forecast assumes these funds will not be available for projects in metropolitan areas.

New Starts Transit Program

Annually, 10% of the transportation proceeds is allocated for major new transit capital projects in metropolitan areas. MPOs have been provided statewide estimates of New Starts funds for 2019 through 2040. Generally, state eligibility requirements are:

- Project must be a fixed-guideway rail transit system or extension, or bus rapid transit system operating primarily on a dedicated transit right of way;
- Project must support local plans to direct growth where desired;
- State funding limited to up to 50% of non-federal share;
- Dedicated local funding to at least match state contribution; and
- Eligible phases are final design, right of way acquisition, construction, procurement of equipment, etc.

MPOs may desire to include projects partially funded with statewide New Starts funds in the long range transportation plan. Any commitment of these funds by FDOT should be documented in the LRTP. Otherwise, the MPO should identify such projects as “illustrative projects” in its plan along with, at a minimum, the following information:

- Description of the project and estimated costs;
- Assumptions related to the amount of statewide New Starts funding for the project; and
- Assumptions related to the share and amount of non-State matching funds for the project (federal and local) and the likelihood such funding will be available as planned.

MPOs should work with their district office in developing and documenting this information.

Strategic Intermodal System

After allocations to the Small County Outreach Program and the New Starts Transit Program, 75% of the remaining Documentary Stamps Tax funds are allocated annually for the SIS. FDOT will plan for these funds as part of the SIS Cost Feasible Plan and provide funding and project information to MPOs.

Transportation Regional Incentive Program (TRIP)

After allocations to the Small County Outreach Program and the New Starts Transit Program, 25% of the remaining Documentary Stamps Tax funds are allocated annually for TRIP for regional transportation projects in “regional transportation areas” (see s. 339.155(4) and s. 339.2819, Florida Statutes). The first \$60 million of funds allocated to TRIP are allocated annually to the Florida Rail Enterprise. MPOs have been provided estimates of TRIP funds for 2019 through 2040. TRIP will fund up to 50% of project costs.

MPOs may desire to include projects partially funded with TRIP funds in the long range transportation plan. If so, the MPO should identify such projects as “illustrative projects” in its plan along with, at a minimum, the following information:

- Status of regional transportation planning in the affected MPO area, including eligibility for TRIP funding;
- Description of the project and estimated costs;
- Assumptions related to the share and amount of district TRIP funding for the project; and
- Assumptions related to the share and amount of non-State matching funds for the project (federal and/or local) and the likelihood such funding will be available as planned.

MPOs should work with their district office in developing and documenting this information.

TRIP Requirements in Florida Law¹

Projects to be funded with TRIP funds shall, at a minimum:

1. Serve national, statewide, or regional functions and function as an integrated regional transportation system;
2. Be identified in the capital improvements element of a comprehensive plan that has been determined to be in compliance with Part II of Chapter 163, F. S. after July 1, 2005, and be in compliance with local government comprehensive plan policies relative to corridor management;
3. Be consistent with the Strategic Intermodal System Plan; and
4. Have a commitment for local, regional, or private financial matching funds as a percentage of the overall project cost.

In allocating TRIP funds, priority will be given to projects that:

1. Provide connectivity to the Strategic Intermodal System;
2. Support economic development and the movement of goods in rural areas of critical economic concern;
3. Are subject to a local ordinance that establishes corridor management techniques, including access management strategies, right-of-way acquisition and protection measures, appropriate land use strategies, zoning, and setback requirements for adjacent land uses; and
4. Improve connectivity between military installations and the Strategic Highway Network or the Strategic Rail Corridor Network.

Non-Capacity Programs

“Non-Capacity” Programs refer to the FDOT programs designed to support and maintain the state transportation system: safety; resurfacing; bridge; product support; operations and maintenance; and administration. Consistent with the MPOAC Guidelines, FDOT and FHWA have agreed that the LRTP will meet FHWA expectations if it contains a summary of FDOT estimates to operate and maintain the State Highway System in the FDOT district in which the MPO is located. FDOT provided these estimates in the “Supplement to the 2040 Revenue Forecast Handbook.” FDOT has also included statewide funding for these programs in the forecast to meet statewide objectives (e.g., ensure that 90% of FDOT-maintained bridges meet Department standards) for operating and maintaining the State Highway System.

FDOT will provide an “Appendix for the Long Range Metropolitan Plan” to MPOs to include in the documentation of their long range plans. The appendix is intended to provide the public with clear documentation of the state and federal financial issues related to each MPO plan and to facilitate reconciliation of statewide and metropolitan plans. The appendix will describe how the statewide 2040 Revenue Forecast was developed and identifies the metropolitan area’s share of the forecast’s capacity programs. In addition, the appendix will include the forecast’s statewide estimates for non-capacity programs, which are sufficient for meeting statewide objectives and program needs in all metropolitan and non-metropolitan areas. This appendix should accomplish the goal of ensuring that sufficient funding will be available to operate and maintain the state transportation system in metropolitan areas.

“Other”

The Department makes certain expenditures that are not included in major programs discussed above. Primarily, these expenditures are for debt service and, where appropriate, reimbursements to local governments. These funds are not available for statewide or metropolitan system plans.

¹ s. 339.2819(4), Florida Statutes.

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OTHER TRANSPORTATION REVENUES

Local government revenues (e.g., taxes and fees, federal funds distributed directly to local governments, local or regional tolls) play a critical role in providing local and regional transportation services and facilities. The Department does not have access to detailed information on local and regional revenue sources and forecasts of revenues expected from them. Information on many of those sources can be found in *Florida's Transportation Tax Sources: A Primer* and the *Local Government Financial Information Handbook*.¹ The following is guidance to MPOs in the identification and forecasting of current revenue sources, potential new sources and the development of long range estimates.

Current Revenue Sources

Initially, MPOs should identify sources of local and regional revenues that have funded transportation improvements and services in recent years and are expected to continue. The following is a summary of sources in some or all metropolitan areas in Florida.

Local Government Taxes and Fees

Local government sources include those that are dedicated for transportation purposes. In many areas they are supplemented by general revenues allocated to specific transportation programs (e.g., transit operating assistance may be provided from the general fund). Other sources are available for transportation if enacted by one or more local governments in the metropolitan area. Local government financial staff should have information on recent revenue levels, uses of funds, trends, etc.

State Imposed Motor Fuel Taxes

Florida law imposes per-gallon taxes on motor fuels and distributes the proceeds to local governments as follows: the Constitutional Fuel Tax (2 cents); the County Fuel Tax (1 cent); and the Municipal Fuel Tax (1 cent). The County Fuel Tax receipts are distributed directly to counties. The Constitutional Fuel Tax proceeds are first used to meet the debt service requirements on local bond issues backed by the tax proceeds. The remainder is credited to the counties' transportation trust funds. Municipal Fuel Tax proceeds are transferred to the Revenue Sharing Trust Fund for Municipalities, combined with other non-transportation revenues, and distributed to municipalities by statutory criteria. The Constitutional Fuel Tax may be used for the acquisition, construction, and maintenance of roads. The County Fuel Tax and Municipal Fuel Tax may be used for any legitimate transportation purpose. Estimated distributions of these sources can be found in the *Local Government Financial Information Handbook*.

Local Option Motor Fuel Taxes

Local governments may levy up to 12 cents of local option fuel taxes pursuant to three types of levies. Recent proceeds from these optional motor fuel taxes for each county are contained in the *Local Government Financial Information Handbook*.

¹ *Florida's Transportation Tax Sources, A Primer*, is published annually by FDOT at: <http://www.dot.state.fl.us/officeofcomptroller/pdf/GAO/RevManagement/Tax%20Primer%202013%20JAN.pdf> and *Local Government Financial Information Handbook*, is an annual publication of the Florida Legislature's Office of Economic and Demographic Research at <http://edr.state.fl.us/Content/local-government/reports/lgfih12.pdf>.

First, a tax of 1 to 6 cents on every gallon of motor and diesel fuel may be imposed by an ordinance adopted by the majority vote of the county commission or by countywide referendum for up to 30 years. However, this tax is imposed on diesel fuel in every county at the rate of 6 cents per gallon. These funds may be used for any legitimate county or municipal transportation purpose (e.g., public transportation operations and maintenance, road construction or reconstruction). In addition, small counties (i.e., less than 50,000 as of April 1, 1992) may use these funds for other infrastructure needs.

Second, a tax of 1 to 5 cents on every gallon of motor fuel sold may be imposed by a majority plus one vote of the county commission or by countywide referendum. These funds may be used for transportation purposes to meet the requirements of the capital improvement element of an adopted comprehensive plan. This includes roadway construction, reconstruction, or resurfacing, but excludes routine maintenance.

Third, a tax of 1 cent (often referred to as the Ninth-Cent Fuel Tax) on every gallon of motor and diesel fuel sold may be imposed. A county can impose the tax on motor fuel by an extraordinary vote of its board of commissioners or by referendum. However, this tax is imposed on all diesel fuel sold in every county. These funds may be used for any legitimate county or municipal transportation purpose (e.g., public transportation operations and maintenance, construction or reconstruction of roads).

Other Transportation-Related Sources

Examples of these sources include public transportation fares and other charges, toll revenues from local or regional expressway and/or bridge authorities¹, transportation impact fees, and other exactions. The use of, and levels of proceeds from, these sources varies significantly among metropolitan areas.

Property Taxes and Other General Revenue Sources

Most local governments finance some transportation facilities and/or services from their general fund. These revenue sources include property taxes, franchise or business taxes, and local government fees. The sources, funding process, eligible services, etc., vary widely among local governments. Local government financial staff should have information on recent revenue levels, uses of funds, trends, and other information needed by MPOs.

Discretionary Sales Surtaxes

A Charter County and Regional Transportation System Surtax of up to 1% may be levied by charter counties, counties that are consolidated with one or more municipalities, and counties within or under an interlocal agreement with a regional transportation or transit authority created under Chapter 343 or Chapter 349, subject to a referendum. These funds may be used for fixed guideway rapid transit systems, including the cost of a countywide bus system that services the fixed guideway system. Proceeds may also be transferred to an expressway or transportation authority to operate and maintain a bus system, or construct and maintain roads or service the debt on bonds issued for that purpose.

¹ Toll revenues from Florida's Turnpike and other toll facilities owned by the State are included in the 2040 Revenue Forecast.

A Local Government Infrastructure Surtax of either 0.5% or 1% may be levied for transportation and other purposes. The governing authority in each county may levy the tax by ordinance, subject to a successful referendum. In lieu of county action, municipalities representing the majority of the county population may adopt resolutions calling for countywide referendum on the issue and it will take effect if the referendum passes. The total levy for the Local Government Infrastructure Surtax and other discretionary surtaxes authorized by state law (for school construction, hospitals and other public purposes) cannot exceed 1%. See section 212.055, Florida Statutes, for more information on these discretionary sales surtaxes.

Federal Revenues

These are revenues from federal sources that are not included in the 2040 Revenue Forecast. Examples include federal assistance for aviation improvements and capital and operation assistance for transit systems. Potential sources distributed directly to local governments or authorities include revenue from the Federal Airport and Airway Trust Fund, the Federal Highway Trust Fund (Mass Transit Account), and the Federal General Fund.

Bond Proceeds

Local governments may choose to finance transportation and other infrastructure improvements with revenue or general obligation bonds. These types of local government bonds are often areawide and/or designed to fund programs (e.g., transportation, stormwater) and/or specific projects. Primarily for this reason, analyses of the potential use of this source should be undertaken separately from analyses of the use of bonds for toll facilities, where toll revenues from specific projects are used for project costs and debt repayment.

Other Current Sources

Other possible sources include private sector contributions or payments, such as proportionate share contributions. Often, these will be sources for specific projects or programs.

New Revenue Sources

Revenues from current sources have not been sufficient to meet transportation capacity, preservation, and operational needs in Florida's metropolitan areas. MPOs should examine the potential for new revenue sources that could be obtained to supplement current sources to meet those needs. This examination of each potential source should include analyses of:

- Authority (whether, and how, sources are authorized in current state and/or local laws and ordinances);
- Estimates of proceeds through 2040;
- Reliability of the estimates (e.g., amount, consistency); and
- likelihood that the source will become available (e.g., the probability that the proceeds will actually be available to fund improvements, taking into account issues such as previous state and/or local government legislative decisions, results of previous referenda, and commitments from decision makers).

Optional Sources Authorized by Current State Law

Communities in most metropolitan areas have not taken full advantage of some of the optional and discretionary transportation revenue sources authorized by current state law. These include the 9th-Cent Fuel Tax, the full 11 cents available from the Local Option Fuel Tax, the Charter

County and Regional Transportation System Surtax, and the Local Government Infrastructure Surtax. Where authorized, these sources are subject to either the approval of local governing bodies or referenda.

“Innovative Financing” Sources

Typically, these are other sources that are used in some local areas in Florida or other states, but are not used in a specific metropolitan area (e.g., toll facilities). Most require state and/or local government legislative authorization before they can be established.

In addition, state and/or federal law has authorized several transportation finance tools that can make additional funds available or accelerate the completion of needed projects. These tools are described in Appendix C, “Leveraging, Cash Flow and Other Transportation Finance Tools.”

Development of Revenue Estimates

MPOs should develop estimates through 2040 for each current or new revenue source.

Typically, these will be annual estimates that should be summarized for longer time periods (e.g., 5 years) for plan development purposes. MPOs should consult with financial planning staff from local governments and service providers and consider the following issues.

Historical Data

Information should be obtained related to factors that may affect the revenue estimates, such as recent annual proceeds and growth rates. MPOs should consider forecasting methodologies that include the relationships of revenue growth rates to other factors (e.g., population growth, retail sales), to assist with revenue projections, particularly if little historical data exist or annual proceeds fluctuate significantly (e.g., proceeds from impact fees).

Adjustments for Inflation

Estimates of future revenue sources usually identify the value of money at the time it will be collected (e.g., 2020), sometimes referred to as “year of expenditure” or “current” dollars, and reflect future growth in revenue and inflation. If this is not the case, see Appendix D for factors used for adjusting revenue forecasts to “year of expenditure” dollars.

Use of Revenues for Maintenance and Operations

About 50% of state and federal revenues in the 2040 Revenue Forecast is planned for “non-capacity” state programs. The emphasis on “non-capacity” activities funded with local and regional revenue sources may vary widely among metropolitan areas, but it is important to ensure that sufficient local funds are planned for maintenance and operations activities. Those revenues needed for non-capacity programs should not be considered to be available to fund capacity improvements.

Constraints on the Use of Revenues

MPOs should identify any constraints or restrictions that may apply to a revenue source for its use to fund multimodal transportation improvements. For example, federal and local transit operating assistance may be limited to transit services and cannot be used to fund highway improvements. Other constraints include any time limitations on the funding source, such as the limitations on levies of discretionary sales surtaxes.

DEVELOPING A COST FEASIBLE PLAN

Each MPO has established a process for updating its cost feasible plan for its metropolitan transportation system. These processes include public involvement programs tailored to the metropolitan area; schedules for identifying needs, resources, testing of alternative system networks; and adoption. The Department, particularly through its district planning staff, is an active partner in assisting each MPO in plan development. This section provides general guidance and recommendations to MPOs in updating their cost feasible plans. The guidance should be tailored to the plan development process established in each metropolitan area.

Project Identification

The long range plan will define the transportation system that best meets the needs of the metropolitan area and furthers metropolitan and state goals. The system plan will be comprised of transportation projects and/or programs that are expected to be implemented by 2040, consistent with the MPOAC “Financial Guidelines for MPO 2040 Long Range Plans.” Projects and programs for at least the years 2014-2018 will be identified in TIPs and FDOT Adopted Work Programs¹.

The following discusses projects or programs that should be identified for the years 2019-2040. They should be considered as candidates for inclusion in the adopted long range system plan, subject to each MPO’s plan development process, including the reconciliation of all project and program costs with revenue estimates. MPOs are encouraged to clearly identify “regionally significant” projects, regardless of mode, ownership, or funding source(s).²

“Statewide” Capacity Programs

The Department is taking the lead in identifying planned projects and programs funded by these major programs: SIS Highways Construction & ROW, Aviation, Rail, and Intermodal Access. SIS Highways Construction & ROW projects planned within metropolitan areas were provided at the same time as the 2040 Revenue Forecast. These estimates are for planning purposes and do not represent a commitment of FDOT funding.

MPOs are encouraged to review those projects with district staff, identify any projects or areas that require further discussion, and reach agreement with district staff on how those projects will be incorporated in the update of the metropolitan cost feasible plan.

Issues that may require further discussion include candidate projects not included in the SIS Highways Cost Feasible Plan. These may include projects or major project phases that could not be funded by the estimates for the SIS Highways Construction & Right-of-Way program. Information to be discussed should include: project descriptions and cost estimates, funding sources (e.g., Other Arterials Construction & Right-of-Way funds; local, authority or private sector sources), and relationship to other planned improvements.

¹ Several Florida MPOs are not scheduled to update LRTPs until 2015 and beyond. MPOs are encouraged to use the latest information available in the TIP or FDOT Adopted Work Program for any years after FY 2018 that may be available.

² See “Federal Strategies for Implementing Requirements for LRTP Update for the Florida MPOs, November 2012”, page 2, for a description of regionally significant projects.

Other Capacity Programs

The Department has requested that MPOs “take the lead” in identifying projects or programs that could be funded, or partially funded, by the state (1) Other Arterials Construction & Right-of-Way and (2) Transit programs. Estimates of those funds have been provided to MPOs. Each MPO should consider the mix of highway and transit projects and programs that best serves its metropolitan area, and that the funding estimates for these two programs are “flexible” for the years 2019-2040. MPOs are encouraged to work with district staff as candidate projects are identified and reach agreement on how they will be incorporated in the update of the metropolitan cost feasible plan. The following should be considered:

- Project Descriptions and Cost Estimates - MPOs should work with district staff, local governments, authorities and service providers, and private sector interests to develop project descriptions and cost estimates in sufficient detail for their planning process. Projects may include improvements to the State Highway System, transit system improvements, and components of Transportation System Management (TSM) and Transportation Demand Management (TDM) programs such as intersection improvements, traffic signal systems, ridesharing programs, and ITS projects.
- Costs of Major Phases - At a minimum, MPOs should identify construction, right-of-way, and Preliminary Engineering (PD&E and Design phases) costs separately. These estimates will be needed because (1) the Other Arterials program estimates include state funding for construction plus right-of-way, and (2) sufficient funds have been estimated to provide planning and engineering (i.e., “Product Support” as defined in Appendix A) for all state capacity programs. Specific estimates for right-of-way costs should be used for any project where such estimates exist. For other projects, the Department will provide information on the relationship of construction and right-of-way costs to assist with these calculations (see Appendix D for more information).
- Potential Supplemental Funding - MPOs should identify potential revenue sources that could be used to supplement the estimates from the Other Arterials and Transit programs to fund, or partially fund, these projects. This includes federal funds that are not part of the Department’s revenue forecast, or revenues from local and private sector sources.

Other Projects and Programs

Revenue and project information provided by the Department is intended for those activities that are funded through the state transportation program. Other transportation improvement activities in metropolitan areas may include improvements to local government roads, transit programs that are financed by local revenues and funds, and projects and programs for modes that are not funded by the state program. It is recommended that the following types of information should be developed for these candidate projects and programs: (1) project descriptions and cost estimates, (2) costs of major phases, and (3) funding sources.

Development of a Cost Feasible Multimodal Plan

Development of a “cost feasible multimodal system plan” requires a balancing of high-priority improvements with estimates for expected revenue sources, subject to constraints regarding how

certain funding estimates can be used.¹ The Department has provided some flexibility for one-third of the state and federal funds estimated for capacity improvements between 2019 and 2040. Due to program constraints included in the 2040 Revenue Forecast and other sources (e.g., federal transit operating assistance), the following discussion of major system plan elements is organized by transportation mode.

Highways

The highway element of the multimodal system plan will be comprised of current or proposed facilities that are SIS highways, the remainder of the State Highway System, and appropriate local roads. These three components must be examined separately because of the constraints related to the use of revenue estimates for various programs.²

SIS Highways

The MPO should identify planned improvements and funding for corridors on the SIS, consistent with the 2040 SIS Highways Cost Feasible Plan and any adjustments agreed upon by the Department. Such adjustments could result from agreements to supplement SIS funds to either accelerate or add improvements to SIS Highways.

Remaining State Highway System (SHS)

The MPO should identify planned improvements and funding for corridors that are on the SHS, but not on the SIS. Potential funding sources include the “flexible” funds from the State Other Arterials and Transit programs, and funds from local or private sector sources that have been identified as reasonably available.

Local Highways and Streets

The MPO should identify planned improvements and funding for local road facilities that should be included in the long range plan. The Department has provided estimates of “off system” funds in the statewide forecast that can be used for these improvements, provided they meet federal eligibility requirements.³ Other funds should include local or private sector sources that have been identified as reasonably available.

Operational Improvements Programs

MPOs should identify program descriptions and funding levels for transportation system management programs such as intersection improvements, traffic signal systems, and ITS projects. Transportation demand management program descriptions and funding levels can be identified in the highway element, in the transit element, or separately. Generally, such programs should be funded with revenues estimated for the State Other Arterials and Transit programs or local revenue sources.

¹ See Appendix A for funding eligibility guidance for the major state programs.

² MPOs may desire to include “illustrative projects” in their plan, partially funded with Transportation Regional Incentive Program (TRIP) funds. See the guidance under “Documentary Stamps Tax Funds” in the “Metropolitan Area Estimates” section of this handbook for more information.

³ “Off system” funds estimated by the Department may be used anywhere except for roads that are functionally classified as local or rural minor collectors, unless such roads were on a federal-aid system as of January 1, 1991.

Transit

MPOs should identify transit projects and programs and funding for local or regional bus systems and related public transportation programs in the transit element in cooperation with transit providers. Demand management programs, including ridesharing, bicycle and pedestrian projects can be included, or can be identified separately. Potential funding sources include the “flexible” funds from the state Other Arterials and Transit programs, federal and local transit operating assistance, and other funds from local or private sector sources that have been identified as reasonably available.^{1,2}

Balancing Planning Improvements and Revenue Estimates

It is expected that each MPO will test several alternative plans leading toward adoption of a cost feasible multimodal plan for the metropolitan transportation system. The system alternatives should examine different ways to meet state and metropolitan goals and objectives, and should be analyzed within the context of the metropolitan area’s public involvement program. They may contain alternative mixes of the candidate projects discussed above, alternative schedules for implementation, and alternative improvements for specific projects (e.g., adding 2 lanes, adding bus service). Throughout this process, MPOs should reconcile project costs with revenue estimates, taking into consideration the revenues estimated for transportation improvements and any flexibility or constraints associated with the estimates. (See Figure 1.)

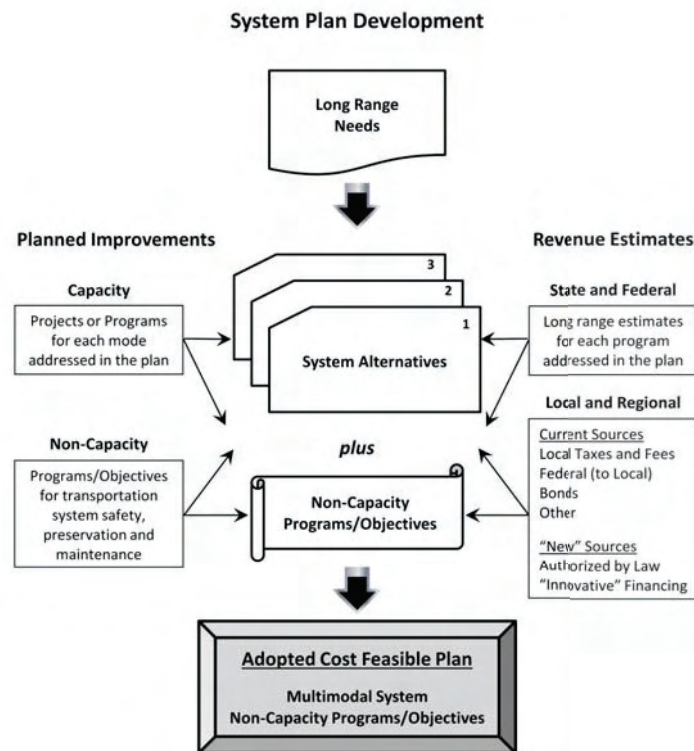
State and federal estimates for 2019-2040 have generally been prepared in five-year time periods to assist MPOs with the testing and staging of alternatives. For planning purposes, some leeway should be allowed for estimates for these time periods. For example, the total cost of planned projects for the period 2021-2025 for funding with the “flexible” Other Arterials and Transit estimates should be within 10% of the funds estimated for that period. It is strongly recommended, however, that the total cost of planned projects for the entire 2019-2040 period not exceed revenue estimates for the entire period for each element or component of the plan.

As part of LRTP documentation, MPOs should identify all projects planned to be implemented with federal funds within the first 10 years of the plan.

¹ MPOs may desire to include “illustrative projects” in their plan, partially funded with New Starts Program funds. See the guidance under “Documentary Stamps Tax” in the “Metropolitan Area Estimates” section of this handbook for more information.

² See “Federal Strategies for Implementing Requirements for LRTP Update for the Florida MPOs, November 2012”, page 2, for additional guidance for transit projects.

Figure 1
Cost Feasible Plan Project and Financial Planning
Metropolitan Long Range Transportation Plan Development



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APPENDIX A
STATE TRANSPORTATION PROGRAMS
AND FUNDING ELIGIBILITY
2040 Revenue Forecast Update

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APPENDIX A
STATE TRANSPORTATION PROGRAMS AND FUNDING ELIGIBILITY
2040 Revenue Forecast

This appendix defines the major program categories used in the 2040 Revenue Forecast and provides guidelines for what types of planned projects and programs are eligible for funding with revenues estimated in the forecast. Metropolitan plan updates that incorporate the information from this revenue forecast should be consistent with these guidelines.

STATE TRANSPORTATION PROGRAMS

The 2040 Revenue Forecast includes all state transportation activities funded by state and federal revenues. The basis for the forecast is the framework of the Program and Resource Plan (PRP), the Department's financial planning document for the 10-year period that includes the Work Program. The PRP addresses over 60 programs or subprograms. See pages A10-A11 for a list of programs and major subprograms and how they have been combined for the revenue forecast.

Major Program Categories

Revenue estimates for all state programs were combined into the categories shown in the table below. The funding eligibility information in this document is organized according to these emphasis areas and the responsibilities for project identification for each program. Each of the major programs falls under one of the following PRP groups of programs:

- Product – Activities which build the transportation infrastructure.
- Product Support – Planning and engineering required to produce the products.
- Operations & Maintenance – Activities which support and maintain transportation infrastructure after it is constructed and in place.
- Administration – Activities required to administer the entire state transportation program.

Major Programs	
P	SIS Highways Construction & Right-of-Way
R	Other Arterial Construction & Right-of-Way
O	Aviation
D	Transit
U	Rail
C	Intermodal Access
T	Seaport Development
	Safety
	Resurfacing
	Bridge
O	Product Support
T	Operations & Maintenance
H	Administration
E	
R	

Planning for Major Programs

MPO long range plans will contain project and financial information for a wide range of transportation improvements expected through 2040. The Department and MPOs share the responsibility for identifying these improvements and the expected funding¹ for each. Responsibilities, and the general level of detail required, include:

- **Capacity Programs** – to the extent possible, project descriptions and costs will be developed for each transportation mode, consistent with estimated revenues, as follows:
 - SIS Highways, Aviation, Rail, Seaport Development and Intermodal Access² – the Department will take the lead in project identification in each metropolitan area.
 - Other Arterials and Transit – each MPO will take the lead in project identification within its metropolitan area.
- **Non-Capacity Programs** – the Department has estimated sufficient revenues to meet statewide safety, preservation and support objectives through 2040, including in each metropolitan area. It is not necessary to identify projects for these programs, so estimates for these activities have not been developed for metropolitan areas. The Department will prepare separate documentation to address these programs and estimated funding and provide it to MPOs for inclusion in the documentation of their long range plans.

FUNDING ELIGIBILITY FOR MAJOR PROGRAMS

The FTP and metropolitan long range plans consider many types of transportation improvements to meet long range needs, constrained by the funding expected to be available during the planning period. The following are explanations of the types of projects, programs and activities that are eligible for state and/or federal funding in each of the major categories contained in the 2040 Revenue Forecast.

“Statewide” Capacity Programs

The Department has “taken the lead” in the identification of planned projects and programs that are associated with the Strategic Intermodal System (SIS) and will provide detailed information to MPOs. As a result, metropolitan plans and programs that include state and federal funds for these major programs should be coordinated and consistent with state long range plans and programs. Each is discussed below.

SIS Highways Construction & Right-of-Way

The Strategic Intermodal System (SIS), including the Emerging SIS, includes over 4,300 miles of Interstate, Turnpike, other expressways and major arterial highways and connectors between those highways and SIS hubs (airports, seaports, etc.). The primary purpose of the SIS is to serve interstate and regional commerce and long distance trips.

¹ The information in this document is limited to projects and programs funded with state and federal revenues that typically are contained in the state 5-year Work Program. MPOs must also consider projects and programs in their long range plans that may be funded with other sources available within the metropolitan area. These include local government taxes and fees, private sector sources, local/regional tolls, and other sources each MPO may identify.

² FDOT continues to work with modal partners to identify aviation, rail, seaport, and intermodal access projects beyond the years in work programs. However, FDOT and its partners have not been able to identify cost feasible projects beyond the work program sufficiently to include them in the SIS Cost Feasible Plan and, therefore, in MPO cost feasible plans.

Metropolitan plans and programs for SIS Highways should be consistent with the 2040 SIS Highways Cost Feasible Plan, as provided to each MPO. Projects associated with aviation, rail, seaport development and intermodal access may be funded under this program, provided that they are included in the SIS Highways Cost Feasible Plan. Capacity improvement projects eligible for funding in the current plan include:

- Construction of additional lanes;
- The capacity improvement component of interchange modifications;
- New interchanges;
- Exclusive lanes for through traffic, public transportation vehicles, and other high occupancy vehicles;
- Bridge replacement with increased capacity;
- Other construction to improve traffic flow, such as intelligent transportation systems (ITS), incident management systems, and vehicle control and surveillance systems;
- The preferred alternative defined by an approved multi-modal interstate master plan;
- Weigh-in-motion stations;
- Acquisition of land which is acquired to support the SIS highway and bridge construction programs, and land acquired in advance of construction to avoid escalating land costs and prepare for long-range development; and
- New weigh stations and rest areas.

The following activities are not eligible for funding from the SIS Highways Construction & Right-of-Way program estimates: planning and engineering in SIS corridors (see Product Support below), highway/road construction and right-of-way acquisition not listed above, and support activities to acquire right-of-way (see Product Support below).

Aviation

The state provides financial and technical assistance to Florida’s airports. Projects and programs eligible for funding¹ include:

- Assistance with planning, designing, constructing, and maintaining public use aviation facilities;
- Assistance with land acquisition;
- “Discretionary” assistance for capacity improvement projects at certain airports. In 2012, those meeting the eligibility criteria are Miami, Orlando, Ft. Lauderdale/Hollywood, Tampa, Southwest Florida, and Orlando Sanford international airports.

The following activities are not eligible for funding from the Aviation program estimates: planning and engineering to support state programs (see Product Support below), financial and technical assistance for private airports, and “discretionary” capacity improvements at airports other than those listed above.

¹ See FDOT Work Program Instructions for additional funding eligibility and state matching funds requirements.

Rail

The state provides funding for acquisition of rail corridors and assistance in developing intercity passenger and commuter rail service, fixed guideway system development, rehabilitation of rail facilities and high speed transportation. Projects and programs eligible for funding¹ include:

- Financial and technical assistance for intermodal projects;
- Rail safety inspections;
- Regulation of railroad operations and rail/highway crossings;
- Identification of abandoned rail corridors;
- Recommendations regarding acquisition and rehabilitation of rail facilities; and
- Assistance for developing intercity rail passenger service or commuter rail service.

The following activities are not eligible for funding from the Rail program estimates: planning and engineering to support state programs (see Product Support below), financial and technical assistance for rail projects and programs not specified above.

Intermodal Access

The state provides assistance in improving access to intermodal facilities and the acquiring of associated rights of way. Projects and programs eligible for funding include:

- Improved access to intermodal or multimodal transportation facilities;
- Construction of multimodal terminals;
- Rail access to airports and seaports;
- Interchanges and highways which provide access to airports, seaports and other multimodal facilities; and
- Projects support certain intermodal logistics centers².

The following activities are not eligible for funding from the Intermodal Access program estimates: planning and engineering to support state programs (see Product Support below), and programs not specified above.

Seaport Development

The state provides assistance with funding for the development of public deep water ports. This includes support of bonds issued by the Florida Ports Financing Commission that finances eligible capital improvements. Projects and programs eligible for funding and state matching funds requirements vary among several programs. See FDOT Work Program Instructions for more information.

The following activities are not eligible for funding from the Seaport Development program estimates: planning and engineering to support state programs (see Product Support below), programs not specified above, and financial and technical assistance at other ports.

¹ See FDOT Work Program Instructions for additional funding eligibility and state matching funds requirements.

² See FDOT Work Program Instructions for funding eligibility and state matching funds requirements.

Other Capacity Programs

MPOs have been requested to “take the lead” in the identification of planned projects and programs for the (1) Other Arterials Construction & ROW and (2) Transit programs. For 2014-2018, MPOs should identify projects as contained in the Work Program. For all years after 2018, MPOs should plan for the mix of highway and transit programs that best meets the needs of their metropolitan area. As a result, MPOs may identify either highway or transit improvement programs and projects, consistent with the total amount of the two major programs, and consistent with the following eligibility criteria.

Other Arterial Construction & Right of Way

The primary purpose of this program is to fund improvements on the part of the State Highway System, or SHS, that is not designated as SIS. The approximately 8,000 miles of such highways represent about 64% of the SHS. Projects and programs eligible for funding include:

- Construction and improvement projects on state roadways which are not on the Strategic Intermodal System (SIS), including projects that:
 - Add capacity;
 - Improve highway geometry;
 - Provide grade separations; and
 - Improve turning movements through signalization improvements and storage capacity within turn lanes.
- Acquisition of land which is acquired to support the SHS highway and bridge construction programs, and land acquired in advance of construction to avoid escalating land costs and prepare for long-range development;
- Construction and traffic operations improvements on certain local government roads¹ that add capacity, reconstruct existing facilities, improve highway geometrics (e.g., curvature), provide grade separations, and improve turning movements through signalization improvements and adding storage capacity within turn lanes; and
- Acquisition of land necessary to support the construction program for certain local government roads, as discussed immediately above.

Use of these funds for road projects not on the SHS will effectively reduce the amount of funds planned for the SHS and public transportation in the metropolitan area, the District and the state.

The following activities are not eligible for funding from the Other Arterial Construction & Right-of-Way program estimates: planning and engineering in SHS corridors (see Product Support below), highway/road construction and right-of-way acquisition not listed above, support activities to acquire right-of-way (see Product Support below), land acquisition for airports (see Aviation above), and land acquisition for railroad corridors (see Rail above).

¹ The Department has provided separate estimates of funds from this program that may be used on local government roads that meet federal eligibility criteria (i.e., “off system”). By law, state funds cannot be used on local government roads except to match federal aid, for locally owned SIS Connectors, and under certain subprograms subject to annual legislative appropriations. Long range plans should not assume that state funds will be appropriated for local government road improvements.

Transit

The state provides technical and operating/capital assistance to transit, paratransit, and ridesharing systems. Projects and programs eligible for funding include:

- Capital and operating assistance to public transit systems and Community Transportation Coordinators, through the Public Transit Block Grant Program¹;
- Service Development projects, which are special projects that can receive initial funding from the state²;
- Transit corridor projects that are shown to be the most cost effective method of relieving congesting and improving congestion in the corridor;
- Commuter assistance programs that encourage transportation demand management strategies, ridesharing and public/private partnerships to provide services and systems designed to increase vehicle occupancy;
- Assistance with acquisition, construction, promotion and monitoring of park-and-ride lots; and
- Assistance to fixed-guideway rail transit systems or extensions, or bus rapid transit systems operating primarily on dedicated transit right-of-way under the New Starts Transit Program.

The following activities are not eligible for funding from the Transit program estimates: planning and engineering to support state programs (see Product Support below), and federally funded financial and technical assistance for transit plans and programs for those funds that are not typically included in the state 5-year Work Program (e.g., federal funds for operating assistance).

Non-Capacity Programs

Statewide estimates for all state non-capacity programs are an integral part of the 2040 Revenue Forecast to ensure that statewide system preservation, maintenance, and support objectives will be met through 2040. These objectives will be met in each metropolitan area, so it was not necessary to develop metropolitan estimates for these programs. Neither the Department nor the MPOs needs to identify projects for these programs. However, pursuant to an agreement between FDOT and the Federal Highway Administration Division Office, FDOT has provided district-level estimates of “Operations and Maintenance” costs on the State Highway System to MPOs for inclusion in the documentation of their long range transportation plans. Those “Operations and Maintenance” estimates are the total estimates for the State Resurfacing, Bridge, and Operations & Maintenance programs.

¹ State participation is limited to 50% of the non-federal share of capital costs and up to 50% of eligible operating costs. The block grant can also be used for transit service development and corridor projects. An individual block grant recipient’s allocation may be supplemented by the State if (1) requested by the MPO, (2) concurred in by the Department, and (3) funds are available. The Transportation Disadvantaged Commission is allocated 15% of Block Grant Program funds for distribution to Community Transportation Coordinators.

² Up to 50% of the net project cost can be provided by the state. Up to 100% can be provided for projects of statewide significance (requires FDOT concurrence). Costs eligible for funding include operating and maintenance costs (limited to no more than three years) and marketing and technology projects (limited to no more than two years).

The forecast for these programs and related information will be provided to each MPO in an Appendix for inclusion in the documentation of their long range plan. The following information on project eligibility for these programs is provided for informational purposes only.

Safety

Safety issues touch every area of the state transportation program to some degree. Specific safety improvement projects and programs in this major program address mitigation of safety hazards that are not included in projects funded in other major programs. Projects and programs eligible for funding include:

- Highway safety improvements at locations that have exhibited a history of abnormally high crash frequencies or have been identified as having significant roadside hazards;
- Grants to state and local agencies for traffic safety programs with the intent of achieving lower levels and severity of traffic crashes; and
- Promotion of bicycle and pedestrian safety, including programs for public awareness, education and training.

The following activities are not eligible for funding from the Safety program estimates: planning and engineering to support state programs (see Product Support below), safety improvements funded as a part of other major state programs (e.g., SIS construction), financial and technical assistance for safety programs not specified above.

Resurfacing

The state periodically resurfaces all pavements on the State Highway System (SHS) to preserve the public’s investment in highways and to maintain smooth and safe pavement surfaces.

Projects and programs eligible for funding include:

- Periodic resurfacing of the Interstate, Turnpike and other components of the SHS;
- Resurfacing or reconstructing of county roads in counties eligible to participate in the Small County Road Assistance Program; and
- Periodic resurfacing of other public roads, consistent with federal funding criteria and Department and MPO programming priorities.

The following activities are not eligible for funding from the Resurfacing program estimates: planning and engineering to support state programs (see Product Support below), resurfacing that is funded by other major state programs as a part of major projects that add capacity (e.g., SIS and Other Arterials construction), thin pavement overlays which eliminate slippery pavements (funded by the Safety Program), and resurfacing of other roads not specified above.

Bridge

The state repairs and replaces deficient bridges on the SHS, or on other public roads as defined by state and federal criteria. Projects and programs eligible for funding include:

¹ Other than the Small County Road Assistance Program, funds for resurfacing on “off system” projects are not included in the forecast. Any planned “off system” resurfacing projects must be funded from the “off system” share of the Other Arterials Construction & Right-of-Way estimates.

- Repairs of bridges and preventative maintenance activities on bridges on the SHS;
- Replacement of structurally deficient bridges on the SHS¹;
- Replacement of bridges which require structural repair but are more cost effective to replace;
- Construction of new bridges on the SHS;
- Replacement of structurally deficient bridges off the SHS but on the federal-aid highway system, subject to state and federal policies and eligibility criteria; and
- Replacement of structurally deficient bridges off the federal-aid highway system, subject to state and federal policies and eligibility criteria.

The following activities are not eligible for funding from the Bridge program estimates: planning and engineering to support state programs (see Product Support below), and repairs to or replacements of bridges on roads not specified above.

Product Support

Planning and engineering activities are required to “produce” the products and services described in the major programs discussed above. These are functions performed by Department staff and professional consultants. Costs include salaries and benefits; professional fees; and administrative costs such as utilities, telephone, travel, supplies, other capital outlay, and data processing. Functions eligible for funding include:

- Preliminary engineering (related to environmental, location, engineering and design);
- Construction inspection engineering for highway and bridge construction;
- Right of way support necessary to acquire and manage right-of-way land for the construction of transportation projects;
- Environmental mitigation of impacts of transportation projects on wetlands;
- Materials testing and research; and
- Planning and Public Transportation Operations support activities.

Estimates for the Product Support program are directly related to the estimates of the product categories of the 2040 Revenue Forecast. That is, these levels of Product Support are adequate to “produce” the estimated levels of the following major programs: SIS Highways Construction and Right-of-Way, Other Arterials Construction & Right-of-Way, Aviation, Transit, Rail, Intermodal Access, Seaport Development, Safety, Resurfacing, and Bridge. As a result, the components of metropolitan plans and programs that are based on state and federal funds should be consistent with the total of the above “product” categories to ensure that sufficient Product Support funding is available from state and federal sources through 2040².

¹ The state Bridge Replacement Program places primary emphasis on the replacement of structurally deficient or weight restricted bridges. Planned capacity improvements for bridges that are to be widened or replaced to address highway capacity issues must be funded from the Other Arterials or SIS Highways Construction & Right-of-Way major programs.

² MPOs are encouraged to include estimates for PD&E and Design phases in the LRTP, particularly for projects that cannot be fully funded by 2040. See Page 13 of the *2040 Revenue Forecast Handbook* for more information.

The following activities are not eligible for funding from the Product Support program estimates: planning and engineering to support plans or programs that are not eligible for funding from the “Product” programs, and local and regional planning and engineering activities not typically included in the state 5-year Work Program.

Operations & Maintenance

Operations and maintenance activities support and maintain the transportation infrastructure once it is constructed and in place¹. Functions eligible for funding include:

- Routine maintenance of the SHS travel lanes; roadside maintenance; inspections of state and local bridges; and operation of state moveable bridges and tunnels;
- Traffic engineering analyses, training and monitoring that focus on solutions to traffic problems that do not require major structural alterations of existing or planned roadways;
- Administration of and toll collections on bonded road projects such as toll expressways, bridges, ferries, and the Turnpike; and
- Enforcement of laws and Department rules which regulate the weight, size, safety, and registration requirements of commercial vehicles operating on the highway system.

The following activities are not eligible for funding from the Operations and Maintenance program estimates: operations and maintenance activities on elements of the transportation system not specified above.

Administration

Administration includes the staff, equipment, and materials required to perform the fiscal, budget, personnel, executive direction, document reproduction, and contract functions of carrying out the state transportation program. It also includes the purchase of and improvements to non-highway fixed assets. Eligible functions and programs are:

- Resources necessary to manage the Department in the attainment of goals and objectives;
- Acquisition of resources for production, operation and planning units including personnel resources; external production resources (consultants); financial resources; and materials, equipment, and supplies;
- Services related to eminent domain, construction letting and contracts, reprographics, and mail service;
- Costs for the Secretary, Assistant Secretaries, and immediate staffs; for the Florida Transportation Commission and staff; and for the Transportation Disadvantaged Commission; and
- Acquisition, construction and improvements of non-highway fixed assets such as offices, maintenance yards, and construction field offices.

The following activities are not eligible for funding from the Administration program estimates: administrative activities not specified above.

¹ Scheduled major repairs or replacements such as resurfacing, bridge replacement or traffic operations improvements are parts of the Resurfacing, Bridge, and Other Arterial Highway programs, respectively.

TABLE OF PROGRAM CATEGORIES 2040 REVENUE FORECAST AND PROGRAM & RESOURCE PLAN		
2040 REVENUE FORECAST "PROGRAMS"	PROGRAM & RESOURCE PLAN	
	PROGRAMS	SUBPROGRAMS
<u>CAPACITY</u>	<u>I. PRODUCT</u>	
SIS Highways Construction & Right-of-Way	A. SIS/Intrastate Highways	1. Interstate Construction 2. Turnpike Construction 3. Other SIS/Intrastate Construction 4. SIS/Intrastate Traffic Operations
	C. Right-of-Way (part)	1. SIS/Intrastate 3. SIS/Intrastate Advance Corridor Acquisition
Other Arterial Construction & Right-of-Way	B. Other Arterial Highways	1. Arterial Traffic Operations 2. Construction 3. County Transportation Programs 4. Economic Development
	C. Right-of-Way (part)	2. Other Arterial & Bridge 4. Other Arterial Advance Corridor Acquisition
Public Transportation • Aviation • Transit • Rail • Intermodal Access • Seaport Development	D. Aviation	1. Airport Improvement 2. Land Acquisition 3. Planning 4. Discretionary Capacity Improvements
	E. Transit	1. Transit Systems 2. Transportation Disadvantaged - Department 3. Transportation Disadvantaged - Commission 4. Other 5. Block Grants 6. New Starts Transit
	F. Rail	1. High Speed Rail 2. Passenger Service 3. Rail/Highway Crossings 4. Rail Capital Improvements/Rehabilitation
	G. Intermodal Access	None
	H. Seaport Development	None
Documentary Stamps Tax Funds	L. N/A	(No Subprograms; these are Documentary Stamps Tax funds not included in an Adopted Work Program as of July 1, 2013.)

TABLE OF PROGRAM CATEGORIES 2040 REVENUE FORECAST AND PROGRAM & RESOURCE PLAN		
2040 REVENUE FORECAST "PROGRAMS"	PROGRAM & RESOURCE PLAN	
	PROGRAMS	SUBPROGRAMS
<u>NON-CAPACITY</u>	<u>I. PRODUCT</u> (Continued)	
Safety	I. Safety	1. Highway Safety 2. Rail/Highway Crossings (discontinued) 3. Grants
Resurfacing	J. Resurfacing	1. Interstate 2. Arterial & Freeway 3. Off-System 4. Turnpike
Bridge	K. Bridge	1. Repair - On System 2. Replace - On System 3. Local Bridge Replacement 4. Turnpike
Product Support	<u>II. PRODUCT SUPPORT</u>	A. Preliminary Engineering (<i>all</i>) B. Construction Engineering Inspection (<i>all</i>) C. Right-of-Way Support (<i>all</i>) D. Environmental Mitigation E. Materials & Research (<i>all</i>) F. Planning & Environment (<i>all</i>) G. Public Transportation Operations
Operations & Maintenance	<u>III. OPERATIONS & MAINTENANCE</u>	A. Operations & Maintenance (<i>all</i>) B. Traffic Engineering & Operations (<i>all</i>) C. Toll Operations (<i>all</i>) D. Motor Carrier Compliance
Administration	<u>IV. ADMINISTRATION</u>	A. Administration (<i>all</i>) B. Fixed Capital Outlay (<i>all</i>) C. Office Information Systems

Notes:

- (*all*) refers to all levels of subprogram detail below the one shown in this table.
- Program and Resource Plan category "V. OTHER" is related to the "TOTAL BUDGET" and was included in the 2040 Revenue Forecast as "Other" (i.e., not as a "Program").

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APPENDIX B

DEVELOPMENT OF DISTRICT AND METROPOLITAN ESTIMATES

2040 Revenue Forecast

This Appendix describes how statewide and sub-state funding estimates for the major programs were developed for the 2040 Revenue Forecast.

Statewide Estimates

Statewide estimates for major state programs were based on continuing current laws and policies as of Fall 2012. The following are the major program categories used in the forecast.

<u>“Statewide” Capacity Programs</u>	<u>Non-Capacity Programs</u>
SIS Highways Construction & ROW	Safety
Aviation	Resurfacing
Rail	Bridge
Intermodal Access	Product Support
Seaports	Operations & Maintenance
	Administration
<u>Other Capacity Programs</u>	
Other Arterials Construction & ROW	
Transit	

The forecast of funding levels for the Department’s programs was developed based on the Program and Resource Plan for Fiscal Years 2014-22 (reflecting the Tentative Work Program as of November 28, 2012). Annual estimates of funding levels through 2040 were based on federal and state laws and regulations and Department policies at the time the forecast was prepared. For example, statewide funding levels were established to accomplish the program objectives for resurfacing, routine maintenance, and bridge repair and replacement. These estimates were summarized to reflect the major program categories used in the 2040 Revenue Forecast.

Sub-state Estimates

The Department prepared district and metropolitan estimates for highway and transit programs, and certain other funds, included in the forecast. Central office staff developed district and county estimates for these programs using the methods identified in Table B-1. Using the information provided by the central office, district staff developed metropolitan estimates for MPOs consistent with the district and county estimates, adjusted as needed to account for issues such as metropolitan area boundaries (e.g., differences between metropolitan area boundaries and county boundaries or TMA boundaries).

As with previous long range revenue forecasts, the Department is requesting that the MPOs take the lead in identifying specific planned projects and programs funded by the Other Arterials & ROW and Transit programs. The Department is taking the lead in identifying specific planned projects and programs for the Strategic Intermodal System (SIS), including the 2040 SIS Highways Cost Feasible Plan (i.e., cost estimates for projects planned within the MPO area).

Table B-1
Methodology for District and Metropolitan Estimates from the 2040 Revenue Forecast

Major Capacity Program Category	Methodology
SIS Highways Construction & ROW	Based on the 2040 SIS Highways Cost Feasible Plan, Turnpike excluded. Turnpike estimates provided by Turnpike Enterprise. Funding estimates and projects to be provided to MPOs.
Other Arterials Construction & ROW	Generally, distribute funding estimates by statutory formula. Also develop estimates for TMA (SU) and Transportation Alternatives funds in TMAs; those funds taken “off the top” before distributing remaining funds. Apprise MPOs that at least some portion of these funds can be planned for Transit. Develop “off system” estimates.
Transit	Use statutory formula to distribute funds to Districts and counties to distribute funds.
Aviation	Because the primary use of Aviation funds is for airside improvements not a part of MPO planning, develop only statewide estimates.
Rail	Because of uncertainties with long range passenger rail and absence of commitments to specific rail corridors, develop only statewide estimates.
Intermodal Access	The future of this program is not clear, given the creation of the SIS. As a result, develop only statewide estimates
Seaport Development	Statewide estimates only, because the Florida Seaport Transportation Economic Development Council identifies projects eligible for funding.
Documentary Stamps Tax Funds	<ul style="list-style-type: none"> Allocate Transportation Regional Incentive Program (TRIP) funds to Districts using statutory formula. Provide guidance for planning to MPOs. Statewide estimates for New Starts Transit Program. Provide statewide amounts and guidance for planning to MPOs.
Operations and Maintenance Estimates	<ul style="list-style-type: none"> Develop district-wide estimates of funding for Resurfacing, Bridge and Operations & Maintenance programs and provide to MPOs, per agreement between FDOT and FHWA Division Office related to reporting Operations and Maintenance estimates for the State Highway System in MPO LRTPs.

APPENDIX C
LEVERAGING, CASH FLOW AND OTHER TRANSPORTATION FINANCE TOOLS
2040 Revenue Forecast

Metropolitan areas are encouraged to consider “innovative” or non-traditional sources of funding and financing techniques in their long range plans. These may include optional revenue sources such as local option motor fuel taxes or local option sales taxes that are not currently in place, toll facilities, public/private partnerships, and debt financing¹. Several such sources or techniques are available as a result of state and federal laws. **Concurrence of the Department, and in some cases the federal government, is required before projects or programs can be funded through these sources. As a result, each MPO should coordinate with the Department before including these sources and techniques in its long range plan.**

The following is general guidance for specific sources. More detailed guidance can be obtained from FDOT staff. Guidance on planning for future toll facility projects concludes this appendix.

Federal/State Transportation Finance Tools

Federal law allows several methods of transportation finance that provide opportunities to “leverage” (make more useable) federal transportation funds. Most of the tools can be applied in more than one state program. The tools are not identified separately in the Program and Resource Plan, but the Department has established processes and criteria for their use. MPOs should work closely with FDOT before including these and other federal financing tools as part of their long range financial planning.

State Infrastructure Bank (SIB)

The SIB was originally established by the National Highway System Act of 1995 to encourage state and local governments to identify and develop innovative financing mechanisms that will more effectively use federal financial resources.

Florida has two separate SIB accounts: the **federal-funded SIB** (capitalized by federal money and matched with appropriate state funds as required by law); and the **state-funded SIB** (capitalized with state funds and bond proceeds). The SIB can provide loans and other assistance to public and private entities carrying out or proposing to carry out projects eligible for assistance under state and federal law. Highway and transit projects are eligible for SIB participation. See FDOT Work Program instructions for more details.

SIB applications are accepted during the published advertisement period via the FDOT online application process (See <http://www.dot.state.fl.us/officeofcomptroller/PFO/sib.shtm>).

¹Debt financing (borrowing implementation funds to be paid back from future revenues) should be analyzed carefully before deciding to use it to fund projects. There are tradeoffs between building a project earlier than would otherwise be the case and increased costs from interest and other expenses required to finance projects this way.

Advance Construction (AC)

States can initially use state funds to construct projects that may eventually be reimbursed with federal funds. These are state funds used to finance projects in anticipation of future federal apportionments. Subsequently, the state can obligate federal-aid funds to reimburse the federal share of those projects (i.e., the share that was initially funded with state dollars). This is a way to construct federal-aid projects sooner than if Florida had to wait for future federal funding obligations before construction could begin. Florida has used this financing tool for many years to “advance” the construction of needed projects. AC has a greater impact on the timing of project construction than on the amount of federal funds.

Flexible Match

Federal law allows private funds, materials or assets (e.g., right of way) donated to a specific federal-aid project to be applied to the state’s matching share. The donated or acquired item must qualify as a participating cost meeting eligibility standards and be within the project’s scope. Such private donations will effectively replace state funds that would have been used to match the federal aid, “freeing up” the state funds for use on other projects.

Toll Credits (Soft Match)

Federal law permits the use of certain toll revenue expenditures as a credit toward the non-federal share of transportation projects. For example, the Turnpike is paid for with tolls, but it is eligible for federal aid. A toll credit is a credit from the federal government for the unused federal matching funds that could have been requested for Turnpike construction. This credit can be used instead of state or local funds to meet federal match requirements for other transportation projects, including transit.

Such credits free up state or local funds — that otherwise would have been used to match federal aid — for other uses. Toll credits can only be used for transportation capital investments (e.g., highway construction, buses).

Transportation Infrastructure Finance and Innovation Act (TIFIA)

Federal law authorizes the United States Department of Transportation (USDOT) to provide three forms of credit assistance for surface transportation projects of national or regional significance: secured (direct) loans, loan guarantees, and standby lines of credit. USDOT awards assistance on a competitive basis to project sponsors (e.g., state department of transportation, transit operators, special authorities, local governments, private consortia). Various highway, transit, rail, and intermodal projects may receive credit assistance under TIFIA.

State Transportation Finance Tools

Florida law establishes several programs that allow the state, local governments and transportation authorities to cooperatively fund transportation projects sooner than would be the case under traditional state programs. In addition, state funds can be used to assist local governments and transportation authorities with pre-construction activities on potential toll facilities, and to assist with state economic development. Each of these tools is established as a separate category in the Department’s Program and Resource Plan.

Local Government Advance/Reimbursement Program

The Local Government Advance/ Reimbursement Program (LGARP) enables local governments and transportation authorities to speed up delivery of state transportation projects. Local governments can contribute cash, goods and/or services to the Department to initiate projects sooner than scheduled in the Work Program.

Section 339.12, F.S., allows projects beyond the 5-year Work Program to be advanced, subject to a statewide \$250 million cap on commitments¹. Most projects are eligible, except those that are revenue producing.

Economic Development Program

The Other Arterials Construction Program contains an Economic Development sub-program. It is administered by FDOT, in cooperation with the Department of Economic Opportunity. The Program may provide funds for access roads and highway improvements for new and existing businesses and manufacturing enterprises that meet certain criteria.

For the purposes of MPO plan updates, it has been assumed that the metropolitan area’s statutory share of these funds will be available for transportation improvements and is a part of the funds in the estimate of Other Arterial Construction & Right of Way provided to the MPO. MPOs should not consider the Economic Development sub-program as a revenue source separate from, or in addition to, the estimates provided by the Department for the 2040 Revenue Forecast.

Future Toll Facility Projects in Metropolitan Long Range Transportation Plans

FDOT, primarily through the Turnpike Enterprise, and local expressway authorities are currently engaged in studies of the feasibility of new toll facilities or extensions of existing facilities. If a MPO desires to include future toll facility projects in its long range plan, FDOT strongly recommends that the MPO coordinate closely with FDOT and/or local authority staff to determine if these facilities should be included in the plan (possibly as “illustrative projects”). Issues to be considered include:

- Local/regional support of elected officials and the public for the project;
- Environmental, socio-economic and related impacts of the project;
- Consistency with affected local comprehensive plans; and
- Economic feasibility of the project (costs, revenues, debt service coverage, “value for money” analysis², etc.)

FDOT’s experience with analyses of economic feasibility for such projects suggests that it is extremely difficult to meet debt service requirements for a new toll facility or extension solely with toll revenues generated by the project, particularly in early years of operation. Often, the difficulty varies depending upon the location of the facility (urban, rural, etc.). However, each

¹ There are statutory exceptions to the \$250 million cap. See s. 339.12, F.S., for more information.

² “Value for money” analysis compares public and privately financed alternatives side-by-side before a financing option is selected. This analysis is a strong tool for informing the public and ensuring that the public good has been protected.

project is different based upon the location, competing roadways, and other factors. When little project information is available, FDOT offers the following additional guidance to MPOs that may desire to consider including future toll facility projects in their cost feasible long range plans:

- For projects in suburban or emerging suburban areas, estimated toll revenues likely will cover only a portion of the total project cost;
- For projects in urban areas, estimated toll revenues may cover a somewhat higher portion of the cost of the project. However, project costs, particularly for right of way, are much higher than in other areas;
- For projects in rural areas, possibly associated with proposed new land development which will take time to materialize, estimated toll revenues in the early years likely will be substantially lower than total project cost.

For the purposes of the metropolitan long range plan, MPOs should document the amount and availability of revenues from other sources (e.g., local revenue sources, Other Arterials Construction & ROW funds from the 2040 Revenue Forecast, private sector contributions, etc.) expected to be available to finance the project cost. FDOT encourages MPOs to consult with the Turnpike Enterprise and/or local authority for technical assistance on preparing early analyses for possible toll facilities in the cost feasible long range plan.

APPENDIX D
ADDITIONAL INFORMATION
2040 Revenue Forecast

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Frequently Asked Questions

Does the revenue forecast reflect current laws and policies? The 2040 Revenue Forecast reflects state and federal laws and policies as of Fall 2012, including MAP-21, 2012 Florida Statutes, FDOT policies, and the October 2012 Revenue Estimating Conference results.

What Federal funds are included in the forecast? Only federal funds systematically budgeted in the Florida Department of Transportation 5-year Work Program. (Certain federal funds are included in the Work Program, either budgeted or non-budgeted, for the purposes of funding unique projects or programs, or to provide more complete information on the project or program. The revenue forecast does not include these types of funds for the years after 2018.) Federal funds in the forecast include:

- Federal Aid Highway Program Categories: National Highway Performance Program (NHPP), Surface Transportation Program (STP), Highway Safety Improvement Program (HSIP), Congestion Mitigation and Air Quality (CMAQ), Metropolitan Planning (PL), and other federal fund categories.
- Federal Transit Administration Programs: Section 5310 (Elderly & Handicapped), Section 5311 (Small Urban and Rural), RTAP (Rural Transit Administration Program), Section 5339 (Small Urban and Rural Buses/Facilities, Section 5305(d) and Section 5305(e) Planning Grants.

Are TMA and Transportation Alternatives funds included? Estimates of Transportation Management Area (TMA) and Transportation Alternatives (TA) funding levels have been developed.

Are there any estimates for FDOT “Fund Codes?” No separate estimates have been developed for specific fund codes, other than the TMA and TA information discussed above.

What major program categories should be used for traffic operations-type projects or programs? Funding for intersection improvements, Transportation System Management (TSM)-type programs, ITS-type improvements, etc. should be financed using estimated funds for the Other Arterials Construction & Right-of-Way Program. These types of projects may also be included in the 2040 SIS Highways Cost Feasible Plan developed by the Department.

What funds are available for “off system” (i.e., not on the State Highway System) improvements? State funds cannot be used for projects that are not on the State Highway System, except to match federal aid, on locally-owned SIS Connectors, and select local assistance programs authorized in Florida Law. A portion of the federal funds estimated for the Other Arterials Construction & Right of Way program may be used for “off system” improvements. Separate specific estimates have been provided to MPOs. TMA funds may be used “off system.” These “off system” funds may be used anywhere except for roads that are functionally classified as local or rural minor collectors, unless such roads were on a federal-aid system as of January 1, 1991.

What funds are available for “enhancements” to resurfacing projects? Consistent with current state policy, “enhancements” to resurfacing projects (sidewalks, landscaping, etc.) generally are not funded by the Resurfacing Program. They should be funded from the estimates for the Other Arterials Construction & Right of Way Program.

What funds are available for the Transportation Regional Incentive Program (TRIP)? FDOT has developed estimates of TRIP funds for each FDOT District; the estimates are based on statutory direction for allocating TRIP funds. MPOs have been provided guidance for including TRIP-funded projects in long range transportation plans.

What funds are available for the New Starts Transit Program? FDOT has developed statewide estimates of New Starts. MPOs have been provided guidance for including TRIP-funded projects in long range transportation plans.

Inflation Factors

Consistent with federal planning regulations and “Financial Guidelines for MPO 2040 Long Range Plans” adopted by the Metropolitan Planning Organization Advisory Council (MPOAC) in October 2007, the 2040 Revenue Forecast is expressed in Year of Expenditure (YOE) dollars. MPOs will need to use inflation factors to adjust project costs from “Present Day Cost” dollars (e.g., 2014 dollars) to YOE dollars. MPOs also may have to adjust estimates of local revenues not included in the Department’s forecast to YOE dollars, depending on how those revenue estimates were developed.

Adjusting Project Costs

In order to balance project costs against the revenue estimates from the 2040 Revenue Forecast, costs and revenues need to be expressed using the same base year. Project cost estimates are typically expressed in “present day costs” (i.e., year that the project costs were developed, such as 2013/2014), which are based on the value of money today and not adjusted for inflation.

Table D-1 will assist MPOs in converting project costs to YOE dollars. For example, if the cost estimate for a specific project is expressed in 2012/2013 dollars and the project is planned to be implemented in the 2020/21 to 2024/25 time period, the MPO should multiply the cost estimate by 1.35 to convert the cost estimate to YOE dollars. The inflation multipliers included in Table D-1 are based on the Department’s inflation factors associated with developing recent Work Programs. Factors for project cost estimates developed in fiscal years 2013, 2014, 2015 and 2016 are shown in Table D-1 because required dates for the updates of long range metropolitan area transportation plans by Florida’s 26 MPOs may extend over those years.

Adjusting Local Revenue Estimates

Revenue forecasts are typically prepared in “current” or YOE dollars, which reflect the value of money at the time it will be collected (e.g., 2020) and reflect future growth in revenue. MPO plans include revenue forecasts for local sources of transportation revenues (e.g., local option gas taxes) that are not included in the Department’s 2040 Revenue Forecast. As a result, if any estimates of local revenues are not expressed in YOE dollars, MPOs will need to convert estimates of those revenues to YOE dollars to ensure a common basis for all revenues included in the MPO plans. The annual inflation rates in the lower part of Table D-1 can be used to convert local revenue forecasts prepared in “today’s” dollars to YOE dollars. For example, if the forecast of local revenues is expressed in 2013 dollars, the MPO can estimate the amount in 2019 dollars as follows:

$$\text{2019 dollars} = (\text{2013 dollars}) * (1.31) * (1.029) * (1.029) * (1.029) * (1.029) * (1.03) \\ \text{(for 2014) (for 2015) (for 2016) (for 2017) (for 2018) (for 2019)}$$

For consistency with other estimates, summarize estimated local funds for each year by the 5-year periods.

Table D-1
Inflation Factors to Convert Project Cost Estimates to Year of Expenditure Dollars

Time Period for Planned Project or Project Phase Implementation	Multipliers to Convert Project Cost Estimates to Year of Expenditure Dollars			
	Project Cost in 2013 PDC \$*	Project Cost in 2014 PDC \$*	Project Cost in 2015 PDC \$*	Project Cost in 2016 PDC \$*
2019-2020	1.21	1.17	1.14	1.11
2021-2025	1.35	1.31	1.27	1.24
2026-2030	1.59	1.54	1.50	1.46
2031-2040	2.03	1.97	1.91	1.86
Multipliers are based on the following annual inflation estimates:				
	<u>From</u>	<u>To</u>	<u>Annual Rate</u>	
	2013 Dollars	2014 Dollars	3.1%	
	2014 Dollars	2015 Dollars	2.9%	
	2015 Dollars	2016 Dollars	2.9%	
	2016 Dollars	2017 Dollars	2.9%	
	2017 Dollars	2018 Dollars	2.9%	
	2018 Dollars	2019 Dollars	3.0%	
	2019 Dollars	2020 Dollars	3.1%	
	2020 Dollars	2021 Dollars and Beyond	3.3% each year	
Source: FDOT Work Program Instructions, 2012				

* “PDC \$” means “Present Day Cost”

Relationship of Construction and ROW Costs

The Department experiences extreme variation in the costs of right-of-way for improvement projects. Since fiscal year 1991-92, district right-of-way programs have ranged from as low as 4% of construction costs to more than 30% and, in some instances, have exceeded construction costs. MPOs are encouraged to contact their district office for more information on right of way costs (see the FDOT website at <http://www.dot.state.fl.us/planning/policy/costs/>).

The 2040 Revenue Forecast contains estimates for combined construction and right of way funding. For planned construction projects, MPOs are requested to work with district staff to develop right-of-way estimates and right-of-way inflation estimates. If no project-specific estimate is available, MPOs should use the right-of-way/construction ratio recommended by the district to estimate right-of-way costs. For example, if the estimated construction cost of a project is \$40 million and the district has established a right-of-way/construction ratio of 25%, then the total cost for construction and right-of-way is \$50 million (\$40 + \$10).¹

¹The Department’s estimates for capacity programs (e.g., Other Arterials Construction & ROW) do not include planning and engineering costs. The Department has reserved sufficient funds for Product Support (planning and engineering) to support the Construction and Right of Way funding levels provided to MPOs.

For More Information

Further information about the 2040 Revenue Forecast can be obtained from:

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Supplement to the 2040 Revenue Forecast Handbook

2040 Revenue Forecast for Palm Beach Metropolitan Area

Prepared by District 4 and Office of Policy Planning, Florida Department of Transportation

This supplement contains estimates of state and federal transportation funds for the metropolitan area through 2040. The estimates were prepared by the Florida Department of Transportation (FDOT), based on a statewide estimate of revenues that fund the state transportation program, and are consistent with “Financial Guidelines for MPO 2040 Long Range Plans” adopted by the Metropolitan Planning Organization Advisory Council (MPOAC) in January 2013. Florida’s MPOs are encouraged to use these estimates in updates of long range plans.

These estimates are based on the 2040 Revenue Forecast prepared in Spring 2013. See the *2040 Revenue Forecast Handbook*, dated July 2013, for more information on the statewide revenue forecast, revenue sources, definitions of major program categories, and methodology. All estimates are expressed in Year of Expenditure dollars.

ESTIMATES FOR CAPACITY PROGRAMS

Table 1 contains metropolitan area estimates for various time periods for certain state programs that affect the capacity of the transportation system to move people and goods.

Programs that FDOT Takes in Lead in Planning

Estimates for SIS Highways Construction & Right of Way will be available by August 21, 2013. No metropolitan estimates for Aviation, Rail, Seaport Development and Intermodal Access programs for years beyond those in the FDOT Work Program have been developed.

Other Capacity Programs

Estimates for Other Arterials Construction & Right of Way and Transit programs are shown in Table 1. MPOs are encouraged to plan for the mix of highway and transit improvements that best meets metropolitan needs with these funds. The MPO may combine the estimates for these two programs for the years 2019-2040 and consider them as “flexible” funds.

Computation of Funds for Other Arterials Construction & Right of Way – the estimates were developed as follows:

- The average share of total statewide TMA (also known as SU) Funds programmed on Other Arterials Construction & Right of Way in Fiscal Years 2013 (current year) and 2014-2018 (the Tentative Work Program) were taken “off the top” from total statewide estimates for Other Arterials & Right of Way for all forecast years.
- Transportation Alternatives (TA) estimates were taken “off the top” from total statewide estimates for Other Arterials Construction & Right of Way for all forecast years.
- Remaining funding estimates for this program (i.e., after the shares of TMA and TA estimates were taken “off the top”) were distributed to district and county levels using current statutory formula factors.

TMA Funds – Funds distributed to Transportation Management Areas, as defined by MAP-21, are shown in Table 2. They are the same as “SU” funds in the 5-year Work Program. The

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estimates are based on Schedule A¹ of the Work Program Instructions for Fiscal Years 2014-2018 and long range estimates of federal funds. These funds are not included in the estimates for Other Arterials Construction & Right of Way shown in Table 1. Guidance regarding planning for these funds in the long range plan is included in the *2040 Revenue Forecast Handbook*.

Transportation Alternatives Funds – Table 3 provides estimates of Transportation Alternatives funds, as defined by MAP-21, to assist MPOs in developing their plans. The estimates are based on Schedule A of the Work Program Instructions for Fiscal Years 2014-2018 and long range estimates of federal funds. These funds are not included in the estimates for Other Arterials Construction & Right of Way shown in Table 1. Guidance regarding planning for these funds in the long range plan is included in the *2040 Revenue Forecast Handbook*. Use of these funds in the long range transportation plan must be consistent with federal and state policy.

INFORMATION RELATED TO CERTAIN STATE FUNDS AND PROGRAMS

Additional estimates are provided for certain state funds and programs. See guidance in the *2040 Revenue Forecast Handbook* for planning for use of these funds. Tables 4 and 5 provide estimates of funds for state programs that have matching funds, and other, requirements.

Transportation Regional Incentive Program (TRIP) Funds – these are estimates of districtwide funds for the TRIP program that are not included in an FDOT Work Program as of July 1, 2013.

New Starts Transit Funds – these are estimates of statewide funds for the New Starts program that are not included in an FDOT Work Program as of July 1, 2013.

NON-CAPACITY PROGRAMS

Table 6 contains districtwide estimates for State Highway System Operations and Maintenance expenditures for information purposes. These estimates are provided pursuant to an agreement between FDOT and the Federal Highway Administration Division Office regarding the reporting of estimates of Operations and Maintenance costs for the State Highway System at the district level in MPO long range plans. Guidance on documenting these funds is included in the *2040 Revenue Forecast Handbook*.

No metropolitan estimates for these or other non-capacity programs have been developed. Consistent with MPOAC “Financial Guidelines for MPO 2040 Long Range Plans”, the Department will prepare a summary of these program estimates and state objectives (to be entitled “Appendix for the Metropolitan Long Range Plan, 2040 Revenue Forecast”) and provide the Appendix to each MPO for inclusion in the documentation of the metropolitan long range transportation plan.

FORECAST YEARS

Tables 1-5 contain revenue estimates for Fiscal Years 2019-2040. The MPO should use the TIP/STIP to summarize estimates for Fiscal Years 2014-2018. Table 6 contains revenue estimates for Fiscal Years 2014-2040 because this summary information is not readily available in the 5-Year Work Program.

¹ “Schedule A” specifies and distributes estimated funds legally available in the years covered by the FDOT 5-year Work Program. FDOT’s Work Program Instructions contain Schedule A and a “Program Allocation Guide” which describes the processes, assumptions, and requirements used to develop Work Program fund allocations. Supplement to 2040 Revenue Forecast Handbook 2 July 26, 2013

Revenue Estimates for Palm Beach Metropolitan Area

Table 1
Capacity Program Estimates
State and Federal Funds from 2040 Revenue Forecast (Millions of Dollars)
Florida Department of Transportation

Capacity Programs	2040 Revenue Forecast				
	FYs 2019-20	FYs 2021-25	FYs 2026-30	FYs 2031-40	22 Year Total
SIS Highways Construction & ROW ^{1,2}	N/A	N/A	N/A	N/A	N/A
Other Arterials Construction & ROW ²	101.5	226.6	214.3	468.8	1,011.2
Transit ²	49.5	127.4	133.9	280.7	591.5

¹ To be provided separately.

² May be supplemented with TMA Funds. See Table 2 and guidance in the *2040 Revenue Forecast Handbook* for use of these funds.

Table 2
TMA Estimates¹
State and Federal Funds from 2040 Revenue Forecast (Millions of Dollars)
Florida Department of Transportation

Transportation Management Area	2040 Revenue Forecast				
	FYs 2019-20	FYs 2021-25	FYs 2026-30	FYs 2031-40	22 Year Total
TMA Funds	34.1	85.3	85.3	170.6	375.3

¹ See guidance in the *2040 Revenue Forecast Handbook* for use of these funds.

Table 3
Transportation Alternatives Estimates¹
State and Federal Funds from 2040 Revenue Forecast (Millions of Dollars)
Florida Department of Transportation

Transportation Alternatives	2040 Revenue Forecast				
	FYs 2019-20	FYs 2021-25	FYs 2026-30	FYs 2031-40	22 Year Total
TALU (>200,000 Population)	3.4	8.4	8.4	16.8	36.9
TALL (<200,000 Population)	N/A	N/A	N/A	N/A	N/A
TALT (Any Area) ²	9.3	23.3	23.3	46.6	102.5

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

² For informational purposes. Estimates are for the entire District.

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Revenue Estimates for Palm Beach Metropolitan Area For Information Purposes

Table 4
TRIP Estimates¹
State and Federal Funds from 2040 Revenue Forecast (Millions of Dollars)
Florida Department of Transportation

Transportation Regional Incentive Program	2040 Revenue Forecast				
	FYs 2019-20	FYs 2021-25	FYs 2026-30	FYs 2031-40	22 Year Total
Districtwide TRIP Funds	1.2	9.1	9.1	18.2	37.5

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

Table 5
New Starts Transit Estimates¹
State and Federal Funds from 2040 Revenue Forecast (Millions of Dollars)
Florida Department of Transportation

New Starts Transit	2040 Revenue Forecast				
	FYs 2019-20	FYs 2021-25	FYs 2026-30	FYs 2031-40	22 Year Total
Statewide New Starts Transit Funds	63	174	174	349	760

¹ For informational purposes. Estimates are for New Starts Funds not included in an FDOT Work Program as of July 1, 2013. See guidance in the *2040 Revenue Forecast Handbook* for planning for use of these funds.

Table 6
State Highway System Operations and Maintenance Estimates¹
State and Federal Funds from 2040 Revenue Forecast (Millions of Dollars)
Florida Department of Transportation

State Highway System Operations & Maintenance	2040 Revenue Forecast					
	FYs 2014-15	FYs 2016-20	FYs 2021-25	FYs 2026-30	FYs 2031-40	27 Year Total
Districtwide SHS O&M Funds	556	1,534	1,566	1,716	3,770	9,141

¹ For informational purposes. See guidance for documenting these funds in the *2040 Revenue Forecast Handbook*.

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FDOT 2040 REVENUE FORECAST HANDBOOK HIGHLIGHTS

GENERAL OVERVIEW OF FDOT REVENUE FORECASTS

"STATEWIDE" CAPACITY PROGRAMS:

FDOT is taking the lead in identifying planned projects and programs funded by **these major programs: SIS Highways Construction & ROW, Aviation, Rail, Seaport Development and Intermodal Access**. SIS Highways Construction & ROW projects and revenues will be provided to MPOs with the other elements of the revenue forecast. These estimates are for planning purposes and do not represent a commitment of FDOT funding (pg 11).

OTHER CAPACITY PROGRAMS:

The Department has requested that **MPOs take the lead in identifying planned projects and programs funded by the Other Arterials Construction & ROW and Transit programs**. MPOs may use the total funds estimated for these two programs to plan for the mix of public transportation and highway improvements that best meets the needs of their metropolitan areas. However, the FDOT is responsible for meeting certain statutory requirements for public transportation funding. As a result, **MPOs are encouraged to provide at least the level of Transit Program funding for transit projects and programs** (pg 11).

FUNDS FOR OFF-SYSTEM ROADS:

Funds that could be used for planned programs or projects on **roads that are not on the State Highway System** (e.i., roads owned by counties and municipalities (pg 12).

"Off-System" funds are included in the Other Arterials program estimates, which are comprised of federal and state funds. **By law, state funds cannot be used for highway improvements not on the State Highway System, except to match federal aid or for SIS Connectors owned by local governments**. Federal funds included in the Other Arterials program estimates may be used anywhere except for roads that are functionally classified as local or rural minor collectors, unless such roads were on the federal-aid system as of January 1, 1991 (pg 12).

MPOs in TMAs can assume all estimated TMA funds and 10% of the FDOT estimates of Other Arterials Construction & ROW funds can be used for "Off-System" roads (pg 12).

PRELIMINARY ENGINEERING ESTIMATES:

MPOs are encouraged to include estimates for key pre-construction phases in the LRTP, namely for Project Development and Environmental (PD&E) studies and Engineering Design (pg 13).

Costs for these phases for **SIS highways** will be provided to MPOs in the **2040 SIS Highways Cost Feasible Plan** (pg 13).

For projects funded with the revenue estimates for **Other Arterials Construction & ROW Funds provided by FDOT**, **MPOs can assume that the equivalent of 22 percent of those estimated funds will be available from the statewide "Product Support" estimates for PD&E and Engineering Design**; these funds are in addition to the estimates for **Other Arterials Construction & ROW funds** provided to MPOs). MPOs should document these assumptions (pg 13).

The Department encourages **MPOs to combine PD&E and Design phases into "Preliminary Engineering" in LRTP documentation**. "Boxed" funds can be used to finance "Preliminary Engineering"; **however, the specific projects using the boxed funds should be listed, or described in bulk in the LRTP (i.e., "Preliminary Engineering for projects in Fiscal Years 2021-25")** (pg 15).

INDIVIDUAL FDOT REVENUE FORECASTS

TMA FUNDS:

They are the same as "SU" funds in the 5-Year Work Program (pg 11).

MPOs are encouraged to work with FDOT district programming and planning staff to determine how to reflect TMA Funds in the long range plan. **Consideration should be given to** (pg 12):

- **Programmed use of TMA Funds** (Fiscal Years 2013-2018) among the various categories in the FDOT revenue forecast. These include Other Arterials Construction & ROW, Product Support (e.g., Planning, PD&E studies, Engineering Design, Construction Inspection, etc.), SIS Highways Construction & ROW, Transit, etc.
- Planned use of TMA Funds - based on **policies regarding the planned use of funds** through the long range plan horizon year.
- **Clear articulation in the long range plan documentation of the policies regarding the use of TMA funds, and estimates of TMA funds planned for each major program and time period.**

ALL estimated TMA funds may be used on "Off-System" roads (pg 12).

FDOT 2040 REVENUE FORECAST HANDBOOK HIGHLIGHTS

INDIVIDUAL FDOT REVENUE FORECASTS (Cont'd)

TRANSPORTATION ALTERNATIVES FUNDS:

Estimates of Transportation Alternatives funds allocated for TMAs (i.e., "TALU" funds) will be provided to each TMA (pg 12).

MPOs may desire to include projects funded TALL or TALT funds in the long range transportation plan. If so, the MPO should **identify such projects as "illustrative projects"** in its plan (pg 12).

NEW STARTS TRANSIT PROGRAM:

MPOs have been provided statewide estimates of New Starts funds for 2019 through 2040. Generally, state eligibility requirements are (pgs 13-14):

- **Project must be a fixed-guideway rail transit system or extension, or bus rapid transit system operating primarily on a dedicated transit right of way;**
- **Project must support local plans to direct growth where desired;**
- **State funding limited to up to 50% of non-federal share;**
- **Dedicated local funding to at least match state contribution; and**
- **Eligible phases are final design, right of way acquisition, construction, procurement of equipment, etc.**

Any commitment of these funds by FDOT should be documented in the LRTP. Otherwise, the MPO should identify such projects as "illustrative projects" in its plan along with, at a minimum, the following information: 1) Description of the project and estimated cost; 2) Assumptions related to the amount of statewide New Starts funding for the project; and 3) Assumptions related to the share and amount of non-State matching funds for the projects (federal and local) and the likelihood such funding will be available as planned. **MPOs should work with their district office in developing and documenting this information** (pg 14).

TRANSPORTATION REGIONAL INCENTIVE PROGRAM (TRIP):

The first \$60 million of funds allocated to TRIP are allocated annually to the Florida Rail Enterprise (pg 14).

MPOs have been provided estimates of TRIP funds for 2019 through 2040. TRIP will fund up to 50% of project costs (pg. 14)

MPOs may desire to include projects partially funded with TRIP funds in the long range transportation plan. If so, the MPO should identify such projects as "illustrative projects" in its plan along with, at a minimum, the following information: 1) Status of regional transportation planning in the affected MPO area, including eligibility for TRIP funding; 2) Description of the project and estimated costs; 3) Assumptions related to the share and amount of district TRIP funding for the project; and 4) Assumptions related to the share and amount of non-State matching funds for the project (federal and/or local) and the likelihood such funding will be available as planned. **MPOs should work with their district office in developing and documenting this information** (pg 14).

Projects to be funded with TRIP funds shall, at a minimum (pg 15):

- **Serve national, statewide, or regional functions and function as an integrated regional transportation system;**
- **Be identified in the capital improvements element of a comprehensive plan that has been determined to be in compliance with Part II of Chapter 163, F. S. after July 1, 2005, and be in compliance with local government comprehensive plan policies relative to corridor management;**
- **Be consistent with the Strategic Intermodal System Plan; and**
- **Have a commitment for local, regional, or private financial matching funds as a percentage of the overall project cost.**

In allocating TRIP funds, **priority will be given to projects that:** 1). Provide connectivity to the Strategic Intermodal System; 2). Support economic development and the movement of goods in rural areas of critical economic concern; 3). Are subject to a local ordinance that establishes corridor management techniques, including access management strategies, right-of-way acquisition and protection measures, appropriate land use strategies, zoning, and setback requirements for adjacent land uses; and 4). Improve connectivity between military installations and the Strategic Highway Network or the Strategic Rail Corridor Network (pg 15).

FDOT 2040 REVENUE FORECAST HANDBOOK HIGHLIGHTS

INDIVIDUAL FDOT REVENUE FORECASTS (Cont'd)

NON-CAPACITY PROGRAMS:

“Non-Capacity” Programs refer to the FDOT programs designed to support and maintain the state transportation system: **safety; resurfacing; bridge; product support; operations and maintenance; and administration** (pg 15).

FDOT has also included statewide funding for these programs in the **forecast to meet statewide objectives** (e.g., ensure that 90% of FDOT-maintained bridges meet Department standards) for operating and maintaining the State Highway System (pg 15).

FDOT will provide an “Appendix for the Long Range Metropolitan Plan” to MPOs to include in the documentation of their long range plans (pg 15).

OTHER:

The Department makes certain expenditures that are not included in major programs discussed above. Primarily, these **expenditures are for debt service and, where appropriate, reimbursements to local governments. These funds are not available for statewide or metropolitan system plans** (pg 15).

Reference: "2040 Revenue Forecast Handbook", FDOT dated July 2013.

PALM BEACH COUNTY FIVE YEAR ROAD PROGRAM - EXHIBIT A

Mid-Year Adjustment - Adopted - June 18, 2013

	FY 2013 BUDGETED	FY 2013 ESTIMATED	FY 2014 PROJECTED	FY 2015 PROJECTED	FY 2016 PROJECTED	FY 2017 PROJECTED	TOTAL PROJECTED
Local Option Gas Taxes Total	46,280,000	45,653,000	46,565,000	46,565,000	46,565,000	46,565,000	231,913,000
LESS Mass Transit (Palm Tran) Share	(32,176,500)	(32,020,000)	(32,264,000)	(32,264,000)	(32,264,000)	(32,264,000)	(161,076,000)
LESS Engineering Operating (Road Maintenance and Streetscape)	(4,644,000)	(4,283,000)	(4,764,000)	(4,764,000)	(4,764,000)	(4,764,000)	(23,339,000)
REMAINING ROAD PROGRAM ALLOCATION	9,459,500	9,350,000	9,537,000	9,537,000	9,537,000	9,537,000	47,498,000
LESS 5% STATUTORY RESERVES	(472,975)	0	(476,850)	(476,850)	(476,850)	(476,850)	(1,907,400)
OCEAN AVENUE LOAN REPAYMENT	(1,029,000)	(1,029,000)	(1,029,000)	(1,029,000)	(1,029,000)	(1,029,000)	(5,145,000)
GAS TAX AVAILABLE FOR NEW ALLOCATIONS	7,957,525	8,321,000	8,031,150	8,031,150	8,031,150	8,031,150	40,445,600
INTEREST EARNINGS	716,177	748,890	722,804	722,804	722,804	722,804	3,640,104
BOND PROCEEDS	0	0	0	0	0	80,000,000	80,000,000
MISCELLANEOUS	100,000	1,100,000 A	397,000 B	1,486,000 C	8,250,000 D	0	11,233,000
IMPACT FEES USED FOR PROJECTS	19,546,000	14,598,000	16,487,000	17,067,000	3,110,000	51,396,000	102,658,000
TOTAL CURRENT REVENUES	28,319,702	24,767,890	25,637,954	27,306,954	20,113,954	140,149,954	237,976,704
BALANCES FORWARD	4,037,418	4,037,418	6,650,308	763,262	335,215	1,874,169	4,037,418
CARRY FORWARD	5,000,000	0	14,000,000	7,000,000	0	1,000,000	22,000,000
TOTAL REVENUES	37,357,120	28,805,308	46,288,262	35,070,215	20,449,169	143,024,122	264,014,122
PROJECT COSTS AS PROPOSED	34,505,000	22,155,000	45,525,000	34,735,000	18,575,000	142,065,000	263,055,000
REVENUES LESS PROJECT COSTS	2,852,120	6,650,308	763,262	335,215	1,874,169	959,122	959,122

General note on interest projections:

Projections for interest earnings assume that average cash balances will approximate 3.0 times the current year revenue projections at an interest rate of 3% in FY 2013 thru FY 2017.

Interest earnings on gas taxes are shown on this sheet.

Interest earnings on impact fees remain within each impact fee area and are not shown above.

Footnotes:

A FDOT (anticipates CIGP funds) up to \$100,000 for design of Northlake Blvd. and Military Tr. Intersection in FY 2013.

FDOT anticipates agreement in the amount of \$1,000,000 for Donald Ross Rd. and I-95 in FY 2013.

B FDOT (Florida Turnpike JPA) \$147,375 for Jog Road, N. of S.R. 710 to N. of Florida's Turnpike Entrance in FY 2014.

FDOT (anticipates CIGP funds) up to \$250,000 for design of Congress Ave., N. of Northlake Blvd. to Alt. A-1-A in FY 2014.

C FDOT (anticipates JPA) (LAP funds) \$1,236,000 for construction of Community Dr. & Military Tr. Intersection in FY 2015.

FDOT (anticipates CIGP funds) up to \$250,000 for right-of-way acquisition of Northlake Blvd. and Military Tr. Intersection in FY 2015.

D Additional funds include \$7,000,000 per Atlantic Ave. Agreement approved by BCC on 11/3/09.

FDOT (anticipates CIGP funds) up to \$1,250,000 for right-of-way acquisition of Congress Ave., N. of Northlake Blvd. to Alt. A-1-A in FY 2016.

PALM BEACH COUNTY FIVE YEAR ROAD PROGRAM - EXHIBIT A (\$'s IN 1,000'S)

Mid-Year Adjustment - Adopted - June 18, 2013

	PROJECT	LIMITS	DESCRIPTION	FY 2013		FY 2014		FY 2015		FY 2016		FY 2017	
				Cost	Phase	Cost	Phase	Cost	Phase	Cost	Phase	Cost	Phase
	10th Ave. N.	Military Tr.	Intersection Improvements			200	C						
	45th St.	I-95 to Congress Ave.	0.5 mi, 8 L									100	D/R/M
	60th Street North	W. of Royal Palm Beach Blvd. to E. of Royal Palm Beach Blvd.	0.5 mi, 3 L			2,900	C						
	A-1-A (Carlin Park)	Bridge	Bridge Replacement			750	C						
	Admin. Support/Equipment	Countywide	Staff support and Computer Equip. for Program	370	P	370	P	370	P	370	P	370	P
	Annual Contract Advertising	Countywide	Advertising	10	P	10	P	10	P	10	P	10	P
	Atlantic Ave.	SR 7 to W. of Lyons Rd.	1.0 mi, 4/6 L	10	D	1,260	D			7,100	R/M		
	Atlantic Ave.	Florida's Turnpike	Intersection Improvements	150	D			500	C				
	Australian Ave.	7th St. to 15th St.	0.6 mi, 5/6 L	200	R	2,300	R/C						
	Belvedere Rd.	Haverhill Rd.	Intersection Improvements	260	C								
	Camino Real Rd./Boca Club	over Intracoastal Waterway	Approach Bridge Span Rehabilitation	500	D/M			6,000	D/M/C				
	Central Blvd.	Indiantown Rd.	Intersection Improvements									1,000	P
	Clint Moore Rd.	Jog Rd. to Military Tr.	1.5 mi, 6 L									100	D/R
	Community Dr.	Military Tr.	Intersection Improvements					1,600	C				
	Congress Ave.	Hypoluxo Rd. to Donnelly Dr.	0.7 mi, 4 L	1,100	C								
	Congress Ave.	S. of Lantana Rd. to Lantana Rd.	0.3 mi, 6 L	800	C								
	Congress Ave.	Palm Beach Lakes Blvd.	Intersection Improvements	100	S								
	Congress Ave.	N. of Northlake Blvd. to Alt. A-1-A	0.6 mi, 2 L & 3 L	1,500	D/R/M	800	R/M	2,000	R/M/P	1,000	R/M/P		
	Donald Ross Road	and I-95	Interchange Modifications	1,000	P								
	Ellison Wilson Rd.	S. of Juno Isles Blvd. to N. of Ascot Rd.	0.2 mi, 3 L	300	D			1,400	C				
	Flavor Pict Rd.	SR 7 to Lyons Rd.	1.0 mi, 2 L	470	D			100	M			4,500	C
	Glades Area	R&R Throughout the Glades	Repair/Reconstruction	700	C	700	C	700	C	700	C	700	C
	Glades Rd.	Butts Rd.	Intersection Improvements	100	D	100	R			200	C		

Legend for Phase(s): B=Beautification; C=Construction; D=Design; L=Street Lights; M=Mitigation; P=Payment; R=R/W Acq.; S=Study

PALM BEACH COUNTY FIVE YEAR ROAD PROGRAM - EXHIBIT A (\$'s IN 1,000'S)

Mid-Year Adjustment - Adopted - June 18, 2013

	PROJECT	LIMITS	DESCRIPTION	FY 2013		FY 2014		FY 2015		FY 2016		FY 2017	
				Cost	Phase	Cost	Phase	Cost	Phase	Cost	Phase	Cost	Phase
	Glades Rd.	Florida's Turnpike	Intersection Improvements	100	D			220	C				
	Hatton Hwy.	Bridge over PWCD Canal No. 2	Bridge Replacement	50	D	1,950	R/C						
	Haverhill Rd.	Lantana Rd. to S. of L.W.D.D. L-14 Canal	0.9 mi, 4 L			2,600	C						
	Haverhill Rd.	S. of L.W.D.D. L-14 Canal to Lake Worth Rd.	1.3 mi, 4 L & 5 L			7,600	R/M/C						
	Haverhill Rd.	N. of Caribbean Blvd. to Bee Line Hwy.	1.6 mi, 5 L	700	D/R			1,000	R/M			11,000	C
	Hood Rd.	E. of Florida's Turnpike to W. of Central Blvd.	1.2 mi, 4 L	1,400	D			200	M/R			6,400	C
	Intersection Program	Countywide	Design, R/W & Construction	940	D/R/M/C	800	D/R/M/C	1,250	D/R/M/C	500	D/R/M/C	2,150	D/R/M/C
	Jog Rd.	Roebuck Rd. to S. of 45th Street	1.9 mi, 4 L									30,000	R/M/C
	Kirk Rd.	Bridge over LWDD L-9 Canal	Bridge Replacement			500	C						
	Lake Worth Rd.	Jog Rd.	Intersection Improvements	500	R					630	C		
	Linton Blvd.	Military Tr.	Intersection Improvements	250	D/S	200	R	300	R	280	C		
	Lyons Rd.	Hillsboro Canal to SW 18th Street	0.3 mi, 6 L	240	D			100	R			2,000	C
	Lyons Rd.	Kimberly Blvd	Intersection Improvements	100	C								
	Lyons Rd.	Clint Moore Rd. to Atlantic Ave.	3.0 mi, 4 L	1,200	D			2,800	R/M			9,700	C
	Lyons Rd.	Lantana Rd. to Lake Worth Rd.	2.0 mi, 4 L	1,300	R/M			1,300	R/M/P	1,300	R/M/P	7,300	R/M/P
	Lyons Rd.	Lake Worth Rd. to N. of L.W.D.D. L-10 Canal	1.0 mi, 2 L	1,000	D/R/M			3,500	P				
	Northlake Blvd.	Seminole Pratt Whitney Rd. to Coconut Blvd.	3.4 mi, 4 L	500	D/R/M			2,000	R/M			10,500	C
	Northlake Blvd.	Military Tr.	Intersection Improvements	200	D			500	R	700	C		
	Okeechobee Blvd.	Church St.	Intersection Improvements	200	S/D								
	Old Dixie Hwy.	Park Ave. to Northlake Blvd.	0.9 mi, 3 L	1,000	R	3,000	R/C						
	PGA Blvd.	Military Tr.	Intersection Improvements			600	R			150	C		
	Palmetto Park Rd.	Boca Del Mar Dr. to Palmetto Circle N.	Pedestrian Overpass	50	S	150	D						
	Palmetto Park Rd.	over L.W.D.D. E-4 Canal (El Rio Canal)	Bridge Replacement	10	D	500	D			2,600	C		
	Pathway Program	Countywide	Pathways	1,500	D/R/C	1,500	D/R/C	1,500	D/R/C	1,500	D/R/C	1,500	D/R/C

Legend for Phase(s): B=Beautification; C=Construction; D=Design; L=Street Lights; M=Mitigation; P=Payment; R=R/W Acq.; S=Study

PALM BEACH COUNTY FIVE YEAR ROAD PROGRAM - EXHIBIT A (\$'s IN 1,000'S)

Mid-Year Adjustment - Adopted - June 18, 2013

	PROJECT	LIMITS	DESCRIPTION	FY 2013 Cost Phase	FY 2014 Cost Phase	FY 2015 Cost Phase	FY 2016 Cost Phase	FY 2017 Cost Phase
	Purdy Ln.	Forest Hill Elem to E. Major Dr.	0.2 mi, 3 L	220 D		1,100 C		
	Recording Fees	Countywide	Right-of-Way	20 R	20 R	20 R	20 R	20 R
	Reserve-Bridges	Countywide	Rehab./Repair/Replacement	1,000 S/D/R/M/C	2,300 S/D/R/M/C	2,500 S/D/R/M/C	500 S/D/R/M/C	500 S/D/R/M/C
	Reserve-Plans/Align.	Countywide	Study, Design & Mitigation	200 S/D/M	200 S/D/M	200 S/D/M	200 S/D/M	200 S/D/M
	Reserve-R/W	Countywide	Land Acquisition	200 R	200 R	200 R	200 R	200 R
	Reserve-Traffic Calming	Countywide	Minor Improvements	15 D/C	15 D/C	15 D/C	15 D/C	15 D/C
	Reserve-Traffic Signals	Countywide	Mast Arms	600 D/C	600 D/C	600 D/C	600 D/C	600 D/C
	Roebuck Rd.	Jog Rd. to Haverhill Rd.	1.0 mi, 5 L	410 D		150 M/R		3,200 C
	Roebuck Rd.	Haverhill Rd.	Intersection Improvements	100 C				
	Roebuck Rd.	S.R. 7 to Jog Rd.	3.0 mi, 4 L					50,000 M/C
	S.W. 3rd. St.	S.R. 7 to E. of S.R. 7	0.1 mi, 3 L	280 D		1,200 C		
	Sandalford Blvd.	S.R. 7 to E. of S.R. 7	0.1 mi, 5 L	300 D		1,400 C		
	Seminole Pratt Whitney Rd.	Orange Blvd. to S. of Northlake Blvd.	1.8 mi, 4/6 L		6,800 C			
	Seminole Pratt Whitney Rd.	Northlake Blvd.	Intersection Improvements		3,500 C			
	Silver Beach Rd.	E. of Congress Ave. to Old Dixie Hwy.	0.9 mi, 2 L & 3 L		3,100 R/M/C			
	PROJECT TOTALS			22,155	45,525	34,735	18,575	142,065

Legend for Phase(s): B=Beautification; C=Construction; D=Design; L=Street Lights; M=Mitigation; P=Payment; R=R/W Acq.; S=Study

GAS TAX REVENUE BY FUND Estimates 2014-2019 As of April 18, 2014									
RSRC	Name	FUND	FY 2014 ESTIMATED CYE **	FY 2015 PROJECTIONS	FY 2016 PROJECTIONS	FY 2017 PROJECTIONS	FY 2018 PROJECTIONS	FY 2019 PROJECTIONS	Current Usage
1244	9TH CENT GAS TAX	1201	2,860,000	2,860,000	2,860,000	2,860,000	2,860,000	2,860,000	Road Program LOGT revenue set aside for maintenance and streetscape Road Program LOGT revenue set aside for maintenance and streetscape Not in Road Program - usage is unrestricted. Currently used for Engineering Operations
1241	LOCAL OPTION 6 CENTS	1201	1,400,000	1,400,000	1,400,000	1,400,000	1,400,000	1,400,000	
3542	CONSTITUTIONAL GAS TAX	1201	8,950,000	9,130,000	9,130,000	9,130,000	9,130,000	9,130,000	
3544	COUNTY GAS TAX	1201	4,900,000	4,900,000	4,900,000	4,900,000	4,900,000	4,900,000	Not in Road Program - restricted to acquisition, construction, operation, maintenance of transportation facilities (roads, bridges, bicycle paths and pedestrian pathways); or bond repayment. Currently used for Engineering Operations Not in Road Program - acquisition, construction, and maintenance of roads, traffic signals, sidewalks, bicycle paths, and landscaping
3547	CONSTITUTIONAL GAS TAX	1201	2,237,000	2,280,000	2,280,000	2,280,000	2,280,000	2,280,000	
	Subtotal Fund 1201/ Co Trans Trust Fd		20,347,000	20,570,000	20,570,000	20,570,000	20,570,000	20,570,000	
1244	9TH CENT GAS TAX	1340	2,860,000	2,860,000	2,860,000	2,860,000	2,860,000	2,860,000	Road Program Revenue to Palm Tran Road Program Revenue to Palm Tran Road Program Revenue to Palm Tran
1241	LOCAL OPTION 6 CENTS	1340	19,800,000	19,800,000	19,800,000	19,800,000	19,800,000	19,800,000	
1243	LOCAL OPTION 5 CENTS	1340	9,475,000	9,537,000	9,537,000	9,537,000	9,537,000	9,537,000	
	Subtotal Fund 1340/ Palm Tran Oper Fd		32,135,000	32,197,000	32,197,000	32,197,000	32,197,000	32,197,000	
1243	LOCAL OPTION 5 CENTS	3500	9,475,000	9,537,000	9,537,000	9,537,000	9,537,000	9,537,000	Road Program LOGT revenue available for projects - current usage sets aside \$1M for Ocean Ave bond repayment and \$500K for statutory reserves
	Subtotal Fund 3500/ Trans Improv Fd		9,475,000	9,537,000	9,537,000	9,537,000	9,537,000	9,537,000	
	Grand Totals		61,957,000	62,304,000	62,304,000	62,304,000	62,304,000	62,304,000	

*Rounded to the nearest thousand.

**Represents annualized estimated revenues based on the historical percentage received in first four (4) months of the fiscal year.



Palm Beach County, FL Fiscal Year 2014 ANNUAL BUDGET

DEPARTMENT FINANCIAL SUMMARY

				<u>Change (FY 13-FY 14)</u>	
	FY 12 Actual	FY 13 Budget	FY 14 Budget	\$	%
<u>Non Ad-Valorem Revenues</u>					
Charges for Services	\$ 1,961,499	\$ 2,262,026	\$ 1,248,526	\$ (1,013,500)	(45%)
Gas Taxes	21,393,575	21,238,132	23,508,098	2,269,966	11%
Grants	759,194	1,000,000	614,309	(385,691)	(39%)
Licenses & Permits	1,324,451	2,347,800	2,347,800	-	-
Other	2,232,325	4,394,513	3,032,440	(1,362,073)	(31%)
Interfund Transfers	-	252,551	269,393	16,842	7%
Fund Balance	11,841,152	6,168,245	2,662,381	(3,505,864)	(57%)
SubTotal	\$ 39,512,196	\$ 37,663,267	\$ 33,682,947	\$ (3,980,320)	(11%)
<u>Appropriations</u>					
Personal Services	\$ 28,012,263	\$ 28,358,470	\$ 28,105,990	\$ (252,480)	(1%)
Operating Expenses	12,718,042	17,718,113	22,134,105	4,415,992	25%
Capital Outlay	602,176	3,195,367	1,946,180	(1,249,187)	(39%)
Grants and Aids	-	-	200,000	200,000	100%
Transfers	850,576	850,575	36,575	(814,000)	(96%)
Reserves	-	2,665,085	2,658,309	(6,776)	-
SubTotal	\$ 42,183,057	\$ 52,787,610	\$ 55,081,159	\$ 2,293,549	4%
Ad Valorem Funding	\$ 8,919,759	\$ 15,124,343	\$ 21,398,212	\$ 6,273,869	41%
Positions	433	421	421	-	-

SIGNIFICANT CHANGES

Non Ad-Valorem Revenues

Charges for Services - (\$750,000) reduction due to the merger of Engineering Services and Roadway Production Division in the Transportation Improvement Fund. The merger resulted in a corresponding increase to interdepartmental billing in Personnel Services.

Fund Balance - decrease is primarily due to the elimination of the fund balance in the County Transportation Trust Fund (\$3,398,618). This fund is balanced through a transfer from the General Fund.

Appropriations

Operating Expenses - \$1,600,000 increase for Road Surfacing approved by BCC for FY 2014. \$2,700,000 increase is due to the transfer of the Street Lighting Program from the Transportation Improvement Fund to the County Transportation Trust Fund. This transfer was needed to align street lighting expenditures with eligible gas tax funding in the County Transportation Trust Fund.

Capital Outlay - (\$1,000,000) reduction in Joint Participation Agreements (JPAs) and developer agreements budget to align with historical trends.

Transfers - (\$750,000) reduction in transfer from the General Fund to the Transportation Improvement Fund due to the transfer of the Street Lighting Program to the County Transportation Trust Fund. (\$64,000) reduction in transfer from the Street Lighting Maintenance Fund to the Transportation Improvement Fund due to the transfer of the Street Lighting Program to the County Transportation Trust Fund.

DEPARTMENT FINANCIAL SUMMARY

	Change (FY 13-FY 14)				
	FY 12 Actual	FY 13 Budget	FY 14 Budget	\$	%
<u>Non Ad-Valorem Revenues</u>					
Charges for Services	\$ 11,915,931	\$ 11,471,311	\$ 15,077,289	\$ 3,605,978	31%
Gas Taxes	32,039,991	32,176,500	32,264,000	87,500	-
Grants	34,523,348	46,727,594	47,727,672	1,000,078	2%
Licenses & Permits	30,548	36,612	36,612	-	-
Other	1,366,753	(740,780)	(1,212,061)	(471,281)	64%
Interfund Transfers	132,443	43,750	48,125	4,375	10%
Fund Balance	(3,672,333)	769,993	698,273	(71,720)	(9%)
SubTotal	\$ 76,336,681	\$ 90,484,980	\$ 94,639,910	\$ 4,154,930	5%
<u>Appropriations</u>					
Personal Services	\$ 41,941,801	\$ 41,596,503	\$ 41,660,158	\$ 63,655	-
Operating Expenses	36,741,161	43,557,161	45,497,564	1,940,403	4%
Capital Outlay	14,737,106	22,982,923	26,971,759	3,988,836	17%
Grants and Aids	395,074	188,156	22,006	(166,150)	(88%)
Transfers	63,426	63,426	63,426	-	-
Reserves	-	393,379	367,156	(26,223)	(7%)
SubTotal	\$ 93,878,568	\$ 108,781,548	\$ 114,582,069	\$ 5,800,521	5%
Ad Valorem Funding	\$ 16,288,125	\$ 18,296,568	\$ 19,942,159	\$ 1,645,591	9%
Positions	558	558	579	21	4%

SIGNIFICANT CHANGES

Non Ad-Valorem Revenues

Charges for Services - Additional revenue of \$2,472,917 from the fare increase.

Grants - \$3,883,348 increase is the net effect of the Federal Transit Administration (FTA) 5307 grants, which includes the current year 5307 grant, offset by the spending down of prior year grant awards; \$2,303,002 decrease due to HOV grant expiring; \$800,000 decrease due to FTA 5309 grant funding not materializing.

Appropriations

Positions 21 - Service expansion, fare increase, and other additional positions

Service expansion 15: 10 Bus Operators, 1 Supervisor, 2 Mechanics and 2 Utility Workers. **Fare Increase 2:** Financial Analyst I and Fiscal Specialist I. **Other 1:** Added a Desktop Administrator Associate to reduce overtime within the Information Technology Division. **Mid Year 3:** 2 Reservation Specialists and 1 Scheduling Coordinator were added during FY13.

Personal Services - \$1,012,523 increase due to the addition of 21 positions, offset by \$1,742,934 decrease due to an expiring grant.

Operating Expenses - Includes a \$3,117,686 increase due to change in Metro Mobility Contract approved during FY13, offset by decreases due to spending down of grants.

Capital - \$4,873,905 increase is the net effect of the FTA 5307 grants, which includes the current year 5307 grant, offset by the spending down of prior year grant awards.

YEAR 2040 PALM BEACH LONG RANGE TRANSPORTATION PLAN
PROJECTED PALM BEACH COUNTY TRANSPORTATION REVENUE RESOURCES
ASSUMING CURRENT TRENDS AND NO NEW FUNDING SOURCES (IN YEAR OF EXPENDITURE DOLLARS)

FISCAL YEAR	Roadway Revenue Sources										Palm Tran Revenue Resources			
	Capital			Operating and Maintenance							Operating			
	Roadway LOGT (1)	Impact Fees (2)	Total	Constitutional Gas Tax (3)	County Gas Tax (4)	Other Misc. Funding (5)	Ad Valorem Engineering (6)	LOGT Engineering Operating (7)	Loan Repayments (8)	Total	Palm Tran LOGT (1)	Ad Valorem Funding (9)	Fare/User Fees /Charges (10)	Total
2015	\$8,508,000	\$17,067,000	\$25,575,000	\$9,100,000	\$4,900,000	\$7,600,000	\$21,400,000	\$4,764,000	\$1,029,000	\$48,793,000	\$32,264,000	\$15,386,514	\$11,288,810	\$58,939,324
TOTAL FY 2015	\$8,508,000	\$17,067,000	\$25,575,000	\$9,100,000	\$4,900,000	\$7,600,000	\$21,400,000	\$4,764,000	\$1,029,000	\$48,793,000	\$32,264,000	\$15,386,514	\$11,288,810	\$58,939,324
2016	\$8,508,000	\$3,110,000	\$11,618,000	\$9,100,000	\$4,900,000	\$7,600,000	\$21,400,000	\$4,764,000	\$1,029,000	\$48,793,000	\$32,264,000	\$15,386,514	\$11,542,808	\$59,193,322
2017	\$8,508,000	\$51,396,000	\$59,904,000	\$9,100,000	\$4,900,000	\$7,600,000	\$21,400,000	\$4,764,000	\$1,029,000	\$48,793,000	\$32,264,000	\$15,386,514	\$11,802,521	\$59,453,035
2018	\$997,758	\$48,416,760	\$49,414,518	\$9,100,000	\$4,900,000	\$7,600,000	\$21,400,000	\$4,764,000	\$8,539,242	\$56,303,242	\$32,264,000	\$15,386,514	\$12,068,078	\$59,718,592
2019	\$997,758	\$44,378,147	\$45,375,905	\$9,100,000	\$4,900,000	\$7,600,000	\$21,400,000	\$4,764,000	\$8,539,242	\$56,303,242	\$32,264,000	\$15,386,514	\$12,339,610	\$59,990,124
2020	\$997,758	\$37,834,365	\$38,832,123	\$9,100,000	\$4,900,000	\$7,600,000	\$21,400,000	\$4,764,000	\$8,539,242	\$56,303,242	\$32,264,000	\$15,386,514	\$12,617,251	\$60,267,765
TOTAL FY 2020	\$997,758	\$37,834,365	\$38,832,123	\$9,100,000	\$4,900,000	\$7,600,000	\$21,400,000	\$4,764,000	\$8,539,242	\$56,303,242	\$32,264,000	\$15,386,514	\$12,617,251	\$60,267,765
2021	\$997,758	\$34,389,313	\$35,387,071	\$9,100,000	\$4,900,000	\$7,600,000	\$21,400,000	\$4,764,000	\$8,539,242	\$56,303,242	\$32,264,000	\$15,386,514	\$12,901,139	\$60,551,653
2022	\$997,758	\$31,306,380	\$32,304,138	\$9,100,000	\$4,900,000	\$7,600,000	\$21,400,000	\$4,764,000	\$8,539,242	\$56,303,242	\$32,264,000	\$15,732,711	\$13,191,415	\$61,188,126
2023	\$997,758	\$27,832,018	\$28,829,776	\$9,100,000	\$4,900,000	\$7,600,000	\$21,400,000	\$4,764,000	\$8,539,242	\$56,303,242	\$32,264,000	\$16,086,697	\$13,488,222	\$61,838,919
2024	\$997,758	\$23,314,415	\$24,312,173	\$9,100,000	\$4,900,000	\$7,600,000	\$21,400,000	\$4,764,000	\$8,539,242	\$56,303,242	\$32,264,000	\$16,448,648	\$13,791,707	\$62,504,355
2025	\$997,758	\$20,446,778	\$21,444,536	\$9,100,000	\$4,900,000	\$7,600,000	\$21,400,000	\$4,764,000	\$8,539,242	\$56,303,242	\$32,264,000	\$16,818,743	\$14,102,020	\$63,184,763
TOTAL FY 2021-2025	\$4,988,789	\$137,288,904	\$142,277,693	\$45,500,000	\$24,500,000	\$38,000,000	\$107,000,000	\$4,764,000	\$42,696,211	\$281,516,211	\$161,320,000	\$80,473,313	\$67,474,503	\$309,267,816
2026	\$997,758	\$17,861,277	\$18,859,035	\$9,100,000	\$4,900,000	\$7,600,000	\$21,400,000	\$4,764,000	\$8,539,242	\$56,303,242	\$32,264,000	\$17,197,165	\$14,419,315	\$63,880,480
2027	\$997,758	\$16,895,430	\$17,893,188	\$9,100,000	\$4,900,000	\$7,600,000	\$21,400,000	\$4,764,000	\$8,539,242	\$56,303,242	\$32,264,000	\$17,584,101	\$14,743,750	\$64,591,821
2028	\$997,758	\$14,746,652	\$15,744,410	\$9,100,000	\$4,900,000	\$7,600,000	\$21,400,000	\$4,764,000	\$8,539,242	\$56,303,242	\$32,264,000	\$17,979,743	\$15,075,484	\$65,319,227
2029	\$997,758	\$10,833,425	\$11,831,183	\$9,100,000	\$4,900,000	\$7,600,000	\$21,400,000	\$4,764,000	\$8,539,242	\$56,303,242	\$32,264,000	\$18,384,287	\$15,414,682	\$66,062,969
2030	\$997,758	\$11,607,492	\$12,605,250	\$9,100,000	\$4,900,000	\$7,600,000	\$21,400,000	\$4,764,000	\$8,539,242	\$56,303,242	\$32,264,000	\$18,797,933	\$15,761,512	\$66,823,445
TOTAL FY 2026-2030	\$4,988,789	\$71,944,276	\$76,933,065	\$45,500,000	\$24,500,000	\$38,000,000	\$107,000,000	\$4,764,000	\$42,696,211	\$281,516,211	\$161,320,000	\$89,943,229	\$75,414,743	\$326,677,972
2031	\$997,758	\$9,728,896	\$10,726,654	\$9,100,000	\$4,900,000	\$7,600,000	\$21,400,000	\$4,764,000	\$8,539,242	\$56,303,242	\$32,264,000	\$19,220,886	\$16,116,146	\$67,601,032
2032	\$2,026,758	\$8,237,354	\$10,264,112	\$9,100,000	\$4,900,000	\$7,600,000	\$21,400,000	\$4,764,000	\$7,510,242	\$55,274,242	\$32,264,000	\$19,653,356	\$16,478,759	\$68,396,115
2033	\$2,026,758	\$8,362,718	\$10,389,476	\$9,100,000	\$4,900,000	\$7,600,000	\$21,400,000	\$4,764,000	\$7,510,242	\$55,274,242	\$32,264,000	\$20,095,557	\$16,849,531	\$69,209,088
2034	\$2,026,758	\$8,813,446	\$10,840,204	\$9,100,000	\$4,900,000	\$7,600,000	\$21,400,000	\$4,764,000	\$7,510,242	\$55,274,242	\$32,264,000	\$20,547,707	\$17,228,645	\$70,040,352
2035	\$2,026,758	\$8,027,804	\$10,054,562	\$9,100,000	\$4,900,000	\$7,600,000	\$21,400,000	\$4,764,000	\$7,510,242	\$55,274,242	\$32,264,000	\$21,010,030	\$17,616,290	\$70,890,320
TOTAL FY 2031-2035	\$9,104,789	\$43,170,218	\$52,275,007	\$45,500,000	\$24,500,000	\$38,000,000	\$107,000,000	\$4,764,000	\$38,580,211	\$277,400,211	\$161,320,000	\$100,527,536	\$84,289,371	\$346,136,907
2036	\$2,026,758	\$0	\$2,026,758	\$9,100,000	\$4,900,000	\$7,600,000	\$21,400,000	\$4,764,000	\$7,510,242	\$55,274,242	\$32,264,000	\$21,482,756	\$18,012,657	\$71,759,413
2037	\$2,026,758	\$0	\$2,026,758	\$9,100,000	\$4,900,000	\$7,600,000	\$21,400,000	\$4,764,000	\$7,510,242	\$55,274,242	\$32,264,000	\$21,966,118	\$18,417,942	\$72,648,060
2038	\$9,537,000	\$0	\$9,537,000	\$9,100,000	\$4,900,000	\$7,600,000	\$21,400,000	\$4,764,000	\$0	\$47,764,000	\$32,264,000	\$22,460,356	\$18,832,346	\$73,556,702
2039	\$9,537,000	\$0	\$9,537,000	\$9,100,000	\$4,900,000	\$7,600,000	\$21,400,000	\$4,764,000	\$0	\$47,764,000	\$32,264,000	\$22,965,714	\$19,256,074	\$74,485,788
2040	\$9,537,000	\$0	\$9,537,000	\$9,100,000	\$4,900,000	\$7,600,000	\$21,400,000	\$4,764,000	\$0	\$47,764,000	\$32,264,000	\$23,482,443	\$19,689,336	\$75,435,779
TOTAL FY 2036-2040	\$32,664,516	\$0	\$32,664,516	\$45,500,000	\$24,500,000	\$38,000,000	\$107,000,000	\$4,764,000	\$15,020,484	\$253,840,484	\$161,320,000	\$112,357,387	\$94,208,355	\$367,885,742
TOTAL (2007-2035)	\$53,742,400	\$334,615,910	\$388,358,310	\$200,200,000	\$107,800,000	\$167,200,000	\$470,800,000	\$28,584,000	\$156,071,600	\$1,206,879,600	\$709,808,000	\$414,074,493	\$346,343,833	\$1,470,226,326
TOTAL FY 2020-2040	\$52,744,642	\$290,237,763	\$342,982,405	\$191,100,000	\$102,900,000	\$159,600,000	\$449,400,000	\$23,820,000	\$147,532,358	\$1,150,576,358	\$677,544,000	\$398,687,979	\$334,004,223	\$1,410,236,202

FOOTNOTES:

1. FY 2015-2017 based on Five Year Road Program. Base FY 2018-2040 assumed to remain at \$46,565,000 per year (no increase or decrease), with \$14,301,000 for roadway projects and transfer of \$32,264,000 to mass transit.
2. FY 2015-FY 2017 based on Five Year Road Program. FY 2018 - FY 2040 impact fee revenue allocated is provided by Palm Beach County Impact Fee Coordinator and is based on County Planning single-family and multi-family forecasts (using 62/38% split). Assumes impact fees will continue to be collected through the year 2035 (assumed built-out for impact fees).
3. A constant amount of \$9.1 million was assumed, consistent with current amounts from the Gas Tax Revenue Fund estimates prepared by the County.
4. A constant amount of \$4.9 million was assumed, consistent with current amounts from the Gas Tax Revenue Fund estimates prepared by the County.
5. A constant amount of \$7.6 million was assumed, consistent with current amounts from the Gas Tax Revenue Fund estimates prepared by the County.
6. A constant amount of \$21.4 million was assumed for the duration of the Plan period, consistent with the County's current commitment as referenced in the County's Annual Budget.
7. FY 2015-2017 based on Five Year Road Program. Base FY 2018-2040 assumed to remain at \$4,764,000 per year (no increase or decrease). Engineering operating costs reflect road maintenance and streetscape allocations.
8. Represents loan repayment of \$1,029,000 per year for Ocean Avenue/Lantana Bridge Project through FY 2031 and \$7,510,242.1 per year (\$80M loan, 3.2% for 20 years) for Jog Road Exit and Ruebeck Road from FY 2018 through FY 2037.
9. FY 2015-2021 information based on Palm Tran TDP. FY 2022-2040 forecasts are based on the application of an annual 2.5 percent operating inflation rate in accordance with the TDP.
10. FY 2013 based on TDP. Notably, a fare increase from \$1.50 to \$2.00 for single trip and from \$4.00 to \$5.00 for all day is currently being proposed by Palm Tran for 2014 (not reflected in adopted TDP). The 2014 rate increase and corresponding initial ridership decrease result in an assumed farebox recovery for FY 2015 equal to the FY 2013 amount. FY 2016-2040 forecasts are based on regular farebox recovery increases and equate to the TDP 2.25 percent operating inflation rate.

REFERENCES:

Palm Beach County Five Year Road Program-Exhibit A (FY 2013 through FY 2017), Mid-Year Adjustment dated June 4, 2013
The Gas Tax Revenue by Fund, Estimates 2014-2019 as of April 18, 2014 provided by Palm Beach County
The Palm Beach County, FL Fiscal Year 2014 Annual Budget dated December 2, 2013 prepared by Palm Beach County
The Palm Tran Development Plan (TDP) 2011-2021 dated December 2011
MPOAC - "Draft Financial Guidelines for MPO 2040 Long Range Plans", dated January 24, 2013.

SOURCES:

Palm Beach County Engineering and Public Works Department staff
Palm Beach County Office of Financial Management and Budgeting staff
Palm Tran Staff

COMPILED BY:

Leftwich Consulting Engineers, Inc.



FY 2014-2023

SFRTA FORWARD PLAN

A Transit Development Plan for SFRTA

Final Report



August 2013

Table ES-9: South Florida Rail Corridor (SFRC) Maintenance-of-Way (MOW) Operating Budget (FY 2014–FY 2023)

	APPROVED BUDGET FY 2014	PROJECTED FY 2015	PROJECTED FY 2016	PROJECTED FY 2017	PROJECTED FY 2018	PROJECTED FY 2019	PROJECTED FY 2020	PROJECTED FY 2021	PROJECTED FY 2022	PROJECTED FY 2023	TOTAL FY 2014 - FY 2023
SFRC Maintenance-of-Way (MOW)											
Statutory Operating Assistance MOW	\$0	\$11,500,000	\$11,500,000	\$11,500,000	\$11,500,000	\$11,500,000	\$11,500,000	\$11,500,000	\$11,500,000	\$11,500,000	\$103,500,000
SFRC MOW Expense	\$0	(\$11,500,000)	(\$11,500,000)	(\$11,500,000)	(\$11,500,000)	(\$11,500,000)	(\$11,500,000)	(\$11,500,000)	(\$11,500,000)	(\$11,500,000)	(\$103,500,000)
Total	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Table ES-10: SFRTA Forward Estimated Operating Revenues (FY 2014–FY 2023)

	APPROVED BUDGET FY 2014	PROJECTED FY 2015	PROJECTED FY 2016	PROJECTED FY 2017	PROJECTED FY 2018	PROJECTED FY 2019	PROJECTED FY 2020	PROJECTED FY 2021	PROJECTED FY 2022	PROJECTED FY 2023	TOTAL FY 2014 - FY 2023
OPERATING REVENUES											
Train Service Revenue	\$12,289,106	\$12,534,888	\$12,785,586	\$13,041,298	\$13,302,124	\$13,568,166	\$13,839,529	\$14,116,320	\$14,398,646	\$14,398,646	\$134,274,309
Interest Income/Other Income	\$325,000	\$320,000	\$320,000	\$320,000	\$320,000	\$320,000	\$320,000	\$320,000	\$320,000	\$320,000	\$3,205,000
Statutory Dedicated Funding	\$13,300,000	\$13,300,000	\$13,300,000	\$13,300,000	\$13,300,000	\$13,300,000	\$13,300,000				\$79,800,000
Statutory Operating Assistance	\$17,300,000	\$17,300,000	\$17,300,000	\$17,300,000	\$17,300,000	\$17,300,000	\$17,300,000				\$103,800,000
FTA Planning Grant	\$1,700,000	\$1,300,000	\$1,450,000	\$1,450,000	\$1,500,000	\$800,000	\$800,000	\$800,000	\$800,000	\$800,000	\$11,400,000
FTA Preventive Maintenance	\$20,472,940	\$22,222,183	\$23,290,210	\$24,538,626	\$26,608,775	\$28,611,248	\$29,941,644	\$31,300,579	\$32,688,680	\$33,141,511	\$272,816,396
FTA Designated Recipient Fees	\$618,000	\$350,000	\$350,000	\$350,000	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$1,968,000
FTA JARC/NF Program Fee	\$46,897	\$125,000	\$125,000	\$125,000							\$421,897
FTA JARC/NF Program Match	\$373,725	\$415,773	\$420,000	\$420,000							\$1,629,498
FHWA	\$4,000,000	\$4,000,000	\$4,000,000	\$4,000,000	\$4,000,000	\$4,000,000	\$4,000,000	\$4,000,000	\$4,000,000	\$4,000,000	\$40,000,000
Miami-Dade Statutory Operating Assistance	\$1,565,000	\$1,565,000	\$1,565,000	\$1,565,000	\$1,565,000	\$1,565,000	\$1,565,000	\$1,565,000	\$1,565,000	\$1,565,000	\$15,650,000
Broward Statutory Operating Assistance	\$1,565,000	\$1,565,000	\$1,565,000	\$1,565,000	\$1,565,000	\$1,565,000	\$1,565,000	\$1,565,000	\$1,565,000	\$1,565,000	\$15,650,000
Palm Beach Statutory Operating Assistance	\$1,565,000	\$1,565,000	\$1,565,000	\$1,565,000	\$1,565,000	\$1,565,000	\$1,565,000	\$1,565,000	\$1,565,000	\$1,565,000	\$15,650,000
Other Local Funding	\$194,738	\$195,000	\$195,000	\$195,000	\$195,000	\$195,000	\$195,000	\$195,000	\$195,000	\$195,000	\$1,949,738
Projected Operating Revenues	\$75,315,406	\$76,757,844	\$78,230,796	\$79,734,923	\$81,270,899	\$82,839,414	\$83,841,174	\$85,476,899	\$87,147,326	\$87,600,157	\$698,214,838
Projected Operating Funding Gap						(\$30,000,000)	(\$61,200,000)	(\$61,812,000)	(\$62,436,240)	(\$63,072,965)	(\$278,521,205)
Coastal Link Funding (TBD)						\$30,000,000	\$30,600,000	\$31,212,000	\$31,836,240	\$32,472,965	\$156,121,205
Replacement Dedicated Funding (TBD)							\$30,600,000	\$30,600,000	\$30,600,000	\$30,600,000	\$122,400,000
Total Operating Revenues	\$75,315,406	\$76,757,844	\$78,230,796	\$79,734,923	\$81,270,899	\$112,839,414	\$115,041,174	\$117,288,899	\$119,583,566	\$120,673,122	\$976,736,043



Table ES-11: SFRTA Forward 10-Year Operating Budget (FY 2014–FY 2023)

	APPROVED BUDGET FY 2014	PROJECTED FY 2015	PROJECTED FY 2016	PROJECTED FY 2017	PROJECTED FY 2018	PROJECTED FY 2019	PROJECTED FY 2020	PROJECTED FY 2021	PROJECTED FY 2022	PROJECTED FY 2023	TOTAL FY 2014 - FY 2023
OPERATING EXPENSES											
Projected Existing System Operating Costs	\$75,315,406	\$76,757,844	\$78,230,796	\$79,734,923	\$81,270,899	\$82,839,414	\$84,441,174	\$86,076,899	\$87,747,326	\$88,200,157	\$820,614,838
Tri-Rail Coastal Link Operating Costs						\$30,000,000	\$30,600,000	\$31,212,000	\$31,836,240	\$32,472,965	\$156,121,205
Integrated System Operating Costs	\$75,315,406	\$76,757,844	\$78,230,796	\$79,734,923	\$81,270,899	\$112,839,414	\$115,041,174	\$117,288,899	\$119,583,566	\$120,673,122	\$976,736,043
OPERATING REVENUES											
Projected Operating Revenues	\$75,315,406	\$76,757,844	\$78,230,796	\$79,734,923	\$81,270,899	\$82,839,414	\$53,841,174	\$55,476,899	\$57,147,326	\$57,600,157	\$698,214,838
Projected Operating Funding Gap						(\$30,000,000)	(\$61,200,000)	(\$61,812,000)	(\$62,436,240)	(\$63,072,965)	(\$278,521,205)
Coastal Link Funding (TBD)						\$30,000,000	\$30,600,000	\$31,212,000	\$31,836,240	\$32,472,965	\$156,121,205
Replacement Dedicated Funding (TBD)							\$30,600,000	\$30,600,000	\$30,600,000	\$30,600,000	\$122,400,000
Total Operating Revenues	\$75,315,406	\$76,757,844	\$78,230,796	\$79,734,923	\$81,270,899	\$112,839,414	\$115,041,174	\$117,288,899	\$119,583,566	\$120,673,122	\$976,736,043



Table ES-13: SFRTA Forward 10-Year Capital Expenses (FY 2014–FY 2023)

	FIRST FIVE YEAR PLAN					SECOND FIVE YEAR PLAN					
	APPROVED BUDGET FY 2014	PROJECTED FY 2015	PROJECTED FY 2016	PROJECTED FY 2017	PROJECTED FY 2018	PROJECTED FY 2019	PROJECTED FY 2020	PROJECTED FY 2021	PROJECTED FY 2022	PROJECTED FY 2023	TOTAL FY 2014 - FY 2023
CAPITAL EXPENSES											
Project Support/Administration	\$1,700,000	\$1,300,000	\$1,450,000	\$1,450,000	\$1,500,000	\$1,300,000	\$1,300,000	\$1,300,000	\$1,300,000	\$1,300,000	\$13,900,000
Computer/Office Equipment/Software	\$100,000	\$300,000		\$450,000	\$275,000	\$1,500,000	\$150,000	\$150,000	\$150,000	\$150,000	\$3,225,000
79th Street Station - Metrorail Transfer		\$2,802,000									\$2,802,000
Planning & Capital Development	\$2,500,000	\$2,205,000	\$1,500,000	\$850,000	\$850,000	\$700,000	\$700,000	\$700,000	\$700,000	\$700,000	\$11,405,000
Hialeah Yard Improvements	\$205,000	\$250,000	\$250,000	\$250,000	\$250,000	\$300,000	\$300,000	\$300,000	\$300,000	\$300,000	\$2,705,000
Passenger Information System	\$378,450										\$378,450
Non-Revenue Fleet Vehicles	\$75,000		\$75,000		\$75,000		\$75,000		\$75,000		\$375,000
General Engineering Consultants	\$1,750,000	\$1,000,000	\$1,000,000	\$1,000,000	\$840,000	\$840,000	\$840,000	\$840,000	\$840,000	\$840,000	\$9,790,000
New Locomotives	\$6,680,000										\$6,680,000
Locomotive Spare Parts		\$300,000	\$250,000	\$500,000	\$500,000	\$550,000	\$550,000	\$550,000	\$550,000	\$550,000	\$4,300,000
Passenger Emergency Intercom	\$825,000										\$825,000
Transit Oriented Development (TOD II)	\$75,000	\$200,000	\$200,000	\$200,000	\$200,000	\$200,000	\$200,000	\$200,000	\$200,000	\$200,000	\$1,875,000
Heavy Station Maintenance/Construction			\$250,000	\$325,000	\$350,000	\$350,000	\$350,000	\$350,000	\$350,000	\$350,000	\$2,675,000
Station Beautification	\$135,000	\$135,000	\$135,000	\$135,000	\$135,000	\$135,000	\$135,000	\$135,000	\$135,000	\$135,000	\$1,350,000
Opa Locka Parking Lot Improvements	\$1,321,708										\$1,321,708
Northern Layover Facility					\$5,900,000	\$28,967,890					\$34,867,890
WAVE Streetcar - Phase 1A	\$78,922,707	\$4,277,293									\$83,200,000
Broward Mobility Hub			\$8,840,000								\$8,840,000
Miami Airport/Hialeah Station	\$336,126										\$336,126
Miami River Intermodal Center (MR-MICCI)	\$2,600,000	\$2,000,000	\$6,500,000	\$6,500,000	\$12,000,000						\$29,600,000
Positive Train Control	\$1,000,000	\$2,106,000									\$3,106,000
Preventive Maintenance	\$10,043,292	\$15,160,000	\$17,390,000	\$18,040,000	\$18,050,000	\$19,865,000	\$19,865,000	\$19,865,000	\$19,865,000	\$19,865,000	\$178,008,292
New TOD Station	\$1,000,000	\$1,000,000	\$1,000,000	\$1,500,000							\$4,500,000
Cypress Creek Mobility Hub	\$800,000				\$8,000,000						\$8,800,000
Passenger Car Spare Parts	\$2,460,000										\$2,460,000
County Gas Tax Funds Unallocated	\$521,550	\$1,252,000	\$10,000	\$310,000	\$985,000						\$3,078,550
Tri-Rail Coastal Link											
WAVE Streetcar - Phase 1						\$700,000,000					\$700,000,000
WAVE Streetcar Extension						\$50,000,000					\$50,000,000
Locomotive & Railcar Rehab						\$1,500,000					\$1,500,000
New Rolling Stock						\$10,000,000					\$10,000,000
Iris & Northwood Connections										\$25,000,000	\$25,000,000
Pompano Beach Mobility Hub						\$2,500,000					\$2,500,000
Deerfield Mobility Hub						\$2,900,000					\$2,900,000
Hollywood Mobility Hub							\$10,500,000				\$10,500,000
FLL/Dania Beach Mobility Hub								\$10,500,000			\$10,500,000
Sheridan Mobilty Hub									\$10,500,000	\$2,900,000	\$2,900,000
Hollywood Coastal Link Mobility Hub						\$10,000,000					\$10,000,000
Oakland Park Coastal Link Mobility Hub						\$2,900,000					\$2,900,000
Pompano Beach Coastal Link Mobility Hub						\$2,900,000					\$2,900,000
FLL Airport Coastal Link Mobility Hub						\$10,500,000					\$10,500,000
Bike Storage Cars						\$1,000,000					\$1,000,000
West Palm Beach Additional Parking (250)						\$3,000,000					\$3,000,000
Lake Worth Parking Improvements						\$500,000					\$500,000
PBI Airport Station						\$1,500,000			\$5,100,000		\$6,600,000
Boca Raton Station @ Glades						\$1,500,000		\$8,500,000			\$10,000,000
Miami Freight Rail Corridors						\$7,500,000					\$7,500,000
Streetcar Feasibility Studies						\$800,000					\$800,000
Total Capital Expenses	\$113,428,833	\$34,287,293	\$38,850,000	\$31,510,000	\$49,910,000	\$863,707,890	\$34,965,000	\$43,390,000	\$40,065,000	\$52,290,000	\$1,302,404,016

Source: SFRTA Adopted Budget FY 2013–2014 and Five Year Plan, and TDP Analysis by SFRTA staff

Table ES-14: SFRTA Forward Estimated Capital Revenues (FY 2014 - FY 2023)

	FIRST FIVE YEAR PLAN					SECOND FIVE YEAR PLAN					
	APPROVED BUDGET FY 2014	PROJECTED FY 2015	PROJECTED FY 2016	PROJECTED FY 2017	PROJECTED FY 2018	PROJECTED FY 2019	PROJECTED FY 2020	PROJECTED FY 2021	PROJECTED FY 2022	PROJECTED FY 2023	TOTAL FY 2014 - FY 2023
CAPITAL REVENUES											
FTA Section 5307 - Formula Funds	\$13,000,000	\$13,000,000	\$13,000,000	\$13,000,000	\$13,000,000	\$13,000,000	\$13,000,000	\$13,000,000	\$13,000,000	\$13,000,000	\$130,000,000
FTA Section 5309 - Rail Mod.	\$9,000,000	\$9,000,000	\$9,000,000	\$9,000,000	\$9,000,000	\$9,000,000	\$9,000,000	\$9,000,000	\$9,000,000	\$9,000,000	\$90,000,000
FTA - TIGER Funds	\$18,000,000										\$18,000,000
FDOT GMR Funds				\$1,500,000	\$5,900,000						\$7,400,000
FDOT JPA's	\$28,658,833	\$4,277,293									\$32,936,126
FDOT TRIP Funds	\$900,000				\$6,000,000						\$6,900,000
MPO Funds	\$8,940,000		\$8,840,000		\$8,000,000						\$25,780,000
City of Fort Lauderdale	\$10,500,000										\$10,500,000
Taxing District	\$13,960,000										\$13,960,000
Rotem Credit	\$2,460,000										\$2,460,000
County Gas Tax	\$8,010,000	\$8,010,000	\$8,010,000	\$8,010,000	\$8,010,000	\$8,010,000	\$8,010,000	\$8,010,000	\$8,010,000	\$8,010,000	\$80,100,000
Total Capital Revenues	\$113,428,833	\$34,287,293	\$38,850,000	\$31,510,000	\$49,910,000	\$30,010,000	\$30,010,000	\$30,010,000	\$30,010,000	\$30,010,000	\$418,036,126

Source: SFRTA Adopted Budget FY 2013–2014 and Five Year Plan, and TDP Analysis by SFRTA staff.

Table ES-15: SFRTA Forward 10-Year Projected Funding Gap (FY 2014–FY 2023)

	FIRST FIVE YEAR PLAN					SECOND FIVE YEAR PLAN					
	APPROVED BUDGET FY 2014	PROJECTED FY 2015	PROJECTED FY 2016	PROJECTED FY 2017	PROJECTED FY 2018	PROJECTED FY 2019	PROJECTED FY 2020	PROJECTED FY 2021	PROJECTED FY 2022	PROJECTED FY 2023	TOTAL FY 2014 - FY 2023
CAPITAL EXPENSES											
Total Capital Expenses	\$113,428,833	\$34,287,293	\$38,850,000	\$31,510,000	\$49,910,000	\$863,707,890	\$34,965,000	\$43,390,000	\$40,065,000	\$52,290,000	\$1,302,404,016
CAPITAL REVENUES											
Total Capital Revenues	\$113,428,833	\$34,287,293	\$38,850,000	\$31,510,000	\$49,910,000	\$30,010,000	\$30,010,000	\$30,010,000	\$30,010,000	\$30,010,000	\$418,036,126
Projected Capital Funding Gap						(\$833,697,890)	(\$4,955,000)	(\$13,380,000)	(\$10,055,000)	(\$22,280,000)	(\$884,367,890)



December 2011

PALM TRAN

TRANSIT DEVELOPMENT PLAN

2011-2021

PALM BEACH COUNTY

Transit Development Plan



KITTELSON & ASSOCIATES, INC.
TRANSPORTATION ENGINEERING/PLANNING

In association with:



**Tindale-Oliver
&
Associates, Inc.**
Planning and Engineering

10-Year Cost and Revenue Summary

Cost/Revenue	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	10-Year Total
Operating											
Costs											
Fixed Route - Maintain Existing Local	\$44,145,339	\$45,137,726	\$46,152,422	\$47,189,928	\$48,250,758	\$49,335,435	\$50,444,496	\$51,578,488	\$52,737,972	\$53,923,522	\$488,896,086
Fixed Route - Maintain Existing Express	\$251,763	\$257,422	\$263,209	\$269,126	\$275,176	\$281,362	\$287,687	\$294,154	\$300,767	\$307,528	\$2,788,193
Total Fixed Route Costs	\$44,397,101	\$45,395,148	\$46,415,631	\$47,459,054	\$48,525,934	\$49,616,797	\$50,732,183	\$51,872,642	\$53,038,739	\$54,231,050	\$491,684,280
Paratransit - Maintain Existing	\$23,042,034	\$23,560,019	\$24,089,648	\$24,631,183	\$25,184,892	\$25,751,048	\$26,329,932	\$26,921,829	\$27,527,032	\$28,145,839	\$255,183,455
Total Operating Costs	\$67,439,135	\$68,955,167	\$70,505,279	\$72,090,238	\$73,710,826	\$75,367,845	\$77,062,115	\$78,794,471	\$80,565,771	\$82,376,889	\$746,867,735
Revenues											
Gas Tax	\$26,307,000	\$26,307,000	\$26,307,000	\$26,307,000	\$26,307,000	\$26,307,000	\$26,307,000	\$26,307,000	\$26,307,000	\$26,307,000	\$263,070,000
Ad Valorem Funding	\$15,386,514	\$15,386,514	\$15,386,514	\$15,386,514	\$15,386,514	\$15,386,514	\$15,386,514	\$15,386,514	\$15,386,514	\$15,386,514	\$153,865,140
Grants	\$9,476,586	\$9,476,586	\$9,476,586	\$9,476,586	\$9,476,586	\$9,476,586	\$9,476,586	\$9,476,586	\$9,476,586	\$9,476,586	\$94,765,860
Fares/User Fees/Charges	\$11,040,401	\$11,040,401	\$11,040,401	\$11,040,401	\$11,040,401	\$11,040,401	\$11,040,401	\$11,040,401	\$11,040,401	\$11,040,401	\$110,404,010
Interfund Transfers	\$143,336	\$143,336	\$143,336	\$143,336	\$143,336	\$143,336	\$143,336	\$143,336	\$143,336	\$143,336	\$1,433,360
Other	\$226,630	\$226,630	\$226,630	\$226,630	\$226,630	\$226,630	\$226,630	\$226,630	\$226,630	\$226,630	\$2,266,300
Total Anticipated Operating Revenues	\$62,580,467	\$62,580,467	\$62,580,467	\$62,580,467	\$62,580,467	\$62,580,467	\$62,580,467	\$62,580,467	\$62,580,467	\$62,580,467	\$625,804,670
Capitalized Maintenance (Transfer from Capital)	\$12,048,700	\$5,988,440	\$4,378,001	\$5,246,540	\$9,335,484	\$11,556,654	\$13,424,151	\$9,832,920	\$8,637,089	\$10,061,901	\$90,509,880
Total Revenues	\$74,629,167	\$68,568,907	\$66,958,468	\$67,827,007	\$71,915,951	\$74,137,121	\$76,004,618	\$72,413,387	\$71,217,556	\$72,642,368	\$716,314,550
Revenues Minus Costs	\$7,190,032	(\$386,260)	(\$3,546,811)	(\$4,263,230)	(\$1,794,875)	(\$1,230,725)	(\$1,057,496)	(\$6,381,084)	(\$9,348,215)	(\$9,734,521)	
Rollover from Prev. Year	\$0	\$7,190,032	\$6,803,772	\$3,256,962	(\$1,006,269)	(\$2,801,143)	(\$4,031,868)	(\$5,089,364)	(\$11,470,449)	(\$20,818,664)	(\$30,553,185)
Surplus/Shortfall	\$7,190,032	\$6,803,772	\$3,256,962	(\$1,006,269)	(\$2,801,143)	(\$4,031,868)	(\$5,089,364)	(\$11,470,449)	(\$20,818,664)	(\$30,553,185)	(\$30,553,185)
Capital											
Costs											
Vehicles	\$1,648,000	\$8,911,560	\$4,807,999	\$7,653,460	\$5,564,516	\$3,343,346	\$1,475,849	\$5,067,080	\$6,262,911	\$4,838,099	\$49,572,820
Replace Existing Fleet	\$1,648,000	\$8,911,560	\$4,807,999	\$7,653,460	\$5,564,516	\$3,343,346	\$1,475,849	\$5,067,080	\$6,262,911	\$4,838,099	\$49,572,820
Other Capital/Infrastructure	\$1,303,300	\$100,000	\$5,814,000	\$2,100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$9,917,300
Other Capital/Infrastructure	\$1,303,300	\$100,000	\$5,814,000	\$2,100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$9,917,300
Total Costs	\$2,951,300	\$9,011,560	\$10,621,999	\$9,753,460	\$5,664,516	\$3,443,346	\$1,575,849	\$5,167,080	\$6,362,911	\$4,938,099	\$59,490,120
Revenues											
Capital Grants	\$15,000,000	\$15,000,000	\$15,000,000	\$15,000,000	\$15,000,000	\$15,000,000	\$15,000,000	\$15,000,000	\$15,000,000	\$15,000,000	\$150,000,000
Transfer to Operating as Capitalized Maintenance	-\$12,048,700	-\$5,988,440	-\$4,378,001	-\$5,246,540	-\$9,335,484	-\$11,556,654	-\$13,424,151	-\$9,832,920	-\$8,637,089	-\$10,061,901	-\$90,509,880
Total Revenue	\$2,951,300	\$9,011,560	\$10,621,999	\$9,753,460	\$5,664,516	\$3,443,346	\$1,575,849	\$5,167,080	\$6,362,911	\$4,938,099	\$59,490,120
Revenue Minus Cost	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
Rollover from Prev. Year	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Surplus/Shortfall	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Cost/Revenue Summary											
Total Costs	\$70,390,435	\$77,966,727	\$81,127,278	\$81,843,697	\$79,375,342	\$78,811,192	\$78,637,963	\$83,961,551	\$86,928,682	\$87,314,968	\$806,357,855
Total Revenues	\$77,580,467	\$77,580,467	\$77,580,467	\$77,580,467	\$77,580,467	\$77,580,467	\$77,580,467	\$77,580,467	\$77,580,467	\$77,580,467	\$775,804,670
Surplus/Shortfall	\$7,190,032	\$6,803,772	\$3,256,962	(\$1,006,269)	(\$2,801,143)	(\$4,031,868)	(\$5,089,364)	(\$11,470,449)	(\$20,818,664)	(\$30,553,185)	(\$30,553,185)

YEAR 2040 PALM BEACH LONGE RANGE TRANSPORTATION PLAN
AVIATION, SEAPORT, AND RAILWAY REVENUE RESOURCES
ASSUMING CURRENT TRENDS AND NO NEW FUNDING SOURCES (IN YEAR OF EXPENDITURE DOLLARS)

FISCAL YEAR	Airport Revenue Sources			POPB Revenue Sources		Railway Revenue Sources		
	Capital (1)		Operating (2)	Capital (3)	Operating (4)	Capital (5)		Operating (6)
	PDC	YOE	YOE	YOE	YOE	PDC	YOE	YOE
2015	\$6,245,000	\$6,245,000	\$63,119,492	\$7,518,000	\$1,563,851	\$49,831,143	\$49,831,143	n/a
TOTAL FY 2013-2015	\$6,245,000	\$6,245,000	\$63,119,492	\$7,518,000	\$1,563,851	\$49,831,143	\$49,831,143	n/a
2016	\$30,885,000	\$30,885,000	\$64,066,284	\$5,750,000	\$1,610,767	\$11,505,143	\$11,505,143	n/a
2017	\$12,355,000	\$12,355,000	\$65,027,279	\$16,500,000	\$1,659,090	\$1,156,353	\$1,156,353	n/a
2018	\$24,285,000	\$24,285,000	\$66,002,688	\$22,525,000	\$1,708,862	\$12,931,840	\$12,931,840	n/a
2019	\$14,625,000	\$14,625,000	\$66,662,715	\$10,000,000	\$1,760,128	\$1,000,000	\$1,000,000	n/a
2020	\$6,245,000	\$6,563,558	\$67,329,342	\$15,200,000	\$20,000,000	\$1,500,000	\$1,500,000	n/a
TOTAL FY 2020	\$6,245,000	\$6,563,558	\$67,329,342	\$15,200,000	\$20,000,000	\$1,500,000	\$1,500,000	n/a
2021	\$30,885,000	\$32,460,445	\$68,002,635	\$10,200,000	\$20,000,000	\$1,500,000	\$1,549,500	n/a
2022	\$12,355,000	\$12,985,229	\$68,682,662	\$6,200,000	\$20,000,000	\$1,500,000	\$1,600,634	n/a
2023	\$24,285,000	\$25,523,779	\$69,369,488	\$10,200,000	\$20,000,000	\$1,500,000	\$1,653,454	n/a
2024	\$14,625,000	\$15,371,022	\$70,063,183	\$9,200,000	\$20,000,000	\$1,500,000	\$1,708,018	n/a
2025	\$6,245,000	\$6,898,365	\$70,763,815	\$11,200,000	\$20,000,000	\$1,500,000	\$1,764,383	n/a
TOTAL FY 2021-2025	\$88,395,000	\$93,238,841	\$346,881,784	\$47,000,000	\$100,000,000	\$7,500,000	\$8,275,989	n/a
2026	\$30,885,000	\$34,116,254	\$71,471,453	\$9,200,000	\$20,000,000	\$1,500,000	\$1,822,608	n/a
2027	\$12,355,000	\$13,647,606	\$72,186,168	\$10,700,000	\$20,000,000	\$1,500,000	\$1,882,754	n/a
2028	\$24,285,000	\$26,825,748	\$72,908,030	\$9,200,000	\$20,000,000	\$1,500,000	\$1,944,885	n/a
2029	\$14,625,000	\$16,155,099	\$73,637,110	\$9,200,000	\$20,000,000	\$1,500,000	\$2,009,066	n/a
2030	\$6,245,000	\$7,250,251	\$74,373,481	\$9,200,000	\$20,000,000	\$1,500,000	\$2,075,365	n/a
TOTAL FY 2026-2030	\$88,395,000	\$97,994,959	\$364,576,241	\$47,500,000	\$100,000,000	\$7,500,000	\$9,734,677	n/a
2031	\$30,885,000	\$35,856,526	\$75,117,216	\$9,200,000	\$20,000,000	\$1,500,000	\$2,143,852	n/a
2032	\$12,355,000	\$14,343,771	\$75,868,388	\$9,200,000	\$20,000,000	\$1,500,000	\$2,214,599	n/a
2033	\$24,285,000	\$28,194,131	\$76,627,072	\$8,200,000	\$20,000,000	\$1,500,000	\$2,287,681	n/a
2034	\$14,625,000	\$16,979,171	\$77,393,342	\$7,200,000	\$20,000,000	\$1,500,000	\$2,363,174	n/a
2035	\$6,245,000	\$7,620,087	\$78,167,276	\$14,200,000	\$20,000,000	\$1,500,000	\$2,441,159	n/a
TOTAL FY 2031-2035	\$88,395,000	\$102,993,686	\$383,173,294	\$48,000,000	\$100,000,000	\$7,500,000	\$11,450,465	n/a
2036	\$30,885,000	\$37,685,569	\$78,948,949	\$22,200,000	\$20,000,000	\$1,500,000	\$2,521,717	n/a
2037	\$12,355,000	\$15,075,448	\$79,738,438	\$9,200,000	\$20,000,000	\$1,500,000	\$2,604,934	n/a
2038	\$24,285,000	\$29,632,315	\$80,535,823	\$7,200,000	\$20,000,000	\$1,500,000	\$2,690,897	n/a
2039	\$14,625,000	\$17,845,279	\$81,341,181	\$4,200,000	\$20,000,000	\$1,500,000	\$2,779,696	n/a
2040	\$6,245,000	\$8,008,788	\$82,154,593	\$5,200,000	\$20,000,000	\$1,500,000	\$2,871,426	n/a
TOTAL FY 2036-2040	\$88,395,000	\$108,247,400	\$402,718,983	\$48,000,000	\$100,000,000	\$7,500,000	\$13,468,671	n/a
TOTAL FY 2020-2040	\$359,825,000	\$409,038,443	\$1,564,679,644	\$205,700,000	\$420,000,000	\$31,500,000	\$44,429,802	n/a

FOOTNOTES:

1. The current five year pattern was assumed to repeat every five years and a one percent annual growth was applied to account for future year costs, based on coordination with PBC Division of Airports.
2. A one percent annual growth was applied for forecasting future year airport operating revenues, based on coordination with PBC Division of Airports.
3. Presented forecasts are based on capital projects anticipated by the Port to be implemented over the 21 year time period and therefore vary from one year to the next.
4. A constant \$20 million per year was assumed for the planning period, per coordination with Port of Palm Beach.
5. For planning level projections, \$1.5 million was assumed for the duration of the Plan with the addition of a 3.3 percent annual growth to account for inflation consistent with the FDOT Revenue Handbook. Forecasts shared with FDOT.
6. No revenue projections were prepared for railway operating and maintenance, however acknowledging that the program is funded annually by FDOT on a statewide basis.

REFERENCES:

2015-2019 Capital Improvement Plan (CIP), Palm Beach County Department of Airports
MPO 2015-2019 Transportation Improvement Program (TIP), dated June 2014
FDOT 2040 Revenue Forecast Handbook, dated July 2013
MPOAC - "Draft Financial Guidelines for MPO 2040 Long Range Plans", dated January 24, 2013

SOURCE:

Palm Beach County Department of Airports staff
Port of Palm Beach staff

COMPILED BY:

Leftwich Consulting Engineers, Inc.



Florida Department of Transportation

RICK SCOTT
GOVERNOR

3400 West Commercial Boulevard
Fort Lauderdale, FL 33309

ANANTH PRASAD, P.E.
SECRETARY

May 8, 2014

Nick Uhren, Executive Director
Palm Beach Metropolitan Planning Organization
2300 North Jog Road
West Palm Beach, FL 33411

**SUBJECT: 2040 Revenue Forecast - Appendix for the Palm Beach Metropolitan Area
Long Range Plan Update**

Dear Mr. Uhren

In July 2013, the Florida Department of Transportation provided the Palm Beach Metropolitan Planning Organization (MPO) with a *Supplement to the 2040 Revenue Forecast Handbook for the Palm Beach Metropolitan Area* to assist the MPO in developing its 2040 Long Range Transportation Plan (LRTP). The *Supplement* contains estimates of state and federal transportation funds for the Palm Beach Metropolitan Area through 2040. It also contains several districtwide or statewide revenue estimates, including one covering operations and maintenance for the State Highway System in District Four through 2040.

The Department is providing the enclosed *Appendix for the Palm Beach Metropolitan Area Long Range Plan Update - 2040 Forecast of State and Federal Revenues for Statewide and Metropolitan Plans* for inclusion in the documentation of the MPO's 2040 LRTP. One purpose of the *Appendix* is to describe how the 2040 revenue forecast was developed. Another is to provide the public and interested parties with clear documentation of the state and federal financial issues related to the MPO's plan and facilitate reconciliation of statewide and metropolitan plans. The funding amounts in Tables 4, 4a, 5, 6, 7, and 10 match the revenue estimates provided in the *Supplement* and project costs for Palm Beach County from the *FY 2018/19 - FY 2022/23 Strategic Intermodal System Work Plan* and the *2040 Strategic Intermodal System Cost Feasible Plan* (2013 Edition).

If you have questions, please contact Lois Bush in my office at (954) 777-4654 or lois.bush@dot.state.fl.us.

Sincerely,

Stacy L. Miller-Novello, P.E.
Interim District Modal Development Administrator
District 4

SKM-N/lb

cc (via email): Richard Glaze, FDOT Central Office
Martin Markovich, FDOT Central Office
Sean Santalla, FDOT Central Office
Gus Schmidt, FDOT District Four

Lois Bush, FDOT District Four
Jeff Weidner, FDOT District Four
Arlene Tanis, FDOT District Four

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**APPENDIX FOR THE PALM BEACH METROPOLITAN AREA
LONG RANGE PLAN UPDATE**

**2040 Forecast of State and Federal Revenues
for Statewide and Metropolitan Plans**

APPENDIX FOR THE METROPOLITAN LONG RANGE PLAN

2040 Forecast of State and Federal Revenues for Statewide and Metropolitan Plans

Overview

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

Background

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

The Department developed a long range revenue forecast through 2040. The forecast was based upon recent legislation (e.g., MAP-21¹), changes in factors affecting state revenue sources (e.g., population growth rates) and current policies. This 2040 forecast incorporates (1) amounts contained in the Department’s Work Program for 2014 through 2018, (2) the impact of the Department’s objectives and investment policies, and (3) the current Statutory Formula (equal parts of population and motor fuel tax collections) for distribution of certain program funds. All estimates are expressed in year of expenditure dollars.

Purpose

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

This appendix describes how the statewide 2040 Revenue Forecast was developed. Also, metropolitan estimates are identified for certain major FDOT programs that expand the capacity of existing transportation systems, and are referred to as “capacity programs.” “Metropolitan estimates” are the estimated share of certain state capacity programs for this metropolitan area. They can be used to fund planned improvements to major elements of the transportation system. This appendix also includes estimates of funds required for other FDOT programs designed to support, operate, and maintain the state transportation system. The FDOT has set aside sufficient funds in the 2040 Revenue Forecast for these programs, referred to as “non-capacity programs” in this document, to meet statewide objectives and program needs in all metropolitan and non-metropolitan areas. Funding for these programs is not included in the metropolitan estimates.

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

2040 Revenue Forecast (State and Federal Funds)

The 2040 Revenue Forecast is the result of a three-step process:

1. State and federal revenues from current sources were estimated.
2. Those revenues were distributed among statewide capacity and non-capacity programs consistent with statewide priorities.
3. Estimates for certain capacity programs were developed for each of Florida’s 26 metropolitan areas.

Forecast of State and Federal Revenues

The 2040 Revenue Forecast includes program estimates for the expenditure of state and federal funds expected from current revenue sources (i.e., new revenue sources were not added). The forecast estimated revenues from federal, state, and Turnpike sources included in the Department’s 5-Year Work Program. The forecast did not estimate revenue from other sources (i.e., local government/authority taxes, fees, and bond proceeds; private sector participation; and innovative finance sources). Estimates of state revenue sources were based on estimates prepared by the State Revenue Estimating Conference in August 2012 for state fiscal years 2014 through 2021. Estimates of federal revenue sources were based on the Department’s Federal Aid Forecast for the same fiscal years. Assumptions about revenue growth were as follows:

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

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

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

Major Revenue Sources	Time Period					27-Year Total ² 2014-2040
	2014-15 ¹	2016-20 ¹	2021-25	2026-30	2031-40	
Federal	5,113 31%	9,542 27%	9,687 26%	9,719 24%	19,328 22%	53,389 25%
State	9,711 59%	22,243 64%	25,084 67%	27,616 69%	60,776 70%	145,430 67%
Turnpike	1,680 10%	3,044 9%	2,745 7%	2,931 7%	6,610 8%	17,011 8%
Total²	16,505	34,829	37,516	40,266	86,715	215,830

¹ Based on the FDOT Tentative Work Program for 2014 through 2018.

² Columns and rows sometimes do not equal the totals due to rounding.

Estimates for State Programs

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

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

Capacity Programs

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

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

2040 Revenue Forecast Programs	PRP Program Categories
<u>SIS Highways Construction & ROW</u> - Construction, improvements, and associated right of way on SIS highways (i.e., Interstate, the Turnpike, other toll roads, and other facilities designed to serve interstate and regional commerce including SIS Connectors).	Interstate Construction Turnpike Construction Other SIS Construction SIS Traffic Operations SIS Right of Way SIS Advance Corridor Acquisition
<u>Other Arterial Construction/ROW</u> - Construction, improvements, and associated right of way on State Highway System roadways not designated as part of the SIS. Also includes funding for the Economic Development Program, the County Incentive Grant Program, the Small County Road Assistance Program, and the Small County Outreach Program.	Arterial Traffic Operations Construction County Transportation Programs Economic Development Other Arterial & Bridge Right of Way Other Arterial Advance Corridor Acquisition
<u>Aviation</u> - Financial and technical assistance to Florida's airports in the areas of safety, security, capacity enhancement, land acquisition, planning, economic development, and preservation.	Airport Improvement Land Acquisition Planning Discretionary Capacity Improvements
<u>Transit</u> - Technical and operating/capital assistance to transit, paratransit, and ridesharing systems.	Transit Systems Transportation Disadvantaged - Department Transportation Disadvantaged - Commission Other; Block Grants; New Starts Transit
<u>Rail</u> - Rail safety inspections, rail-highway grade crossing safety, acquisition of rail corridors, assistance in developing intercity and commuter rail service, and rehabilitation of rail facilities.	High Speed Rail Passenger Service Rail/Highway Crossings Rail Capacity Improvement/Rehabilitation
<u>Intermodal Access</u> - Improving access to intermodal facilities, airports and seaports; associated rights of way acquisition.	Intermodal Access
<u>Seaport Development</u> - Funding for development of public deep-water ports projects, such as security infrastructure and law enforcement measures, land acquisition, dredging, construction of storage facilities and terminals, and acquisition of container cranes and other equipment used in moving cargo and passengers.	Seaport Development
<u>Documentary Stamps Funds</u> - Improving intermodal facilities and acquisition of associated rights of way.	Documentary Stamps Funds not in Adopted Work Programs by July 1, 2013.

Statewide Forecast for Capacity Programs

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

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

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

¹ Based on the FDOT Tentative Work Program for 2014 through 2018.

² Columns and rows sometimes do not equal the totals due to rounding.

³ Documentary Stamps funds not programmed in FDOT Work Programs as of July 1, 2013.

Metropolitan Forecast for Capacity Programs

As the first step in preparing metropolitan estimates, the Department prepared district and metropolitan estimates for the capacity programs from the statewide forecast consistent with provisions in state and federal law. Pursuant to federal law, transportation management area (TMA) funds and certain Transportation Alternatives (TALU) funds were distributed based on 2010 population. District estimates for certain Transportation Alternatives (TA) funds and the following programs were developed using the current statutory formula²: other arterials construction/right-of-way (net of TMA and TA funds); and the transit program.

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

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

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

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

Estimates for Palm Beach Metropolitan Area

Capacity Programs*	5-Year Period (Fiscal Years)				22-Year Total
	2019-20	2021-25	2026-30	2031-40	2019-2040
SIS Highways Construction & ROW	0.0	222.4	765.3	194.2	1,181.9
Other Arterials Construction & ROW	101.5	226.6	214.3	468.8	1,011.2
Transit	49.5	127.4	133.9	280.7	591.5
Aviation	N/A	N/A	N/A	N/A	N/A
Rail	N/A	N/A	N/A	N/A	N/A
Seaports	N/A	N/A	N/A	N/A	N/A
Intermodal Access	N/A	N/A	N/A	N/A	N/A
Total Capacity Programs	151.0	576.4	1,113.5	943.7	2,784.6

* Notes:

- Estimates for 2014 through 2018 are contained in the FDOT Adopted Work Program.
- No metropolitan estimates for Aviation, Rail, Seaport Development and Intermodal Access programs for years beyond 2018 have been developed.
- Sources for SIS Highways Construction & ROW: SIS Approved 2nd 5-Year Plan (FY 2018/19 – FY 2022/23), 2040 SIS Cost Feasible Plan (2013 Edition).
- Columns and rows sometimes do not equal the totals due to rounding.

Table 4a
Transportation Management Area (TMA) Funds Estimates
State and Federal Funds from the 2040 Revenue Forecast (Millions of Dollars)

Palm Beach Metropolitan Area	5-Year Period (Fiscal Years)				22-Year Total ²
	2019-20 ¹	2021-25	2026-30	2031-40	2019-2040
TMA Funds	34.1	85.3	85.3	170.6	375.3

¹ Estimates for 2014 through 2018 are contained in the FDOT Adopted Work Program.

² Rows sometimes do not equal the totals due to rounding.

Annually, up to \$541.75 million may be appropriated from proceeds from the Documentary Stamp Tax³ for several major state transportation programs. These funds are distributed – according to formulas defined in state law – to the SIS, the Transportation Regional Incentive Program (TRIP), the New Starts Transit Program, and the Small County Outreach Program. The

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

2040 Revenue Forecast contains estimates of Documentary Stamp Tax funds not included in the 2014-2018 Adopted Work Program. Because some MPOs may desire to include projects partially funded by the TRIP and/or New Starts programs in their long range plans as "illustrative projects," the Department provided separate estimates of these funds. Estimates of TRIP funds are in Table 5. Statewide estimates of New Starts Funds are in Table 6.

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

FDOT District	5-Year Period (Fiscal Years)				22-Year Total ²
	2019-20 ¹	2021-25	2026-30	2031-40	2019-2040
District 1	0.9	6.7	6.7	13.4	27.8
District 2	0.7	5.4	5.4	10.8	22.4
District 3	0.5	3.7	3.7	7.4	15.3
District 4	1.2	9.1	9.1	18.2	37.5
District 5	1.4	10.0	10.0	20.1	41.5
District 6	0.8	6.2	6.2	12.5	25.8
District 7	1.0	7.3	7.3	14.6	30.3
Statewide Total Forecast	6.6	48.5	48.5	97.0	200.6

¹ Estimates for 2014 through 2018 are contained in the FDOT Adopted Work Program.

² Columns and rows sometimes do not equal the totals due to rounding.

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

Statewide Program	5-Year Period (Fiscal Years)				22-Year Total ²
	2019-20 ¹	2021-25	2026-30	2031-40	2019-2040
Statewide Total Forecast	63	174	174	349	760

¹ Estimates for 2014 through 2018 are contained in the FDOT Adopted Work Program.

² Rows sometimes do not equal the totals due to rounding.

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

Table 7
Transportation Alternatives Funds¹ Estimates
State and Federal Funds from the 2040 Revenue Forecast (Millions of Dollars)

Palm Beach Metropolitan Area and Districtwide	5-Year Period (Fiscal Years)				22-Year Total ²
	2019-20 ¹	2021-25	2026-30	2031-40	2019-2040
TALU (Urban): Funds for TMA ²	3.4	8.4	8.4	16.8	36.9
TALL (<200,000 Population) ²	N/A	N/A	N/A	N/A	N/A
TALT (Any Area): Districtwide Funds	9.3	23.3	23.3	46.6	102.5

¹ Estimates for 2014 through 2018 are contained in the FDOT Adopted Work Program.

² "TALU" funds are for projects in Transportation Management Areas; "TALL" funds are for projects that are not in Transportation Management Areas.

³ Rows sometimes do not equal the totals due to rounding.

Non-Capacity Programs

Non-capacity programs refer to FDOT programs designed to support, operate and maintain the state highway system: safety, resurfacing, bridge, product support, operations and maintenance, and administration. Table 8 includes a description of each non-capacity program and the linkage to the program categories used in the Program and Resource Plan.

Metropolitan estimates have not been developed for these programs. Instead, the FDOT has included sufficient funding in the 2040 Revenue Forecast to meet the following statewide objectives and policies:

- **Resurfacing program:** Ensure that 80% of state highway system pavement meets Department standards;
- **Bridge program:** Ensure that 90% of FDOT-maintained bridges meet Department standards while keeping all FDOT-maintained bridges open to the public safe;
- **Operations and maintenance program:** Achieve 100% of acceptable maintenance condition standard on the state highway system;
- **Product Support:** Reserve funds for Product Support required to construct improvements (funded with the forecast's capacity funds) in each district and metropolitan area; and
- **Administration:** Administer the state transportation program.

The Department has reserved funds in the 2040 Revenue Forecast to carry out its responsibilities and achieve its objectives for the non-capacity programs on the state highway system in each district and metropolitan area. Table 9 identifies the statewide estimates for non-capacity programs. About \$106 billion (49% of total revenues) is forecast for the non-capacity programs.

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

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

2040 Revenue Forecast Programs	PRP Program Categories
<u>Safety</u> - Includes the Highway Safety Improvement Program, the Highway Safety Grant Program, Bicycle/Pedestrian Safety activities, the Industrial Safety Program, and general safety issues on a Department-wide basis.	Highway Safety Grants
<u>Resurfacing</u> - Resurfacing of pavements on the State Highway System and local roads as provided by state law.	Interstate Arterial and Freeway Off-System Turnpike
<u>Bridge</u> - Repair and replace deficient bridges on the state highway system. In addition, not less than 15% of the amount of 2009 federal bridge funds must be expended off the federal highway system (e.g., on local bridges not on the State Highway System).	Repair - On System Replace - On System Local Bridge Replacement Turnpike
<u>Product Support</u> - Planning and engineering required to "produce" FDOT products and services (i.e., each capacity program; Safety, Resurfacing, and Bridge Programs).	Preliminary Engineering Construction Engineering Inspection Right of Way Support Environmental Mitigation Materials & Research Planning & Environment Public Transportation Operations
<u>Operations & Maintenance</u> - Activities to support and maintain transportation infrastructure once it is constructed and in place.	Operations & Maintenance Traffic Engineering & Operations Toll Operations Motor Carrier Compliance
<u>Administration</u> - Resources required to perform the fiscal, budget, personnel, executive direction, document reproduction, and contract functions. Also includes the Fixed Capital Outlay Program, which provides for the purchase, construction, and improvement of non-highway fixed assets (e.g., offices, maintenance yards).	Administration Fixed Capital Outlay Office Information Systems

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

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

¹ Based on the FDOT Adopted Work Program for 2014 through 2018.

² Columns and rows sometimes do not equal the totals due to rounding.

³ "Other" is primarily for debt service.

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

Major Programs	5-Year Period (Fiscal Years)					27-Year Total ²
	2014-15 ¹	2016-20 ¹	2021-25	2026-30	2031-40	2014-2040
District 1	543	1,499	1,530	1,676	3,683	8,931
District 2	718	1,982	2,023	2,216	4,869	11,807
District 3	582	1,607	1,640	1,798	3,949	9,576
District 4	556	1,534	1,566	1,716	3,770	9,141
District 5	720	1,987	2,029	2,223	4,883	11,841
District 6	263	725	740	811	1,781	4,318
District 7	391	1,080	1,102	1,208	2,653	6,434
Statewide Total Forecast	3,773	10,414	10,630	11,647	25,586	62,049

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

¹ Based on the FDOT Adopted Work Program for 2014 through 2018.

² Columns and rows sometimes do not equal the totals due to rounding.

Other

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

Palm Beach Metropolitan Planning Organization

Transportation Planning for the Palm Beaches



Transportation Improvement Program FY 2015-2019

June 2014

www.PalmBeachMPO.org/TIP

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Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability or family status. Persons who require special accommodations under the American with Disabilities Act or translation services for a meeting, free of charge, or for complaints, questions or concerns about civil rights, please contact: Malissa Booth at 561-684-4143 or email MBooth@PalmBeachMPO.org. Hearing impaired individuals are requested to telephone the Florida Relay System at #711.

Palm Beach MPO Transportation Improvement Program - FY 2015 - 2019

Phase	Fund Source	2015	2016	2017	2018	2019	Total
ATLANTIC AVE/SR-808 FROM W. OF LYONS RD TO STARKEY RD - Proj# 2296583							
Type of Work: ADD LANES & RECONSTRUCT							
Lanes (Existing/Improve/Add): 2/ 2/ 3							
Notes: 2L TO 4L, PD&E UNDER 229658-1 \$2.000M TOPS FUNDS IN 2003 FOR PH48 USED AS MATCH FOR TRIP TRIP FUNDED PROJECT WITH PALM BEACH COUNTY							
ROW	DDR	70,571	0	0	0	0	70,571
Total		70,571	0	0	0	0	70,571
Prior Years Cost		9,632,476	Future Years Cost		Total Project Cost		9,703,047
BEE LINE HWY/SR-710 FROM FROM W OF AUSTRALIAN AVE TO TO OLD DIXIE HWY - Proj# 2298961							
Type of Work: ADD LANES & RECONSTRUCT							
Lanes (Existing/Improve/Add): 2/ 2/ 2							
Notes: WIDEN & RECONST 2L TO 4L/INCLUDES WORK ON DIXIE 200 METERS S OF NEW CONNECTOR TO 13TH ST / PD&E UNDER 4118041 COST TO BE DEVELOPED/10MPO PRIORITY#01 PROJECT "C" SPANISH RIVER BRIDGE PROJECTS PER MPO REQUEST 9/02							
ROW	SU	800,000	0	743,863	0	0	1,543,863
RRU	ACNP	700,000	0	0	0	0	700,000
ROW	NHPP	0	800,000	0	0	0	800,000
CST	ACNP	0	24,455,785	0	0	0	24,455,785
ROW	ACNP	0	0	238,578	0	0	238,578
Total		1,500,000	25,255,785	982,441	0	0	27,738,226
Prior Years Cost		43,797,768	Future Years Cost		Total Project Cost		71,535,994
BEE LINE HWY/SR-710 FROM FROM NORTHLAKE BLVD TO TO BLUE HERON BLVD - Proj# 4192511							
Type of Work: ADD LANES & RECONSTRUCT							
Lanes (Existing/Improve/Add): 4/ 2/ 2							
Notes: PROJECT INCLUDES AT GRADE IMPROVEMENTS ONLY; NO GRADE SEPARATION/INTERCHANGES ARE PROPOSED. ADD 2 LANES (2+2) PD&E UNDER 419348-1							
PE	DIH	300,000	0	0	0	0	300,000
PE	DI	4,500,000	0	0	0	0	4,500,000
Total		4,800,000	0	0	0	0	4,800,000
Prior Years Cost			Future Years Cost		Total Project Cost		10,330,364

TIP 2015-2019 (April 7, 2014 Import)

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Major Improvements

Palm Beach MPO Transportation Improvement Program - FY 2015 - 2019

Section 1 - Major Improvements

TIP 2015-2019 (April 7, 2014 Import)

Palm Beach MPO Transportation Improvement Program - FY 2015 - 2019

Phase	Fund Source	2015	2016	2017	2018	2019	Total
CONGRESS AVE EXT. FROM NORTHLAKE BLVD TO ALTERNATE A1A - Proj# 4330641							
Type of Work: NEW ROAD CONSTRUCTION							
Lanes (Existing/Improve/Add): 0/ 3/ 3							
Notes: CIGP - COUNTY INCENTIVE GRANT PROGRAM, JPA W/PALM BCH COUNTY 50/50 SPLIT DESIGN AND CONSTRUCTION							
ROW	IF	0	1,365,909	0	0	0	1,365,909
ROW	CIGP	0	1,365,909	0	0	0	1,365,909
CST	IF	0	0	0	2,500,000	0	2,500,000
CST	CIGP	0	0	0	2,500,000	0	2,500,000
Total		0	2,731,818	0	5,000,000	0	7,731,818
Prior Years Cost		500,000	Future Years Cost		Total Project Cost		8,231,818
Flavor Pict Rd. AT SR 7 to Lyons Rd. - Proj# 2013526							
Type of Work: NEW ROAD CONSTRUCTION							
Lanes (Existing/Improve/Add): 0/ 2/ 2							
Notes: 1.0 mi, 2 L							
ENV	IF	100,000	0	0	0	0	100,000
CST	IF	0	0	4,500,000	0	0	4,500,000
Total		100,000	0	4,500,000	0	0	4,600,000
Prior Years Cost			Future Years Cost		Total Project Cost		4,600,000
GLADES ROAD/SR-808 FROM SR-7/US-441 TO SR-5/US-1 - Proj# 2331662							
Type of Work: PD&E/EMO STUDY							
Lanes (Existing/Improve/Add): 6/ 6/ 2							
Notes: TRANSIT STUDY 2013 MPO PRIORITY #3 AND #9 CONSTRUCTION RESERVE ON 431969-1							
PE	SU	4,255,000	0	0	0	0	4,255,000
CST	DIH	0	0	0	50,490	0	50,490
CST	DDR	0	0	0	2,038,036	0	2,038,036
Total		4,255,000	0	0	2,088,526	0	6,343,526
Prior Years Cost		2,777,808	Future Years Cost		Total Project Cost		9,121,334

TIP 2015-2019 (April 7, 2014 Import)

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Major Improvements

Phase	Fund Source	2015	2016	2017	2018	2019	Total
Glades Rd. AT Florida's Turnpike - Proj# 2012502 Type of Work: INTERSECTION IMPROVEMENT New Project?: Yes Notes: Intersection Improvements					Lead Agency: PBC	*Non-SIS*	
CST	IF	220,000	0	0	0	0	220,000
Total		220,000	0	0	0	0	220,000
Prior Years Cost		Future Years Cost		Total Project Cost		220,000	
Haverhill Rd. FROM N. of Caribbean Blvd. TO Bee Line Hwy. - Proj# 2013528 Type of Work: ADD LANES & RECONSTRUCT New Project?: Yes Notes: 1.6 mi, 5 L					Length: 1.6 MI Lead Agency: PBC	*Non-SIS*	
Lanes (Existing/Improve/Add): 2/ 5/ 3							
ENV	IF	500,000	0	0	0	0	500,000
CST	IF	0	0	9,000,000	0	0	9,000,000
Total		500,000	0	9,000,000	0	0	9,500,000
Prior Years Cost		Future Years Cost		Total Project Cost		9,500,000	
Haverhill Rd. FROM Lantana Rd. TO S. of L.W.D.D. L-14 Canal - Proj# 2009602 Type of Work: ADD LANES & RECONSTRUCT New Project?: Yes Notes: 0.9 mi, 4 L					Length: 0.9 MI Lead Agency: PBC	*Non-SIS*	
Lanes (Existing/Improve/Add): 2/ 4/ 2							
CST	IF/GT	0	2,100,000	0	0	0	2,100,000
Total		0	2,100,000	0	0	0	2,100,000
Prior Years Cost		Future Years Cost		Total Project Cost		2,100,000	
Haverhill Rd. FROM S. of L.W.D.D. L-14 Canal TO Lake Worth Rd. - Proj# 2010503 Type of Work: ADD LANES & RECONSTRUCT New Project?: Yes Notes: 1.3 mi, 4 L & 5 L					Length: 1.3 MI Lead Agency: PBC	*Non-SIS*	
Lanes (Existing/Improve/Add): 2/ 4/ 2							
CST	IF/GT	0	7,600,000	0	0	0	7,600,000
Total		0	7,600,000	0	0	0	7,600,000
Prior Years Cost		Future Years Cost		Total Project Cost		7,600,000	
TIP 2015-2019 (April 7, 2014 Import)		18		Major Improvements			

Phase	Fund Source	2015	2016	2017	2018	2019	Total
Hood Rd. FROM E. of Florida's Turnpike TO W. of Central Blvd. - Proj# 2013522 Type of Work: ADD LANES & RECONSTRUCT New Project?: Yes Notes: 1.2 mi, 4 L					Length: 1.2 MI Lead Agency: PBC	*Non-SIS*	
Lanes (Existing/Improve/Add): 2/ 4/ 2							
ROW	IF	200,000	0	0	0	0	200,000
CST	IF	0	0	6,400,000	0	0	6,400,000
Total		200,000	0	6,400,000	0	0	6,600,000
Prior Years Cost		Future Years Cost		Total Project Cost		6,600,000	
Jog Rd. FROM Roebuck Rd. TO S. of 45th Street - Proj# 1998506 Type of Work: ADD LANES & RECONSTRUCT New Project?: Yes Notes: 1.9 mi, 4 L					Length: 1.9 MI Lead Agency: PBC	*Non-SIS*	
Lanes (Existing/Improve/Add): 0/ 4/ 4							
CST	B	0	0	0	30,000,000	0	30,000,000
Total		0	0	0	30,000,000	0	30,000,000
Prior Years Cost		Future Years Cost		Total Project Cost		30,000,000	
Lyons Rd. FROM N. of LWDD L-14 Canal TO Lake Worth Rd. - Proj# 2010504B Type of Work: ADD LANES & RECONSTRUCT New Project?: Yes Notes: 1.1 mi, 4 L					Length: 1.1 MI Lead Agency: PBC	*Non-SIS*	
Lanes (Existing/Improve/Add): 2/ 2/ 2							
PMT	IF	0	0	0	100,000	0	100,000
Total		0	0	0	100,000	0	100,000
Prior Years Cost		Future Years Cost		Total Project Cost		100,000	
Lyons Rd. FROM Lake Worth Rd. to N. TO L.W.D.D. L-10 Canal - Proj# 2007500 Type of Work: ADD LANES & RECONSTRUCT New Project?: Yes Notes: 1.1 mi, 2/3 L					Length: 1.1 MI Lead Agency: PBC	*Non-SIS*	
Lanes (Existing/Improve/Add): 2/ 3/ 1							
PMT	IF	0	0	0	100,000	0	100,000
Total		0	0	0	100,000	0	100,000
Prior Years Cost		Future Years Cost		Total Project Cost		100,000	
TIP 2015-2019 (April 7, 2014 Import)		19		Major Improvements			

Phase	Fund Source	2015	2016	2017	2018	2019	Total
Lyons Rd. FROM Clint Moore Rd. TO Atlantic Ave. - Proj# 2013527 Type of Work: ADD LANES & RECONSTRUCT New Project?: Yes Notes: 3.0 mi, 4 L					Length: 3 MI Lead Agency: PBC	*Non-SIS*	
Lanes (Existing/Improve/Add): 2/ 2/ 2							
ENV	IF	2,800,000	0	0	0	0	2,800,000
CST	IF	0	0	9,700,000	0	0	9,700,000
Total		2,800,000	0	9,700,000	0	0	12,500,000
Prior Years Cost		Future Years Cost		Total Project Cost		12,500,000	
Lyons Rd. FROM Lantana Rd. TO N. of LWDD L-14 Canal - Proj# 2010504A Type of Work: ADD LANES & RECONSTRUCT New Project?: Yes Notes: 0.9 mi, 4 L					Length: 0.9 MI Lead Agency: PBC	*Non-SIS*	
Lanes (Existing/Improve/Add): 2/ 2/ 2							
CST	IF	0	0	4,000,000	0	0	4,000,000
Total		0	0	4,000,000	0	0	4,000,000
Prior Years Cost		Future Years Cost		Total Project Cost		4,000,000	
Lyons Rd. FROM Hillsboro Canal TO SW 18th Street - Proj# 2013530 Type of Work: ADD LANES & RECONSTRUCT New Project?: Yes Notes: 0.3 mi, 6 L					Length: 0.3 MI Lead Agency: PBC	*Non-SIS*	
Lanes (Existing/Improve/Add): 5/ 6/ 1							
ROW	IF	100,000	0	0	0	0	100,000
CST	IF	0	0	2,000,000	0	0	2,000,000
Total		100,000	0	2,000,000	0	0	2,100,000
Prior Years Cost		Future Years Cost		Total Project Cost		2,100,000	
Northlake Blvd. FROM E. of Hall Blvd. TO Coconut Blvd. - Proj# 2003503B Type of Work: ADD LANES & RECONSTRUCT New Project?: Yes Notes: 2.9 mi, 4L					Length: 2.9 MI Lead Agency: PBC	*Non-SIS*	
Lanes (Existing/Improve/Add): 2/ 2/ 2							
CST	IF/GT	0	0	10,500,000	0	0	10,500,000
Total		0	0	10,500,000	0	0	10,500,000
Prior Years Cost		Future Years Cost		Total Project Cost		10,500,000	
TIP 2015-2019 (April 7, 2014 Import)		20		Major Improvements			

Phase	Fund Source	2015	2016	2017	2018	2019	Total
Northlake Blvd. FROM E. of Seminole Pratt Whitney Rd. TO W. of Hall Blvd. - Proj# 2003503A Type of Work: ADD LANES & RECONSTRUCT New Project?: Yes Notes: 0.5 mi, 4 L					Length: 0.5 MI Lead Agency: PBC	*Non-SIS*	
Lanes (Existing/Improve/Add): 2/ 2/ 2							
CST	GT	3,000,000	0	0	0	0	3,000,000
Total		3,000,000	0	0	0	0	3,000,000
Prior Years Cost		Future Years Cost		Total Project Cost		3,000,000	
Old Dixie Hwy. FROM Yamato Rd. TO Linton Blvd. - Proj# 2014500 Type of Work: ADD LANES & RECONSTRUCT New Project?: Yes Notes: 3.0 mi, 3 L					Length: 3 MI Lead Agency: PBC	*Non-SIS*	
Lanes (Existing/Improve/Add): 2/ 2/ 1							
ENV	IF	0	2,000,000	0	0	0	2,000,000
CST	IF	0	0	0	10,500,000	0	10,500,000
Total		0	2,000,000	0	10,500,000	0	12,500,000
Prior Years Cost		Future Years Cost		Total Project Cost		14,000,000	
Roebuck Rd. FROM Jog Rd. TO Haverhill Rd. - Proj# 2013529 Type of Work: ADD LANES & RECONSTRUCT New Project?: Yes Notes: 1.0 mi, 5 L					Length: 1 MI Lead Agency: PBC	*Non-SIS*	
Lanes (Existing/Improve/Add): 2/ 5/ 3							
ROW	IF	150,000	0	0	0	0	150,000
CST	IF	0	0	3,200,000	0	0	3,200,000
Total		150,000	0	3,200,000	0	0	3,350,000
Prior Years Cost		Future Years Cost		Total Project Cost		3,550,000	
Royal Palm Beach Blvd. FROM M-Canal TO S. of Orange Blvd. - Proj# 2014501 Type of Work: ADD LANES & RECONSTRUCT New Project?: Yes Notes: 1.0 mi, 3/5 L					Length: 1 MI Lead Agency: PBC	*Non-SIS*	
Lanes (Existing/Improve/Add): 2/ 2/ 1							
ENV	GT	0	300,000	0	0	0	300,000
CST	GT	0	0	0	3,700,000	0	3,700,000
Total		0	300,000	0	3,700,000	0	4,000,000
Prior Years Cost		Future Years Cost		Total Project Cost		4,500,000	
TIP 2015-2019 (April 7, 2014 Import)		21		Major Improvements			

Palm Beach MPO Transportation Improvement Program - FY 2015 - 2019

Phase	Fund Source	2015	2016	2017	2018	2019	Total
SOUTHERN BLVD/SR-80 FROM W OF LION COUNTRY SAFARI TO CRESTWOOD / FOREST HILL BLVD - Proj# 4193452							
Type of Work: ADD LANES & RECONSTRUCT					Length: 5.027 MI	*SIS*	*RSP*
Lanes (Existing/Improve/Addl): 4/ 4/ 2					Lead Agency: FDOT		
					L RTP#: CH6-P7		
Notes: 2013 MPO PRIORITY #1							
ROW	SU	2,105,591	0	800,170	0	0	2,905,761
ROW	DS	0	1,474,468	276,133	0	0	1,750,601
CST	DS	0	0	0	33,803,384	0	33,803,384
CST	DIH	0	0	0	1,000,000	0	1,000,000
CST	DDR	0	0	0	4,558,674	0	4,558,674
Total		2,105,591	1,474,468	1,076,303	39,362,058	0	44,018,420
Prior Years Cost		3,302,098	Future Years Cost		Total Project Cost		47,320,518
SR-7 FRM SR-704/OKEECHOBEE BLV TO 60 STREET - Proj# 2296644					Length: 3.420 MI	*Non-SIS*	*RSP*
Type of Work: ADD LANES & RECONSTRUCT					Lead Agency: FDOT		
Lanes (Existing/Improve/Addl): 2/ 2/ 2					L RTP#: CH6-P7		
Notes: SOUTH PROJECT 2010 MPO PRIORITY #4							
CST	DS	0	0	23,955,820	0	0	23,955,820
CST	DIH	0	0	399,633	0	0	399,633
CST	DDR	0	0	2,076,874	0	0	2,076,874
Total		0	0	26,432,327	0	0	26,432,327
Prior Years Cost		332,998	Future Years Cost		Total Project Cost		26,765,325
SR-7/US-441 FROM BROWARD/PB CO LINE TO GLADES ROAD/SR 808 - Proj# 4279381					Length: 2.751 MI	*Non-SIS*	
Type of Work: PD&E/EMO STUDY					Lead Agency: FDOT		
Lanes (Existing/Improve/Addl): 6/ 0/ 0					L RTP#: CH6-P7		
Notes: TSM&O, TRANSIT AND NON-MOTORIZED INFRASTRUCTURE PROJECT; TRANSIT/NEPA PD&E STUDY; 6+2 LANES; PREVIOUSLY 425063-3 2013 MPO PRIORITY #2							
PE	SU	1,400,000	0	0	0	0	1,400,000
CST	DS	0	0	0	0	8,218,876	8,218,876
CST	DIH	0	0	0	0	150,000	150,000
CST	DDR	0	0	0	0	1,000,000	1,000,000
Total		1,400,000	0	0	0	9,368,876	10,768,876
Prior Years Cost		2,145,587	Future Years Cost		Total Project Cost		12,914,463

TIP 2015-2019 (April 7, 2014 Import)

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Major Improvements

Palm Beach MPO Transportation Improvement Program - FY 2015 - 2019

Phase	Fund Source	2015	2016	2017	2018	2019	Total
SR-7/US-441 FROM 60TH ST. TO NORTH LAKE BLVD. - Proj# 2296643							
Type of Work: NEW ROAD CONSTRUCTION					Length: 4.104 MI	*Non-SIS*	*RSP*
Lanes (Existing/Improve/Addl): 0/ 0/ 4					Lead Agency: FDOT		
					L RTP#: CH6-P7		
Notes: (NORTH PROJECT) 2010 MPO PRIORITY #4							
ROW	SA	436,233	389,025	0	0	0	825,258
MSC	SU	0	6,763,371	0	0	0	6,763,371
MSC	DDR	0	1,236,630	0	0	0	1,236,630
CST	DS	0	22,612,572	0	0	0	22,612,572
CST	DIH	0	943,900	0	0	0	943,900
CST	SU	0	14,805,215	0	0	0	14,805,215
CST	DDR	0	5,827,337	0	0	0	5,827,337
ROW	SU	0	0	183,199	0	0	183,199
Total		436,233	52,578,050	183,199	0	0	53,197,482
Prior Years Cost		399,433	Future Years Cost		Total Project Cost		53,596,915

TIP 2015-2019 (April 7, 2014 Import)

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Major Improvements

Palm Beach MPO Transportation Improvement Program - FY 2015 - 2019

Section 2 - Interstate 95

Palm Beach MPO Transportation Improvement Program - FY 2015 - 2019

Phase	Fund Source	2015	2016	2017	2018	2019	Total
I-95 / SR-9 AT @ BLUE HERON INTERCHANE - Proj# 4347231							
Type of Work: ADD TURN LANE(S)					Length: 2.231 MI	*SIS*	
					Lead Agency: FDOT		
					L RTP#: CH6-P10		
Notes: NEW SIS/INHS CONNECTOR PROJECT. FROM I-95 PALM BEACH COUNTY INTERCHANGE MASTER PLAN #432785-1-22-01.							
CST	DDR	145,035	0	0	0	0	145,035
RRIU	ACNP	388,350	0	0	0	0	388,350
CST	ACNP	1,939,852	0	0	0	0	1,939,852
Total		2,473,237	0	0	0	0	2,473,237
Prior Years Cost		421,928	Future Years Cost		Total Project Cost		2,895,165
I-95 /SR-9 FROM BROW/PALM BCH CO LIN TO LINTON BLVD. - Proj# 4331093							
Type of Work: LANDSCAPING					Length: 8.800 MI	*SIS*	
New Project?: Yes					Lead Agency: FDOT		
					L RTP#: CH6-P10		
PE	DIH	0	0	0	10,000	0	10,000
PE	DDR	0	0	0	276,000	0	276,000
Total		0	0	0	286,000	0	286,000
Prior Years Cost			Future Years Cost		2,656,730	Total Project Cost	
I-95 ASSET MANAGEMENT PALM BEACH COUNTY - Proj# 4328041							
Type of Work: ROUTINE MAINTENANCE					Length: 46.018 MI	*SIS*	
					Lead Agency: FDOT		
					L RTP#: CH6-P10		
MSC	D	3,415,000	3,415,000	3,415,000	3,415,000	3,415,000	17,075,000
Total		3,415,000	3,415,000	3,415,000	3,415,000	3,415,000	17,075,000
Prior Years Cost		4,915,000	Future Years Cost		1,915,000	Total Project Cost	
I-95/SIRV FROM SEVERE INCIDENT RESPONSE TO PALM BCH CO. VEHICLE - Proj# 4223332							
Type of Work: OTHER ITS					Lead Agency: FDOT	*SIS*	
					L RTP#: CH6-P10		
Notes: SEVERE INCIDENT RESPONSE VEHICLE(SIRV) SPECIAL VEHICLE FOR RESPONDING TO MAJOR FREEWAY INCIDENTS							
MSC	DDR	0	0	578,000	578,000	578,000	1,734,000
Total		0	0	578,000	578,000	578,000	1,734,000
Prior Years Cost			Future Years Cost		1,156,000	Total Project Cost	
						2,890,000	

TIP 2015-2019 (April 7, 2014 Import)

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Interstate 95

Phase	Fund Source	2015	2016	2017	2018	2019	Total
I-95/SIRV FROM SEVERE INCIDENT RESPONSE TO PALM BCH CO. VEHICLE - Proj# 4223331						*SIS*	
Type of Work: OTHER ITS					Lead Agency: FDOT		
					L RTP#: CH6-P10		
Notes: SEVERE INCIDENT RESPONSE VEHICLE(SIRV) SPECIAL VEHICLE FOR RESPONDING TO MAJOR FREEWAY INCIDENTS							
MSC	DDR	578,000	578,000	0	0	0	1,156,000
	Total	578,000	578,000	0	0	0	1,156,000
		Prior Years Cost	2,005,000	Future Years Cost			
							Total Project Cost
							3,161,000
I-95/SR-9 FROM BROW/PALM BCH CO LIN TO LINTON BLVD. - Proj# 4331091					Length: 8.800 MI	*SIS*	
Type of Work: ADD MANAGED LANES					Lead Agency: FDOT		
					L RTP#: CH6-P10		
Notes: CORRIDOR CONSULTANT FOR DESIGN OF I-95 EXPRESS LANES IN PALM BEACH COUNTY (SB) 32-02 - REVENUE STUDY BY THE TURNPIKE 32-03 - SURVEY WORK FOR RFP DEVELOPMENT							
PE	DS	1,000,000	500,000	500,000	0	0	2,000,000
MSC	ACNP	0	0	0	0	1,903,787	1,903,787
CST	DS	0	0	0	0	44,254,935	44,254,935
PE	ACNP	0	0	0	0	500,000	500,000
CST	DDR	0	0	0	0	8,445,064	8,445,064
RRU	ACNP	0	0	0	0	25,000	25,000
CST	ACNP	0	0	0	0	72,333,713	72,333,713
	Total	1,000,000	500,000	500,000	0	127,462,499	129,462,499
		Prior Years Cost	2,030,981	Future Years Cost	36,067,500		
							Total Project Cost
							167,560,980
I-95/SR-9 AT @ SPANISH RIVER - Proj# 4124203					Length: 3.800 MI	*SIS*	*RSP*
Type of Work: INTERCHANGE (NEW)					Lead Agency: FDOT		
					L RTP#: CH6-P7		
Notes: 2011 MPO PRIORITY #2 IMD FUNDS SEE SEG 1 FOR COMMENTS NEW INTERCHANGE AT SPANISH RIVER BLFAU & ADD AUXILIARY LANES							
ROW	SU	79,000	0	0	0	0	79,000
ROW	DDR	77,649	0	0	0	0	77,649
	Total	156,649	0	0	0	0	156,649
		Prior Years Cost	81,804,592	Future Years Cost			
							Total Project Cost
							81,961,241

TIP 2015-2019 (April 7, 2014 Import)

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Interstate 95

Phase	Fund Source	2015	2016	2017	2018	2019	Total
I-95/SR-9 FROM THE L30 CANAL TO N. OF GATEWAY BLVD - Proj# 4275161					Length: 2.015 MI	*SIS*	*RSP*
Type of Work: RESURFACING					Lead Agency: FDOT		
Lanes (Existing/Improve/Add): 5/ 5/ 0					L RTP#: CH6-P10		
Notes: SB LIMITS= FROM THE L30 CANAL TO N. OF GATEWAY BLVD. NB LIMITS= FROM S. OF BOYNTON BCH BLVD TO N. OF GATEWAY BLVD I-95 PAVEMENT REPAIR							
RRU	ACNP	0	0	20,000	0	0	20,000
CST	ACNP	0	0	0	8,583,065	0	8,583,065
	Total	0	0	20,000	8,583,065	0	8,603,065
Prior Years Cost		663,422	Future Years Cost		Total Project Cost		9,266,487
I-95/SR-9 AT @ INDIANTOWN RD./SR 706 INTERCHANGE - Proj# 4339091						*SIS*	
Type of Work: LANDSCAPING					Lead Agency: FDOT		
Lanes (Existing/Improve/Add): 5/ 0/ 5					L RTP#: CH6-P9		
Notes: STANDALONE LANDSCAPING PROJECT							
CST	DIH	0	5,464	0	0	0	5,464
CST	DDR	0	1,881,873	0	0	0	1,881,873
	Total	0	1,887,337	0	0	0	1,887,337
Prior Years Cost		305,000	Future Years Cost		Total Project Cost		2,192,337
I-95/SR-9 AT @ PGA BLVD INTERCHANGE, REPLACE HIGH MAST LIGHT POLES - Proj# 4321511					Length: 629 MI	*SIS*	
Type of Work: LIGHTING					Lead Agency: FDOT		
Lanes (Existing/Improve/Add): 6/ 0/ 0					L RTP#: CH6-P10		
Notes: BRIDGE #930335, #930336, #930377, #930378							
PE	DIH	0	40,000	0	0	0	40,000
CST	DIH	0	0	0	5,610	0	5,610
CST	BRRP	0	0	0	533,336	0	533,336
	Total	0	40,000	0	538,946	0	578,946
Prior Years Cost		Future Years Cost			Total Project Cost		578,946

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Interstate 95

Phase	Fund Source	2015	2016	2017	2018	2019	Total
I-95/SR-9 AT CENTRAL BLVD/PGA - Proj# 4132651					Length: 0.010 MI	*SIS*	
Type of Work: INTERCHANGE JUSTIFICA/MODIFICA					Lead Agency: FDOT		
					L RTP#: CH6-P10		
Notes: INTERCHANGE MODIFICATION							
PE	SA	0	25,000	0	0	0	25,000
PE	DS	0	2,500,000	0	0	0	2,500,000
	Total	0	2,525,000	0	0	0	2,525,000
Prior Years Cost		1,467,742	Future Years Cost		Total Project Cost		3,992,742
I-95/SR-9 AT GLADES RD/SR 808 - Proj# 4124204					Length: 3.605 MI	*SIS*	
Type of Work: INTERCHANGE IMPROVEMENT					Lead Agency: FDOT		
New Project?: Yes					L RTP#: CH6-P10		
Lanes (Existing/Improve/Addl): 6/ 0/ 0							
Notes: PROJECT INCLUDES AUXILIARY LANES ON GLADES ROAD BETWEEN EXECUTIVE CENTER DR AND NW 13TH ST / FAU BLVD; I-95 AT GLADES RD. INTERCHANGE IMPROVEMENTS, INCLUDING WIDENING GLADES RD FROM 6 LANES TO 8 LANES 2011 MPO PRIORITY #2. RFP PACKAGE BEING PREPARED UNDER 412420-2							
PE	DIH	25,000	0	0	0	0	25,000
PE	ACNP	4,500,000	0	0	0	0	4,500,000
	Total	4,525,000	0	0	0	0	4,525,000
Prior Years Cost			Future Years Cost		Total Project Cost		4,525,000
I-95/SR-9 AT LINTON BOULEVARD INTERCHANGE - Proj# 4353841					Length: 1.140 MI	*Non-SIS*	
Type of Work: INTERCHANGE IMPROVEMENT					Lead Agency: FDOT		
New Project?: Yes					L RTP#: CH6-T10		
Lanes (Existing/Improve/Addl): 3/ 0/ 0							
Notes: ADD EB AUX LANE TO EB LINTON BLVD FROM W OF CONGRESS AVE TO SB ON-RAMP. ADD WB AUX LANE TO WB LINTON BLVD FROM E OF WATERFORD TO NB ON-RAMP. ADD SB RTL AND EB RTL @ CONGRESS AV & LINTON. REALIGN NB & SB RAMP TERMINI INTERSECTIONS. ADD ADDITIONAL RAMP LANE ON I-95 SB							
PE	DIH	10,000	0	0	0	0	10,000
MSC	DS	20,000	0	0	0	0	20,000
PE	DS	1,580,000	0	0	0	0	1,580,000
ROW	DS	0	0	6,926,281	0	0	6,926,281
ROW	DIH	0	0	180,000	0	0	180,000
RRU	DS	0	0	0	0	1,000,000	1,000,000
CST	DS	0	0	0	0	11,242,437	11,242,437
CST	DIH	0	0	0	0	11,550	11,550
	Total	1,610,000	0	7,106,281	0	12,253,987	20,970,268
Prior Years Cost		17,000	Future Years Cost		Total Project Cost		20,987,268

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Interstate 95

Phase	Fund Source	2015	2016	2017	2018	2019	Total	
I-95/SR-9 FR C-18 TO PALM BEACH/ MARTIN COUNTYLINE - Proj# 4342732					Length: 2.043 MI	*Non-SIS*		
Type of Work: RESURFACING					Lead Agency: FDOT			
New Project?: Yes					Lanes (Existing/Improve/Add): 5/ 5/ 0	L RTP#: CH6-T10		
Notes: NEW CANDIDATE RRR PROJECT								
PE	ACNP	0	280,000	0	0	0	280,000	
CST	SA	0	0	54,550	0	0	54,550	
CST	ACNP	0	0	3,535,332	0	0	3,535,332	
Total		0	280,000	3,589,882	0	0	3,869,882	
Prior Years Cost		Future Years Cost			Total Project Cost		3,869,882	
PALM BEACH CO INTERSTATE BRIDGES - Proj# 2342892					Length: .000 MI	*SIS*		
Type of Work: ROUTINE MAINTENANCE					Lead Agency: FDOT			
					L RTP#: CH6-P10			
Notes: 9115=BETTERMENT/SOUND WALL 9100=BETTERMENT @ MP .550NB PH 70 INCLUDES IN-HOUSE BRIDGE INSPECTIONS								
MSC	D	10,000	10,000	10,000	10,000	10,000	50,000	
Total		10,000	10,000	10,000	10,000	10,000	50,000	
Prior Years Cost		1,131,346	Future Years Cost			Total Project Cost		1,181,346
PALM BEACH CO INTERSTATE ROADWAY - Proj# 2342891					Length: .000 MI	*SIS*		
Type of Work: ROUTINE MAINTENANCE					Lead Agency: FDOT			
					L RTP#: CH6-P10			
Notes: 9115=BETTERMENT/SOUND WALL 9100=BETTERMENT @ MP .550NB								
MSC	D	20,000	20,000	20,000	20,000	20,000	100,000	
Total		20,000	20,000	20,000	20,000	20,000	100,000	
Prior Years Cost		15,239,176	Future Years Cost			Total Project Cost		15,339,176
SR-91-95 @ GATEWAY BLVD. INTERCHANGE - Proj# 2319321					Length: 2.946 MI	*SIS*		
Type of Work: INTERCHANGE IMPROVEMENT					Lead Agency: FDOT			
New Project?: Yes					Lanes (Existing/Improve/Add): 10/ 10/ 0	L RTP#: CH6-P10		
PE	DIH	5,000	0	0	0	0	5,000	
PE	DI	1,000,000	0	0	0	0	1,000,000	
Total		1,005,000	0	0	0	0	1,005,000	
Prior Years Cost		Future Years Cost			Total Project Cost		88,867,500	
				87,862,500				

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Palm Beach MPO Transportation Improvement Program - FY 2015 - 2019

Phase	Fund Source	2015	2016	2017	2018	2019	Total
SR-91-95 @ NORTHLAKE BOULEVARD INTERCHANGE - Proj# 4358031					Length: .000 MI	*SIS*	
Type of Work: PD&E/EMO STUDY					Lead Agency: FDOT		
New Project?: Yes					LRTP#: CH6-P10		
PE	GMR	1,000,000	0	0	0	0	1,000,000
PE	DIH	5,000	0	0	0	0	5,000
Total		1,005,000	0	0	0	0	1,005,000
Prior Years Cost		Future Years Cost			Total Project Cost		1,005,000
SR-91-95 @ SR-80/SOUTHERN BLVD. INTERCHG. ULTIM. IMPRVMT. - Proj# 4355161					Length: 6.562 MI	*SIS*	
Type of Work: INTERCHANGE IMPROVEMENT					Lead Agency: FDOT		
New Project?: Yes					LRTP#: CH6-P10		
Lanes (Existing/Improve/Add): 10/ 10/ 0							
PE	DIH	5,000	0	0	0	0	5,000
PE	DI	2,000,000	0	0	0	0	2,000,000
Total		2,005,000	0	0	0	0	2,005,000
Prior Years Cost		Future Years Cost			116,678,015	Total Project Cost	118,683,015
SR-91-95 @ SR-804/BOYNTON BEACH BLVD INTERCHANGE - Proj# 4358041					Length: .000 MI	*SIS*	
Type of Work: PD&E/EMO STUDY					Lead Agency: FDOT		
New Project?: Yes					LRTP#: CH6-P10		
PE	GMR	1,000,000	0	0	0	0	1,000,000
PE	DIH	5,000	0	0	0	0	5,000
Total		1,005,000	0	0	0	0	1,005,000
Prior Years Cost		Future Years Cost			Total Project Cost		1,005,000
SR-91-95 @ SR-806/ATLANTIC AVENUE INTERCHANGE - Proj# 4347221					Length: 2.779 MI	*Non-SIS*	
Type of Work: INTERCHANGE - ADD LANES					Lead Agency: FDOT		
New Project?: Yes					LRTP#: CH6-P10		
Lanes (Existing/Improve/Add): 3/ 0/ 3							
Notes: NEW SIS/NHS CONNECTOR PROJECT. FROM I-95 PALM BEACH COUNTY INTERCHANGE MASTER PLAN #432785-1-22-01.							
RRU	SA	0	0	500,000	0	0	500,000
CST	DS	0	0	0	164,062	0	164,062
RRU	ACNP	0	0	0	1,393,048	0	1,393,048
CST	ACNP	0	0	0	6,235,794	0	6,235,794
Total		0	0	500,000	7,792,904	0	8,292,904
Prior Years Cost		1,000,000	Future Years Cost		Total Project Cost		9,292,904

TIP 2015-2019 (April 7, 2014 Import)

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Interstate 95

Palm Beach MPO Transportation Improvement Program - FY 2015 - 2019

Phase	Fund Source	2015	2016	2017	2018	2019	Total
SR-91/95 ON RAMP AT SR-706/INDIANTOWN RD - Proj# 4351021					Length: 1.187 MI	"SIS"	
Type of Work: RESURFACING		Lanes (Existing/Improve/Add): 2/ 2/ 0			Lead Agency: FDOT		
New Project?: Yes		Notes: NPV=2403556 MILL & RESURFACE THE PAVEMENT SURFACE AND REGROOVE CONCRETE PAVEMENT. INSTALL DRAINAGE INLETS & A TRENCH DRAIN. SIGNING & MARKING IMPROVEMENTS. INSPECT & CLEAN DRAINAGE SYSTEM.			LRTP#: CH6-P10		
PE	SA	5,000	0	0	0	0	5,000
PE	HSP	104,772	0	0	0	0	104,772
CST	DS	0	596,420	0	0	0	596,420
CST	DIH	0	10,600	0	0	0	10,600
Total		109,772	607,020	0	0	0	716,792
Prior Years Cost		Future Years Cost		Total Project Cost		716,792	

TIP 2015-2019 (April 7, 2014 Import)

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Interstate 95

Palm Beach MPO Transportation Improvement Program - FY 2015 - 2019

Section 3 - Florida Turnpike

Palm Beach MPO Transportation Improvement Program - FY 2015 - 2019

Phase	Fund Source	2015	2016	2017	2018	2019	Total
COMPUTER SOFTWARE PURCHASES - Proj# 4138912					Length: .000 MI	*SIS*	
Type of Work: TOLL DATA CENTER					Lead Agency: FDOT		
New Project?: Yes					LRTP#: CH6-P1		
MSC	PKYI	500,000	0	0	0	0	500,000
Total		500,000	0	0	0	0	500,000
Prior Years Cost		1,069,458	Future Years Cost		Total Project Cost		1,569,458
COMPUTER SYSTEM AT HARDWARE ENHANCEMENTS - Proj# 4138911					Lead Agency: FDOT	*SIS*	
Type of Work: TOLL DATA CENTER					LRTP#: CH6-P1		
MSC	PKYI	420,000	320,000	320,000	320,000	320,000	1,700,000
Total		420,000	320,000	320,000	320,000	320,000	1,700,000
Prior Years Cost		14,854,191	Future Years Cost		1,690,000	Total Project Cost	18,244,191
FLORIDA TURNPIKE FROM PALM BEACH GARDENS/PGA BLVD TO INTERCHANGE RAMP IMPROVEMENTS - Proj# 4293341					Length: 0.500 MI	*SIS*	*RSP*
Type of Work: INTERCHANGE IMPROVEMENT					Lead Agency: FDOT		
					LRTP#: CH6-P1		
CST	PKYI	Lanes (Existing/Improve/Add): 4/ 0/ 0 0	1,120,542	0	0	0	1,120,542
Total		0	1,120,542	0	0	0	1,120,542
Prior Years Cost		382,667	Future Years Cost		Total Project Cost		1,503,209
INDIANTOWN ROAD AND AT TURNPIKE VWS - Proj# 4303561					Length: 6.000 MI	*Non-SIS*	
Type of Work: MCOO WEIGH STATION STATIC/WIM					Lead Agency: FDOT		
					LRTP#: CH6-P1		
Notes: CHANGE TRANSPORTATION SYSTEM 05 TO 03 2013-07-23							
CST	DIH	11,240	0	0	0	0	11,240
CST	DWS	393,411	0	0	0	0	393,411
Total		404,651	0	0	0	0	404,651
Prior Years Cost		Future Years Cost		Total Project Cost		404,651	

TIP 2015-2019 (April 7, 2014 Import)

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Florida Turnpike

Phase	Fund Source	2015	2016	2017	2018	2019	Total
LAKE WORTH RD / TPK (SR802 / SR91) INTCHG MODIFICATION (MP 93) - Proj# 4061444					Length: 3.396 MI	*SIS*	*RSP*
Type of Work: INTERCHANGE IMPROVEMENT					Lead Agency: FDOT		
			Lanes (Existing/Improve/Addl): 2/ 0/ 0		L RTP#: CH6-P1		
RPY	PKYI	0	0	0	1,499,999	0	1,499,999
Total		0	0	0	1,499,999	0	1,499,999
Prior Years Cost		46,866,351	Future Years Cost		1,499,998	Total Project Cost	49,866,348
LANDSCAPE SR91 (TPK), OKEECHOBEE BLVD (MP99) & PGA BLVD (MP109) INTCHS - Proj# 4339141					Length: 9.700 MI	*SIS*	
Type of Work: LANDSCAPING					Lead Agency: FDOT		
			Lanes (Existing/Improve/Addl): 5/ 0/ 0		L RTP#: CH6-P1		
New Project?: Yes							
CST	PKYI	1,125,000	0	0	0	0	1,125,000
Total		1,125,000	0	0	0	0	1,125,000
Prior Years Cost		142,786	Future Years Cost			Total Project Cost	1,267,786
LANDSCAPE TPK FROM LANTANA TOLL PLAZA AND LAKE WORTH RD (MP 88-93) - Proj# 4061443					Length: 3.390 MI	*SIS*	
Type of Work: LANDSCAPING					Lead Agency: FDOT		
					L RTP#: CH6-P10		
New Project?: Yes							
Total		0	0	0	0	0	0
Prior Years Cost		397,703	Future Years Cost		290,246	Total Project Cost	687,949
LANDSCAPING FOR WIDENING FROM OKEECHOBEE TO PGA(99-109) - Proj# 4157482					Length: .000 MI	*SIS*	
Type of Work: LANDSCAPING					Lead Agency: FDOT		
					L RTP#: CH6-P1		
New Project?: Yes							
Total		0	0	0	0	0	0
Prior Years Cost			Future Years Cost		2,780,887	Total Project Cost	2,780,887
PAINT BRIDGE 930159, (TPK MAINLINE OVER SR 710 / CSX RR) (MP 106) - Proj# 4354091					Length: .068 MI	*SIS*	
Type of Work: BRIDGE - PAINTING					Lead Agency: FDOT		
			Lanes (Existing/Improve/Addl): 4/ 0/ 0		L RTP#: CH6-P1		
New Project?: Yes							
PE	PKYR	0	0	54,509	0	0	54,509
CST	PKYR	0	0	0	879,159	0	879,159
Total		0	0	54,509	879,159	0	933,668
Prior Years Cost			Future Years Cost			Total Project Cost	933,668

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Florida Turnpike

Phase	Fund Source	2015	2016	2017	2018	2019	Total
RESURFACE OF TPK MAINLINE FROM MP102.6 TO 106.1 - Proj# 4351721					Length: 3.500 MI	*SIS*	
Type of Work: RESURFACING					Lead Agency: FDOT		
New Project?: Yes					Lanes (Existing/Improve/Addl): 4/ 4/ 0		
PE	PKYR	0	429,657	0	0	0	429,657
CST	PKYR	0	0	4,394,584	0	0	4,394,584
Total		0	429,657	4,394,584	0	0	4,824,241
Prior Years Cost		Future Years Cost			Total Project Cost		4,824,241
RESURFACE TURNPIKE MAINLINE (MP 92.53-102.6 NB & SB) & (90.1-90.3 NB) - Proj# 4351711					Length: 12.500 MI	*SIS*	
Type of Work: RESURFACING					Lead Agency: FDOT		
New Project?: Yes					Lanes (Existing/Improve/Addl): 3/ 3/ 0		
PE	PKYR	0	1,426,029	0	0	0	1,426,029
CST	PKYR	0	0	14,585,602	0	0	14,585,602
Total		0	1,426,029	14,585,602	0	0	16,011,631
Prior Years Cost		Future Years Cost			Total Project Cost		16,011,631
ROADSIDE IMPROVEMENT FOR TPK MAINLINE FROM MP102.6 TO MP106.1 - Proj# 4351723					Length: 3.500 MI	*SIS*	
Type of Work: GUARDRAIL					Lead Agency: FDOT		
New Project?: Yes					Lanes (Existing/Improve/Addl): 4/ 4/ 0		
PE	PKYI	55,000	0	0	0	0	55,000
CST	PKYI	0	0	179,429	0	0	179,429
Total		55,000	0	179,429	0	0	234,429
Prior Years Cost		Future Years Cost			Total Project Cost		234,429
ROADSIDE IMPROVEMENT FOR TPK MAINLINE FROM MP92.5 TO MP102.6 - Proj# 4351713					Length: 12.500 MI	*SIS*	
Type of Work: GUARDRAIL					Lead Agency: FDOT		
New Project?: Yes					Lanes (Existing/Improve/Addl): 3/ 3/ 0		
PE	PKYI	156,215	0	0	0	0	156,215
CST	PKYI	0	0	1,562,283	0	0	1,562,283
Total		156,215	0	1,562,283	0	0	1,718,498
Prior Years Cost		Future Years Cost			Total Project Cost		1,718,498

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Florida Turnpike

Phase	Fund Source	2015	2016	2017	2018	2019	Total
SUNPASS INFRASTRUCTURE AT RE - Proj# 4139081							*SIS*
Type of Work: TOLL COLLECTION					Lead Agency: FDOT LRTP#: CH6-P1		
MSC	PKYI	1,100,000	100,000	100,000	100,000	100,000	1,500,000
Total		1,100,000	100,000	100,000	100,000	100,000	1,500,000
Prior Years Cost		5,477,022	Future Years Cost		500,000	Total Project Cost	7,477,022
THERMOPLASTIC FOR FROM PGA BLVD INTERCHANGE TO IMPROVEMENT MP109 - Proj# 4293342							*SIS*
Type of Work: SIGNING/PAVEMENT MARKINGS					Lead Agency: TURNPIKE LRTP#: CH6-P1		
CST	PKYI	2,720	0	14,665	0	0	17,385
Total		2,720	0	14,665	0	0	17,385
Prior Years Cost			Future Years Cost			Total Project Cost	17,385
THERMOPLASTIC FOR FROM OKEECHOBEE BLVD RAMP TO INTERSECTION IMPROVEMENT - Proj# 4293332							*SIS*
Type of Work: SIGNING/PAVEMENT MARKINGS					Lead Agency: TURNPIKE LRTP#: CH6-P1		
CST	PKYI	13,100	0	0	0	0	13,100
Total		13,100	0	0	0	0	13,100
Prior Years Cost			Future Years Cost			Total Project Cost	13,100
THERMOPLASTIC FOR RESURFACE TPK MP83-MP86.5 N OF ATLANTIC - S BOYNTON - Proj# 4324562							*SIS*
Type of Work: SIGNING/PAVEMENT MARKINGS					Length: 3.500 MI Lead Agency: FDOT LRTP#: CH6-P1		
CST	PKYR	Lanes (Existing/Improve/Addl): 6/ 0/ 0 91,715	0	0	0	0	91,715
Total		91,715	0	0	0	0	91,715
Prior Years Cost			Future Years Cost			Total Project Cost	91,715
THERMOPLASTIC OF TPK MAINLINE RESURFACING FROM MP102.6 TO MP106.1 - Proj# 4351722							*SIS*
Type of Work: SIGNING/PAVEMENT MARKINGS					Length: 3.500 MI Lead Agency: FDOT LRTP#: CH6-P1		
New Project?: Yes		Lanes (Existing/Improve/Addl): 4/ 0/ 0					
CST	PKYR	0	0	0	60,984	0	60,984
Total		0	0	0	60,984	0	60,984
Prior Years Cost			Future Years Cost			Total Project Cost	60,984

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Florida Turnpike

Phase	Fund Source	2015	2016	2017	2018	2019	Total
THERMOPLASTIC OF TPK MAINLINE RESURFACING FROM MP92.5 TO MP102.6 - Proj# 4351712					Length: .200 MI	*SIS*	
Type of Work: SIGNING/PAVEMENT MARKINGS					Lead Agency: FDOT		
New Project?: Yes					LRT#P: CH6-P1		
CST	PKYR			0	493,042	0	493,042
Total		0	0	0	493,042	0	493,042
Prior Years Cost		Future Years Cost			Total Project Cost		493,042
TURNPIKE ALL ELEC TOLLING AT TOLLING IMPROVEMENT - Proj# 4317371						*SIS*	*RSP*
Type of Work: TOLL COLLECTION					Lead Agency: FDOT		
					LRT#P: CH6-P1		
Notes: AET PHASE 8, TURNPIKE MAINLINE TICKET SYSTEM							
PE	PKYI	4,000,000	0	0	0	0	4,000,000
CST	PKYI	0	68,995,472	0	0	0	68,995,472
Total		4,000,000	68,995,472	0	0	0	72,995,472
Prior Years Cost		Future Years Cost			Total Project Cost		72,995,472
TURNPIKE ALL ELEC TOLLING FROM I-595 TO SOUTH OF LANTANA TOLL PLAZA - Proj# 4293391						*SIS*	*RSP*
Type of Work: TOLL COLLECTION					Lead Agency: TURNPIKE		
					LRT#P: CH6-P1		
Notes: AET PHASE 5A, TURNPIKE MAINLINE, TOLLING IMP, ALL ELECTRONIC							
CST	PKYI	0	0	0	41,484,865	0	41,484,865
CSTS	PKYI	0	0	0	5,185,608	0	5,185,608
CSTP	PKYI	0	0	0	9,736,000	0	9,736,000
Total		0	0	0	56,406,473	0	56,406,473
Prior Years Cost		Future Years Cost			Total Project Cost		56,406,473
VIDEO TOLLING - Proj# 4139212					Length: .000 MI	*SIS*	
Type of Work: TOLL DATA CENTER					Lead Agency: FDOT		
New Project?: Yes					LRT#P: CH6-P1		
MSC	PKYI	550,000	350,000	150,000	0	0	1,050,000
Total		550,000	350,000	150,000	0	0	1,050,000
Prior Years Cost		9,206,217	Future Years Cost		Total Project Cost		10,256,217

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Florida Turnpike

Palm Beach MPO Transportation Improvement Program - FY 2015 - 2019

Phase	Fund Source	2015	2016	2017	2018	2019	Total
WIDEN TPK FROM OKEECHOBEE BLVD TO PGA BLVD (MP 99-109) (4TO6) - Proj# 4157481							
Type of Work: ADD LANES & RECONSTRUCT					Length: 9.170 MI	*Non-SIS*	
New Project?: Yes					Lead Agency: FDOT		
Lanes (Existing/Improve/Add): 4/ 0/ 2					LRTP#: CH6-P1		
MSC	PKYI	0	0	0	0	1,000,000	1,000,000
Total		0	0	0	0	1,000,000	1,000,000
Prior Years Cost			Future Years Cost	171,190,390	Total Project Cost		172,190,390

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Florida Turnpike

Palm Beach MPO Transportation Improvement Program - FY 2015 - 2019

Section 4 - Transportation System Management

TIP 2015-2019 (April 7, 2014 Import)

Palm Beach MPO Transportation Improvement Program - FY 2015 - 2019

Phase	Fund Source	2015	2016	2017	2018	2019	Total
Atlantic Ave. AT Florida's Turnpike - Proj# 2012501							
Type of Work: INTERSECTION IMPROVEMENT					Lead Agency: PBC	*Non-SIS*	
New Project?: Yes							
Notes: Intersection Improvements							
CST	IF	500,000	0	0	0	0	500,000
Total		500,000	0	0	0	0	500,000
Prior Years Cost			Future Years Cost		Total Project Cost		500,000
BEE LINE HWY/SR-710 FROM W. OF AUSTRALIAN AVE TO OLD DIXIE HWY. - Proj# 2298963					Length: .819 MI	*SIS*	
Type of Work: LANDSCAPING					Lead Agency: FDOT		
New Project?: Yes					LRTP#: CH6-P5		
Lanes (Existing/Improve/Add): 2/ 0/ 0							
Notes: PO&E, RIGHT-OF-WAY ACQUISITION, ROADWAY DESIGN & ROADWAY CONSTRUCTION DONE UNDER 229896-1. BOLD LANDSCAPE SEPARATED FROM ROADWAY CONSTRUCTION PER FDOT POLICY. 2013 MPO #7 (IRRIGATION) CHANGE TRANSPORTATION SYSTEM 05 TO 03 2013-07-23 CHANGE TRANSPORTATION SYSTEM 03 TO 05 2013-09-17							
PE	DIH	0	0	5,000	0	0	5,000
PE	SU	0	0	70,000	0	0	70,000
CST	DIH	0	0	0	5,610	0	5,610
CST	DDR	0	0	0	1,086,386	0	1,086,386
Total		0	0	75,000	1,091,996	0	1,166,996
Prior Years Cost			Future Years Cost		Total Project Cost		1,166,996
CITY OF BOCA RATON FROM SIGNAL MAINTENANCE & OPS TO ON STATE HWY SYSTEM (SHS) - Proj# 4278022						*Non-SIS*	
Type of Work: TRAFFIC SIGNALS					Lead Agency: FDOT		
Notes: CITY OF BOCA RATON JPA FOR SIGNAL MAINTENANCE AND OPERATIONS ON THE SHS					LRTP#: CH6-T10		
MSC	DDR	85,900	0	0	0	0	85,900
MSC	DITS	3,541	0	0	0	0	3,541
Total		89,441	0	0	0	0	89,441
Prior Years Cost		317,575	Future Years Cost		Total Project Cost		407,016

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Transportation System Management

Palm Beach MPO Transportation Improvement Program - FY 2015 - 2019

Phase	Fund Source	2015	2016	2017	2018	2019	Total
CITY OF BOCA RATON FROM SIGNAL MAINTENANCE & OPS TO ON STATE HWY SYSTEM (SHS) - Proj# 4278024							
Type of Work: TRAFFIC SIGNALS					Lead Agency: FDOT	*Non-SIS*	
Notes: CITY OF BOCA RATON JPA FOR SIGNAL MAINTENANCE AND OPERATIONS ON THE SHS					LRTP#: CH6-T10		
MSC	DDR	0	88,500	92,000	95,000	97,850	373,350
Total		0	88,500	92,000	95,000	97,850	373,350
Prior Years Cost			Future Years Cost		Total Project Cost		373,350
Church St. FROM Limestone Creek Rd. TO W. of Central Blvd. - Proj# 2014503					Length: 0.5 MI	*Non-SIS*	
Type of Work: ADD LANES & RECONSTRUCT					Lead Agency: PBC		
New Project?: Yes							
Notes: 0.5 mi, 3 L							
ENV	IF	0	50,000	0	0	0	50,000
CST	IF	0	0	0	250,000	0	250,000
Total		0	50,000	0	250,000	0	300,000
Prior Years Cost		100,000	Future Years Cost		Total Project Cost		400,000
DIXIE HWY/SR-805 FROM @ 12TH AVENUE SOUTH TO SAFETY PROJECT - Proj# 4297381					Length: 0.109 MI	*Non-SIS*	
Type of Work: INTERSECTION IMPROVEMENT					Lead Agency: FDOT		
Notes: ADD LEFT TURN PHASE; REBUILD EXISTING SIGNAL SYSTEM; UPGRADE LIGHTING APPROVED SAFETY REPORT - PROJECT B/C RATIO IS 11.0 INTERSECTION IMPROVEMENT					LRTP#: CH6-P9		
CST	DS	25,734	0	0	0	0	25,734
CST	SA	115,620	0	0	0	0	115,620
CST	HSP	645,792	0	0	0	0	645,792
Total		787,146	0	0	0	0	787,146
Prior Years Cost		208,899	Future Years Cost		Total Project Cost		996,045
Elision Wilson Rd. FROM S. of Juno Isles Blvd. TO N. of Ascot Rd. - Proj# 2013521					Length: 0.2 MI	*Non-SIS*	
Type of Work: ADD LANES & RECONSTRUCT					Lead Agency: PBC		
New Project?: Yes							
Notes: 0.2 mi, 3 L							
CST	IF	1,400,000	0	0	0	0	1,400,000
Total		1,400,000	0	0	0	0	1,400,000
Prior Years Cost			Future Years Cost		Total Project Cost		1,400,000

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Transportation System Management

Phase	Fund Source	2015	2016	2017	2018	2019	Total
FOREST HILL BLVD./SR-882 AT KIRK ROAD - Proj# 4351221					Length: .103 MI		*Non-SIS*
Type of Work:			Lanes (Existing/Improve/Add): 6/ 0/ 0		Lead Agency: FDOT		
New Project?: Yes					LRT#P: CH6-T10		
Notes: NPV=7486758 INSTALL DUAL LEFT TURN LANES IN THE EAST/WEST DIRECTIONS & ASSOCIATED IMPROVEMENTS. MODIFY EAST/WEST LEFT TURN PHASE TO "PROTECTED ONLY." INSTALL ADDITIONAL SIGNAL HEADS FACING EAST/WEST THROUGH TRAFFIC AND BACK PLATES ON SIGNAL HEADS. INSTALL LIGHT FIXTURES ON EXISTING POLES ON N.							
PE	SA	5,000	0	0	0	0	5,000
PE	HSP	162,321	0	0	0	0	162,321
CST	DS	0	1,492,155	0	0	0	1,492,155
CST	DIH	0	10,600	0	0	0	10,600
Total		167,321	1,502,755	0	0	0	1,670,076
Prior Years Cost		Future Years Cost		Total Project Cost		1,670,076	
Glades Rd. AT Butts Rd. - Proj# 2012503							
Type of Work: INTERSECTION IMPROVEMENT			Lead Agency: PBC		*Non-SIS*		
New Project?: Yes							
ROW	IF	100,000	0	0	0	0	100,000
CST	IF	0	200,000	0	0	0	200,000
Total		100,000	200,000	0	0	0	300,000
Prior Years Cost		50,000	Future Years Cost		Total Project Cost		350,000
Hood Rd. AT Central Blvd. - Proj# 2014502							
Type of Work: INTERSECTION IMPROVEMENT			Lead Agency: PBC		*Non-SIS*		
New Project?: Yes							
ENV	IF	0	200,000	0	0	0	200,000
CST	IF	0	0	0	1,000,000	0	1,000,000
Total		0	200,000	0	1,000,000	0	1,200,000
Prior Years Cost		100,000	Future Years Cost		Total Project Cost		1,300,000
Lake Worth Rd. AT Jog Rd. - Proj# 2012505							
Type of Work: INTERSECTION IMPROVEMENT			Lead Agency: PBC		*Non-SIS*		
New Project?: Yes							
CST	IF	0	630,000	0	0	0	630,000
Total		0	630,000	0	0	0	630,000
Prior Years Cost		Future Years Cost		Total Project Cost		630,000	

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Transportation System Management

Phase	Fund Source	2015	2016	2017	2018	2019	Total
Linton Blvd. AT Military Tr. - Proj# 2013500							
Type of Work: INTERSECTION IMPROVEMENT					Lead Agency: PBC	*Non-SIS*	
New Project?: Yes							
ROW	IF	300,000	0	0	0	0	300,000
CST	IF	0	280,000	0	0	0	280,000
Total		300,000	280,000	0	0	0	580,000
Prior Years Cost		200,000	Future Years Cost		Total Project Cost		780,000
MILITARY TR./SR-909 AT AT NORTHLAKE BLVD - Proj# 4316452							
Type of Work: ADD TURN LANE(S)					Length: .000 MI	*Non-SIS*	
					Lead Agency: FDOT		
Notes: SEGMENT 1=JPA, CIGP/JPA WITH PALM BEACH COUNTY SEGMENT 2=ROW. FDOT WILL ACQUIRE & ADMINISTER					L RTP#: CH6-T10		
ROW	IF	225,195	0	0	0	0	225,195
ROW	DIH	22,122	0	0	0	0	22,122
ROW	CIGP	225,195	0	0	0	0	225,195
CST	IF	0	350,000	0	0	0	350,000
CST	CIGP	0	350,000	0	0	0	350,000
Total		472,512	700,000	0	0	0	1,172,512
Prior Years Cost		127,476	Future Years Cost		Total Project Cost		1,299,988
PALM BCH CO ITS AT ITS MAINTENANCE - Proj# 4162553							
Type of Work: ITS FREEWAY MANAGEMENT					Lead Agency: FDOT	*SIS*	
					L RTP#: CH6-T10		
MSC	D	1,400,000	1,400,000	1,500,000	1,500,000	0	5,800,000
Total		1,400,000	1,400,000	1,500,000	1,500,000	0	5,800,000
Prior Years Cost		1,200,000	Future Years Cost		Total Project Cost		7,000,000
PALM BCH CO ITS ITS MAINTENANCE - Proj# 4162555							
Type of Work: ITS FREEWAY MANAGEMENT					Length: .000 MI	*Non-SIS*	
New Project?: Yes					Lead Agency: FDOT		
					L RTP#: CH6-T10		
MSC	D	0	0	0	0	1,800,000	1,800,000
Total		0	0	0	0	1,800,000	1,800,000
Prior Years Cost		Future Years Cost		Total Project Cost		1,800,000	

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Transportation System Management

Phase	Fund Source	2015	2016	2017	2018	2019	Total
PALM BCH CO ITS ITS MAINTENANCE - Proj# 4162554					Length: .000 MI	*Non-SIS*	
Type of Work: ITS FREEWAY MANAGEMENT					Lead Agency: FDOT		
New Project?: Yes					L RTP#: CH6-T10		
MSC	D	0	0	0	0	732,734	732,734
Total		0	0	0	0	732,734	732,734
Prior Years Cost		Future Years Cost		6,000,000	Total Project Cost		6,732,734
PALM BCH OPERATIONS GENERAL CEI CONSULTANT INSPECTION SUPPORT - Proj# 4337311					Length: .000 MI	*Non-SIS*	
Type of Work: INSPECT CONSTRUCTION PROJS.					Lead Agency: FDOT		
New Project?: Yes					L RTP#: CH6-P9		
Notes: 5YR/\$5M CONTRACT, TASK WORK ORDER DRIVEN							
CST	DIH	0	15,000	0	0	0	15,000
CST	DDR	0	200,000	0	0	0	200,000
Total		0	215,000	0	0	0	215,000
Prior Years Cost		Future Years Cost		Total Project Cost		215,000	
PALM BEACH CNTY JPA FROM SIGNAL MAINTENANCE & OPS TO ON SHS - Proj# 4278021						*Non-SIS*	
Type of Work: TRAFFIC SIGNALS					Lead Agency: FDOT		
					L RTP#: CH6-T10		
Notes: PALM BEACH COUNTY JPA FOR SIGNAL MAINTENANCE AND OPERATIONS ON SHS BOCA RATON JPA = SEQ# 02 TRANSFERRED TO SEGMENT 2 (427802-2)							
MSC	DDR	875,500	0	0	0	0	875,500
MSC	DITS	19,034	0	0	0	0	19,034
Total		894,534	0	0	0	0	894,534
Prior Years Cost		3,231,630	Future Years Cost		Total Project Cost		4,126,164
PALM BEACH CNTY JPA FROM SIGNAL MAINTENANCE & OPS TO ON STATE HWY SYSTEM (SHS) - Proj# 4278023						*Non-SIS*	
Type of Work: TRAFFIC SIGNALS					Lead Agency: FDOT		
					L RTP#: CH6-T10		
Notes: PALM BEACH COUNTY JPA FOR SIGNAL MAINTENANCE AND OPERATIONS ON THE SHS							
MSC	DDR	0	901,800	928,900	956,800	985,504	3,773,004
Total		0	901,800	928,900	956,800	985,504	3,773,004
Prior Years Cost		Future Years Cost		Total Project Cost		3,773,004	

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Transportation System Management

Phase	Fund Source	2015	2016	2017	2018	2019	Total
PALM BEACH COUNTY FROM COMPUTER SIGNAL TO OPERATIONS - Proj# 2292533							*Non-SIS*
Type of Work: TRAFFIC CONTROL DEVICES/SYSTEM					Lead Agency: FDOT LRTP#: CH6-T10		
Notes: JPA W/PALM BEACH COUNTY - ENHANCE THE TRAFFIC SIGNAL SYSTEM AND OPERATIONS							
CST	SU	250,000	0	0	0	0	250,000
CST	DDR	250,000	0	0	0	0	250,000
Total		500,000	0	0	0	0	500,000
Prior Years Cost		2,000,000	Future Years Cost		Total Project Cost		2,500,000
PALM BEACH COUNTY FROM PAVEMENT MARKING AND TO SIGNING - Proj# 4292501							*Non-SIS*
Type of Work: SIGNING/PAVEMENT MARKINGS					Lead Agency: FDOT LRTP#: CH6-T10		
Notes: CHANGE TRANSPORTATION SYSTEM 05 TO 03 2013-07-23							
CST	DIH	0	36,055	0	0	0	36,055
CST	DDR	0	407,692	0	0	0	407,692
Total		0	443,747	0	0	0	443,747
Prior Years Cost			Future Years Cost		Total Project Cost		443,747
PALM BEACH COUNTY FROM ROAD RANGER SERVICE TO PATROL - Proj# 2319243							*SIS*
Type of Work: SERVICE PATROL/FHP					Lead Agency: FDOT LRTP#: CH6-T10		
Notes: FREEWAY SERVICE PATROL ON INTERSTATE/ 24/7 SERVICE							
MSC	DDR	1,497,000	830,000	0	0	0	2,327,000
Total		1,497,000	830,000	0	0	0	2,327,000
Prior Years Cost		6,041,031	Future Years Cost		Total Project Cost		8,368,031
PALM BEACH COUNTY FROM ROAD RANGER SERVICE TO PATROL - Proj# 2319244							*SIS*
Type of Work: SERVICE PATROL/FHP					Lead Agency: FDOT LRTP#: CH6-T10		
Notes: FREEWAY SERVICE PATROL ON INTERSTATE/ 24/7 SERVICE							
MSC	DDR	0	667,000	1,497,000	1,497,000	1,497,000	5,158,000
Total		0	667,000	1,497,000	1,497,000	1,497,000	5,158,000
Prior Years Cost			Future Years Cost		Total Project Cost		6,655,000

Palm Beach MPO Transportation Improvement Program - FY 2015 - 2019

Phase	Fund Source	2015	2016	2017	2018	2019	Total
PALM BEACH COUNTY FROM PUSH-BUTTON CONTRACT TO FOR SIGNALIZATION - Proj# 4259603							*Non-SIS*
Type of Work: TRAFFIC CONTROL DEVICES/SYSTEM					Lead Agency: FDOT LRTP#: CH6-T10		
Notes: TRAFFIC OPS PUSH-BUTTON CONTRACT							
CST	DS	1,000,000	0	0	0	0	1,000,000
CST	DIH	51,319	0	0	0	0	51,319
	Total	1,051,319	0	0	0	0	1,051,319
Prior Years Cost			Future Years Cost			Total Project Cost	1,051,319
PALM BEACH COUNTY FROM PUSH-BUTTON CONTRACT TO FOR SIGNALIZATION - Proj# 4259604							*Non-SIS*
Type of Work: TRAFFIC CONTROL DEVICES/SYSTEM					Lead Agency: PALM BEACH COUNTY LRTP#: CH6-T10		
Notes: TRAFFIC OPS PUSH-BUTTON CONTRACT							
CST	DS	0	0	1,000,000	0	0	1,000,000
CST	DIH	0	0	113,500	0	0	113,500
	Total	0	0	1,113,500	0	0	1,113,500
Prior Years Cost			Future Years Cost			Total Project Cost	1,113,500
PALM BEACH COUNTY FROM PUSH BUTTON CONTRACT TO TRAFFIC OPS (ROADWAY) - Proj# 2298338							*Non-SIS*
Type of Work: MISCELLANEOUS CONSTRUCTION					Lead Agency: FDOT LRTP#: CH6-T10		
Notes: CHANGE TRANSPORTATION SYSTEM 05 TO 03 2013-07-23							
CST	DS	0	1,000,000	0	0	0	1,000,000
CST	DIH	0	36,055	0	0	0	36,055
	Total	0	1,036,055	0	0	0	1,036,055
Prior Years Cost			Future Years Cost			Total Project Cost	1,036,055

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Transportation System Management

Palm Beach MPO Transportation Improvement Program - FY 2015 - 2019

Phase	Fund Source	2015	2016	2017	2018	2019	Total
PALM BEACH COUNTY ADAPTIVE TRAFFIC CONTROL SYSTEM - SR-786/PGA BLVD. - Proj# 4328832					Length: 4.756 MI	*Non-SIS*	
Type of Work: ITS COMMUNICATION SYSTEM					Lead Agency: FDOT		
New Project?: Yes Lanes (Existing/Improve/Addl): 4/ 4/ 0					LRTP#: CH6-T10		
Notes: 2013 MPO #10 LIMITS: AVENUE OF CHAMPIONS TO US-1 LIAISON: ACKERT							
PE	SU	0	175,000	0	0	0	175,000
CST	DIH	0	0	0	11,220	0	11,220
CST	DDR	0	0	0	1,644,878	0	1,644,878
Total		0	175,000	0	1,656,098	0	1,831,098
Prior Years Cost		Future Years Cost			Total Project Cost		1,831,098
PALM BEACH COUNTY GUARDRAIL REPAIR PRIMARY ROADS - Proj# 2339927					Length: .000 MI	*Non-SIS*	
Type of Work: ROUTINE MAINTENANCE					Lead Agency: FDOT		
MSC D					LRTP#: CH6-T10		
		0	0	130,000	130,000	130,000	390,000
Total		0	0	130,000	130,000	130,000	390,000
Prior Years Cost		Future Years Cost			Total Project Cost		390,000
PALM BEACH COUNTY PAVEMENT MARKING AND SIGNING - Proj# 4292502					Length: .000 MI	*Non-SIS*	
Type of Work: SIGNING/PAVEMENT MARKINGS					Lead Agency: FDOT		
Notes: CHANGE TRANSPORTATION SYSTEM 05 TO 03 2013-07-23					LRTP#: CH6-T10		
CST	DIH	0	0	0	16,584	0	16,584
CST	DDR	0	0	0	419,999	0	419,999
Total		0	0	0	436,583	0	436,583
Prior Years Cost		Future Years Cost			Total Project Cost		436,583
PALM BEACH COUNTY PAVEMENT MARKINGS PRIMARY - Proj# 2339847					Length: .000 MI	*Non-SIS*	
Type of Work: ROUTINE MAINTENANCE					Lead Agency: FDOT		
Notes: PMS + PAVEMENT MARKINGS					LRTP#: CH6-T10		
MSC	D	0	0	300,000	300,000	0	600,000
Total		0	0	300,000	300,000	0	600,000
Prior Years Cost		Future Years Cost			Total Project Cost		600,000

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Transportation System Management

Palm Beach MPO Transportation Improvement Program - FY 2015 - 2019

Phase	Fund Source	2015	2016	2017	2018	2019	Total
PALM BEACH COUNTY PRIMARY THERMOPLASTIC STRIPING - Proj# 4292803					Length: .000 MI	*Non-SIS*	
Type of Work: SIGNING/PAVEMENT MARKINGS					Lead Agency: FDOT		
					LRTP#: CH6-T10		
Notes: CHANGE TRANSPORTATION SYSTEM 05 TO 03 2013-07-23							
CST	DIH	0	13,780	0	0	0	13,780
CST	DDR		485,348	0	0	0	485,348
Total		0	499,128	0	0	0	499,128
Prior Years Cost		Future Years Cost			Total Project Cost		499,128
PALM BEACH COUNTY PRIMARY THERMOPLASTIC STRIPING - Proj# 4292806					Length: .000 MI	*Non-SIS*	
Type of Work: SIGNING/PAVEMENT MARKINGS					Lead Agency: FDOT		
New Project?: Yes					LRTP#: CH6-T10		
CST	DIH	0	0	0	0	15,015	15,015
CST	DDR	0	0	0	0	300,000	300,000
Total		0	0	0	0	315,015	315,015
Prior Years Cost		Future Years Cost			Total Project Cost		315,015
PALM BEACH COUNTY PRIMARY THERMOPLASTIC STRIPING - Proj# 4292805					Length: .000 MI	*Non-SIS*	
Type of Work: SIGNING/PAVEMENT MARKINGS					Lead Agency: FDOT		
New Project?: Yes					LRTP#: CH6-T10		
CST	DIH	0	0	0	14,585	0	14,585
CST	DDR	0	0	0	299,999	0	299,999
Total		0	0	0	314,585	0	314,585
Prior Years Cost		Future Years Cost			Total Project Cost		314,585
PALM BEACH COUNTY PRIMARY THERMOPLASTIC STRIPING - Proj# 4292802					Length: .000 MI	*Non-SIS*	
Type of Work: SIGNING/PAVEMENT MARKINGS					Lead Agency: FDOT		
					LRTP#: CH6-T10		
Notes: CHANGE TRANSPORTATION SYSTEM 05 TO 03 2013-07-23							
CST	DIH	13,390	0	0	0	0	13,390
CST	DDR	399,999	0	0	0	0	399,999
Total		413,389	0	0	0	0	413,389
Prior Years Cost		Future Years Cost			Total Project Cost		413,389

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Transportation System Management

Palm Beach MPO Transportation Improvement Program - FY 2015 - 2019

Phase	Fund Source	2015	2016	2017	2018	2019	Total
PALM BEACH COUNTY PRIMARY THERMOPLASTIC STRIPING - Proj# 4292804					Length: .000 MI	*Non-SIS*	
Type of Work: SIGNING/PAVEMENT MARKINGS					Lead Agency: FDOT		
					LRTP#: CH6-T10		
Notes: CHANGE TRANSPORTATION SYSTEM 05 TO 03 2013-07-23							
CST	DIH	0	0	15,505	0	0	15,505
CST	DDR	0	0	300,000	0	0	300,000
Total		0	0	315,505	0	0	315,505
Prior Years Cost		Future Years Cost		Total Project Cost		315,505	
PALM BEACH COUNTY PUSH BUTTON CONTRACT TRAFFIC OPS (ROADWAY) - Proj# 2298339					Length: .000 MI	*Non-SIS*	
Type of Work: MISCELLANEOUS CONSTRUCTION					Lead Agency: FDOT		
					LRTP#: CH6-T10		
Notes: CHANGE TRANSPORTATION SYSTEM 05 TO 03 2013-07-23							
CST	DIH	0	0	0	144,186	0	144,186
CST	DDR	0	0	0	1,000,000	0	1,000,000
Total		0	0	0	1,144,186	0	1,144,186
Prior Years Cost		Future Years Cost		Total Project Cost		1,144,186	
PALM BEACH COUNTY PUSH-BUTTON CONTRACT FOR SIGNALIZATION - Proj# 4259605					Length: .000 MI	*Non-SIS*	
Type of Work: TRAFFIC CONTROL DEVICES/SYSTEM					Lead Agency: FDOT		
New Project?: Yes					LRTP#: CH6-T10		
CST	DIH	0	0	0	0	65,443	65,443
CST	DDR	0	0	0	0	1,000,000	1,000,000
Total		0	0	0	0	1,065,443	1,065,443
Prior Years Cost		Future Years Cost		Total Project Cost		1,065,443	
PALM BEACH OPERATIONS CENTER - Proj# 4319203					Length: .000 MI	*Non-SIS*	
Type of Work: FIXED CAPITAL OUTLAY					Lead Agency: FDOT		
New Project?: Yes					LRTP#: CH6-T10		
Notes: 55150200-080002-15-\$95,000 55044010410-15-561031 FCO - BUILDINGS AND GROUNDS							
MSC	D	17,000	0	0	0	0	17,000
Total		17,000	0	0	0	0	17,000
Prior Years Cost		Future Years Cost		Total Project Cost		17,000	

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Transportation System Management

Phase	Fund Source	2015	2016	2017	2018	2019	Total
PB CO ITS FACILITY O & M JPA - Proj# 4162582					Length: .000 MI	*SIS*	
Type of Work: ITS FREEWAY MANAGEMENT					Lead Agency: FDOT		
Notes: O & M JPA TO OPERATE FACILITY					LRTP#: CH6-T10		
MSC	DDR	50,000	50,000	50,000	50,000	50,000	250,000
Total		50,000	50,000	50,000	50,000	50,000	250,000
Prior Years Cost		Future Years Cost		Total Project Cost		250,000	
PGA Blvd. AT Military Tr. - Proj# 2012506						*Non-SIS*	
Type of Work: INTERSECTION IMPROVEMENT					Lead Agency: PBC		
New Project?: Yes							
CST	IF	0	150,000	0	0	0	150,000
Total		0	150,000	0	0	0	150,000
Prior Years Cost		Future Years Cost		Total Project Cost		750,000	
Purdy Ln. FROM Forest Hill Elem TO E. Major Dr. - Proj# 2013523					Length: 0.2 MI	*Non-SIS*	
Type of Work: ADD LANES & RECONSTRUCT					Lead Agency: PBC		
New Project?: Yes							
Notes: 0.2 mi, 3 L					Lanes (Existing/Improve/Add): 2/ 3/ 1		
CST	IF	1,100,000	0	0	0	0	1,100,000
Total		1,100,000	0	0	0	0	1,100,000
Prior Years Cost		Future Years Cost		Total Project Cost		1,100,000	
Reserve-Intersections AT Countywide - Proj# PBC-INT						*Non-SIS*	
Type of Work: INTERSECTION IMPROVEMENT					Lead Agency: PBC		
New Project?: Yes							
Notes: Design, R/W, Mitigation & Construction							
CST	GT	1,200,000	850,000	1,600,000	1,450,000	0	5,100,000
Total		1,200,000	850,000	1,600,000	1,450,000	0	5,100,000
Prior Years Cost		Future Years Cost		Total Project Cost		6,800,000	

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Transportation System Management

Phase	Fund Source	2015	2016	2017	2018	2019	Total
Reserve-Plans/Align. AT Countywide - Proj# PBC-PLN						Lead Agency: PBC	*Non-SIS*
Type of Work:							
New Project?: Yes							
Notes: Study, Design & Mitigation							
ENV	GT	200,000	200,000	200,000	0	0	600,000
CST	GT	0	0	0	200,000	0	200,000
Total		200,000	200,000	200,000	200,000	0	800,000
Prior Years Cost		Future Years Cost		Total Project Cost		1,000,000	
Reserve-R/W AT Countywide - Proj# PBC-ROW						Lead Agency: PBC	*Non-SIS*
Type of Work:							
New Project?: Yes							
Notes: Land Acquisition							
ROW	GT	200,000	200,000	200,000	200,000	0	800,000
Total		200,000	200,000	200,000	200,000	0	800,000
Prior Years Cost		Future Years Cost		Total Project Cost		1,000,000	
Reserve-Traffic Signals AT Countywide - Proj# PBC-SIG						Lead Agency: PBC	*Non-SIS*
Type of Work: SIGNAL IMPROVEMENT							
New Project?: Yes							
Notes: Mast Arms							
CST	GT	600,000	600,000	600,000	600,000	0	2,400,000
Total		600,000	600,000	600,000	600,000	0	2,400,000
Prior Years Cost		Future Years Cost		Total Project Cost		3,000,000	
S.W. 3rd. St. FROM S.R. 7 TO E. of S.R. 7 - Proj# 2013525						Length: 0.1 MI	*Non-SIS*
Type of Work: ADD LANES & RECONSTRUCT					Lead Agency: PBC		
New Project?: Yes							
Notes: 0.1 mi, 3 L					Lanes (Existing/Improve/Add): 2/ 3/ 1		
CST	IF	1,200,000	0	0	0	0	1,200,000
Total		1,200,000	0	0	0	0	1,200,000
Prior Years Cost		Future Years Cost		Total Project Cost		1,200,000	

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Transportation System Management

Phase	Fund Source	2015	2016	2017	2018	2019	Total
SR-708/BLUE HERON FR. 200FT W. OF AVENUE S TO 200FT EAST OF AVENUE S - Proj# 4351441					Length: .076 MI	*Non-SIS*	
Type of Work: INTERSECTION IMPROVEMENT					Lead Agency: FDOT		
New Project?: Yes					LRTP#: CH6-P9		
Notes: INTERSECTION IMPROVEMENTS INCLUDING RECONSTRUCTION OF SIDEWALK AND EDGE OF PAVEMENT TO INCREASE CORNER RADII TO ACCOMMODATE HEAVY VEHICLE TURNING PATHS & REDUCE PED CONFLICT ON SIDEWALK IN ALL 4 QUADRANTS. INCLUDES RELOCATING SIGNAL CONTROLLER BOX, UPGRADE SIGNAL POLES TO MAST ARMS.							
ROW	DIH	56,000	0	0	0	0	56,000
ROW	DDR	489,428	0	0	0	0	489,428
RRU	DDR	0	0	36,800	0	0	36,800
CST	DS	0	0	433,479	0	0	433,479
CST	DIH	0	0	10,910	0	0	10,910
CST	DDR	0	0	52,368	0	0	52,368
Total		545,428	0	533,557	0	0	1,078,985
Prior Years Cost		Future Years Cost		Total Project Cost		1,309,985	
SR-80/SOUTHERN BLVD AT SANSBURY WAY/LYONS RD. - Proj# 4351581					Length: .327 MI	*SIS*	
Type of Work: INTERSECTION IMPROVEMENT					Lead Agency: FDOT		
New Project?: Yes					LRTP#: CH6-P9		
Notes: 2013 MPO PRIORITY #5							
MSC	SU	50,000	0	0	0	0	50,000
PE	SU	675,000	0	0	0	0	675,000
RRU	SU	0	0	0	322,647	0	322,647
CST	DS	0	0	0	2,011,519	0	2,011,519
CST	SU	0	0	0	922,509	0	922,509
CST	DDR	0	0	0	232,015	0	232,015
Total		725,000	0	0	3,488,690	0	4,213,690
Prior Years Cost		Future Years Cost		Total Project Cost		4,213,690	
Sandalford Blvd. FROM S.R. 7 TO E. of S.R. 7 - Proj# 2013524					Length: 0.1 MI	*Non-SIS*	
Type of Work: ADD LANES & RECONSTRUCT					Lead Agency: PBC		
New Project?: Yes							
Notes: 0.1 mi, 5 L					Lanes (Existing/Improve/Add): 2/ 3/ 1		
CST	IF	1,400,000	0	0	0	0	1,400,000
Total		1,400,000	0	0	0	0	1,400,000
Prior Years Cost		Future Years Cost		Total Project Cost		1,400,000	

TIP 2015-2019 (April 7, 2014 Import)

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Transportation System Management

Phase	Fund Source	2015	2016	2017	2018	2019	Total
US-27/SR-25 INTERSECTION WITH SR-90 - Proj# 4353861					Length: .925 MI	*Non-SIS*	
Type of Work: INTERSECTION IMPROVEMENT					Lead Agency: FDOT		
New Project?: Yes					LRTP#: CH6-P7		
Notes: INTERSECTION IMPROVEMENT TO ADD A RECEIVING LANE ON US-27 NB FOR WB RIGHT TURN LANE TO MERGE INTO AND REMOVE YIELD CONTROL FOR WB RIGHT TURN LANE. ADD A SECOND SB LEFT TURN LANE FOR ADDITIONAL STORAGE CAPACITY. C201=MITIGATION, C202=CONTAMINATION ASSESSMENT							
RRU	DS	0	345,500	0	0	0	345,500
CST	DS	0	1,098,864	0	0	0	1,098,864
CST	DIH	0	10,600	0	0	0	10,600
Total		0	1,454,964	0	0	0	1,454,964
Prior Years Cost		Future Years Cost		Total Project Cost		1,591,480	

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Transportation System Management

Section 5 - Maintenance

TIP 2015-2019 (April 7, 2014 Import)

Phase	Fund Source	2015	2016	2017	2018	2019	Total
PALM BEACH COUNTY FROM MOWING TO PRIMARY - Proj# 404845							*Non-SIS*
Type of Work: ROUTINE MAINTENANCE					Lead Agency: FDOT LRTP#: CH4-P1		
MSC	D	400,000	400,000	400,000	0	0	1,200,000
Total		400,000	400,000	400,000	0	0	1,200,000
Prior Years Cost		Future Years Cost		Total Project Cost		1,200,000	
PALM BEACH COUNTY FROM SPOT ASPHALT REPAIRS TO PRIMARY - Proj# 4275202							*Non-SIS*
Type of Work: ROUTINE MAINTENANCE					Lead Agency: FDOT LRTP#: CH4-P1		
MSC	D	210,000	210,000	0	0	0	420,000
Total		210,000	210,000	0	0	0	420,000
Prior Years Cost		10,000	Future Years Cost	Total Project Cost		430,000	
PALM BEACH COUNTY FROM GUARDRAIL REPAIR TO PRIMARY ROADS - Proj# 2339926							*Non-SIS*
Type of Work: ROUTINE MAINTENANCE					Lead Agency: FDOT LRTP#: CH4-P1		
MSC	D	130,000	130,000	0	0	0	260,000
Total		130,000	130,000	0	0	0	260,000
Prior Years Cost		130,000	Future Years Cost	Total Project Cost		390,000	
Ardmore Way - Proj# RB201702							*Non-SIS*
Type of Work: STORMWATER AND DRAINAGE					Lead Agency: Riviera Beach		
CST	LF	Lanes (Existing/Improve/Addl): 2/ 2/ 0			0	0	166,250
Total		0	0	166,250	0	0	166,250
Prior Years Cost		Future Years Cost		Total Project Cost		166,250	
Avenue G (W. 18th Street to W. 20th Street) - Proj# RB201943							*Non-SIS*
Type of Work: STORMWATER AND DRAINAGE					Lead Agency: Riviera Beach		
CST	LF	Lanes (Existing/Improve/Addl): 2/ 2/ 0			0	367,500	367,500
Total		0	0	0	0	367,500	367,500
Prior Years Cost		Future Years Cost		Total Project Cost		367,500	

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Maintenance

Phase	Fund Source	2015	2016	2017	2018	2019	Total
Avenue H (W. 13th Street to W. 15th Street) - Proj# RB201949							
Type of Work: STORMWATER AND DRAINAGE					Lead Agency: Riviera Beach	*Non-SIS*	
		Lanes (Existing/Improve/Addl): 2/ 2/ 0					
CST	LF	0	0	0	0	306,250	306,250
Total		0	0	0	0	306,250	306,250
Prior Years Cost		Future Years Cost			Total Project Cost		306,250
Avenue H East (Blue Heron to Silver Beach) - Proj# RB201947							
Type of Work: STORMWATER AND DRAINAGE					Lead Agency: Riviera Beach	*Non-SIS*	
		Lanes (Existing/Improve/Addl): 2/ 2/ 0					
CST	LF	0	0	0	0	1,662,500	1,662,500
Total		0	0	0	0	1,662,500	1,662,500
Prior Years Cost		Future Years Cost			Total Project Cost		1,662,500
Avenue H East (Blue Heron to W. 18th Street) - Proj# RB201941							
Type of Work: STORMWATER AND DRAINAGE					Lead Agency: Riviera Beach	*Non-SIS*	
		Lanes (Existing/Improve/Addl): 2/ 2/ 0					
CST	LF	0	0	0	0	1,225,000	1,225,000
Total		0	0	0	0	1,225,000	1,225,000
Prior Years Cost		Future Years Cost			Total Project Cost		1,225,000
Avenue H West (Blue Heron to W. 15th Street) - Proj# RB201945							
Type of Work: STORMWATER AND DRAINAGE					Lead Agency: Riviera Beach	*Non-SIS*	
		Lanes (Existing/Improve/Addl): 2/ 2/ 0					
CST	LF	0	0	0	0	1,443,750	1,443,750
Total		0	0	0	0	1,443,750	1,443,750
Prior Years Cost		Future Years Cost			Total Project Cost		1,443,750
Avenue H West (Blue Heron to W. 37th Street) - Proj# RB201946							
Type of Work: STORMWATER AND DRAINAGE					Lead Agency: Riviera Beach	*Non-SIS*	
		Lanes (Existing/Improve/Addl): 2/ 2/ 0					
CST	LF	0	0	0	0	1,557,500	1,557,500
Total		0	0	0	0	1,557,500	1,557,500
Prior Years Cost		Future Years Cost			Total Project Cost		1,557,500

TIP 2015-2019 (April 7, 2014 Import)

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Maintenance

Phase	Fund Source	2015	2016	2017	2018	2019	Total
Avenue O (W. 3rd Street to W. 1st Street) - Proj# RB201831							
Type of Work: STORMWATER AND DRAINAGE					Lead Agency: Riviera Beach		*Non-SIS*
CST	LF	Lanes (Existing/Improve/Addl): 2/ 2/ 0		0	236,250	0	236,250
Total		0	0	0	236,250	0	236,250
Prior Years Cost		Future Years Cost			Total Project Cost		236,250
Avenue R (Blue Heron to W. 13th Street) - no curb - Proj# RB201827							
Type of Work: STORMWATER AND DRAINAGE					Lead Agency: Riviera Beach		*Non-SIS*
CST	LF	Lanes (Existing/Improve/Addl): 2/ 2/ 0		0	1,155,000	0	1,155,000
Total		0	0	0	1,155,000	0	1,155,000
Prior Years Cost		Future Years Cost			Total Project Cost		1,155,000
Avenue R (W. 11th Street to W. 14th Street) - Proj# RB201839							
Type of Work: STORMWATER AND DRAINAGE					Lead Agency: Riviera Beach		*Non-SIS*
CST	LF	Lanes (Existing/Improve/Addl): 2/ 2/ 0		0	463,750	0	463,750
Total		0	0	0	463,750	0	463,750
Prior Years Cost		Future Years Cost			Total Project Cost		463,750
Avenue T (W. 14th Street to W. 11th Street) - Proj# RB201840							
Type of Work: STORMWATER AND DRAINAGE					Lead Agency: Riviera Beach		*Non-SIS*
CST	LF	Lanes (Existing/Improve/Addl): 2/ 2/ 0		0	463,750	0	463,750
Total		0	0	0	463,750	0	463,750
Prior Years Cost		Future Years Cost			Total Project Cost		463,750
Avenue T (W. 37th St. to W. 30th St.) - Proj# RB201621							
Type of Work: STORMWATER AND DRAINAGE					Lead Agency: Riviera Beach		*Non-SIS*
CST	LF	Lanes (Existing/Improve/Addl): 2/ 2/ 0		0	0	0	962,500
Total		0	962,500	0	0	0	962,500
Prior Years Cost		Future Years Cost			Total Project Cost		962,500

TIP 2015-2019 (April 7, 2014 Import)

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Maintenance

Phase	Fund Source	2015	2016	2017	2018	2019	Total
BACOM PT RD/SR-715/SW-NW 16TH ST FROM FROM W. CANAL ST/SR-717 TO TO SR-15/US 441 - Proj# 4287221							
Type of Work: RESURFACING							
Lanes (Existing/Improve/Addl): 2/ 2/ 0							
Notes: PH5202 - UWHC W/PALM BEACH COUNTY WATER UTILITY DEPT 52-02 LFA CHECK RECD \$10,285 2806635 DTD 12/03/2013							
CST	LF	0	10,285	0	0	0	10,285
CST	SL	0	843,604	0	0	0	843,604
CST	SA	0	2,918,680	0	0	0	2,918,680
CST	DDR	0	4,075,054	0	0	0	4,075,054
Total		0	7,847,623	0	0	0	7,847,623
Prior Years Cost		1,235,827	Future Years Cost		Total Project Cost		9,083,450
CITY OF JUPITER AT LANDSCAPE MAINT JPA - Proj# 2339781							
Type of Work: ROUTINE MAINTENANCE							
Notes: LANDSCAPE MAINTENANCE OF ROW ON ALT A1A/US1/SR 5 AND SR 706.							
MSC	D	26,216	26,216	26,216	26,616	26,616	131,880
Total		26,216	26,216	26,216	26,616	26,616	131,880
Prior Years Cost		375,240	Future Years Cost		Total Project Cost		507,120
CLINT MOORE ROAD@I-95 FROM BRIDGE #930202 TO PAINTING OF STEEL SUPERSTRUCTURE - Proj# 4299571							
Type of Work: BRIDGE-REPAIR/REHABILITATION							
Notes: APPLY CLASS 5 FINISH TO CONCRETE SURFACES TS=05-WORK IS ON THE BRIDGE NOT THE ROAD,BRDG IS STATE OWNED							
Lanes (Existing/Improve/Addl): 8/ 0/ 0							
CST	DS	0	0	0	184,715	0	184,715
CST	DIH	0	0	0	11,332	0	11,332
CST	BRRP	0	0	0	2,264,563	0	2,264,563
RRU	BRRP	0	0	0	45,000	45,000	45,000
Total		0	0	0	2,460,610	45,000	2,505,610
Prior Years Cost		23,908	Future Years Cost		Total Project Cost		2,529,518

TIP 2015-2019 (April 7, 2014 Import)

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Maintenance

Phase	Fund Source	2015	2016	2017	2018	2019	Total
CR 889 (Old SR 80) AT Rehabilitation/Heavy Maintenance - Proj# PBC-880							
Type of Work: REHABILITATION							
New Project?: Yes							
CST	GT	1,000,000	1,000,000	1,000,000	1,000,000	0	4,000,000
Total		1,000,000	1,000,000	1,000,000	1,000,000	0	4,000,000
Prior Years Cost		2,000,000	Future Years Cost		Total Project Cost		6,000,000
Camino Real Rd/Boca Club AT over Intracoastal Waterway - Proj# 2003501							
Type of Work:							
New Project?: Yes							
Notes: Approach Bridge Span Rehabilitation							
Lanes (Existing/Improve/Addl): 2/ 2/ 0							
CST	GT	0	6,000,000	0	0	0	6,000,000
Total		0	6,000,000	0	0	0	6,000,000
Prior Years Cost			Future Years Cost		Total Project Cost		6,000,000
Coral Way - Proj# RB201707							
Type of Work: STORMWATER AND DRAINAGE							
Notes: STORMWATER AND DRAINAGE							
Lanes (Existing/Improve/Addl): 2/ 2/ 0							
CST	LF	0	0	1,050,000	0	0	1,050,000
Total		0	0	1,050,000	0	0	1,050,000
Prior Years Cost			Future Years Cost		Total Project Cost		1,050,000
Coral Way (N&S) - Proj# RB201713							
Type of Work: STORMWATER AND DRAINAGE							
Notes: STORMWATER AND DRAINAGE							
Lanes (Existing/Improve/Addl): 2/ 2/ 0							
CST	LF	0	0	341,250	0	0	341,250
Total		0	0	341,250	0	0	341,250
Prior Years Cost			Future Years Cost		Total Project Cost		341,250
DISTRICT 4 LOCAL FROM GOVERNMENT BRIDGE TO INSPECTION SERVICES - Proj# 2340606							
Type of Work: BRIDGE OPERATIONS							
Notes: BRIDGE OPERATIONS							
Lanes (Existing/Improve/Addl): 2/ 2/ 0							
MNT	BRTZ	855,000	0	0	0	0	855,000
Total		855,000	0	0	0	0	855,000
Prior Years Cost			Future Years Cost		Total Project Cost		855,000

TIP 2015-2019 (April 7, 2014 Import)

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Maintenance

Phase	Fund Source	2015	2016	2017	2018	2019	Total
Dolphin Road - Proj# RB201708							
Type of Work: STORMWATER AND DRAINAGE							
Notes: STORMWATER AND DRAINAGE							
Lanes (Existing/Improve/Addl): 2/ 2/ 0							
CST	LF	0	0	260,000	0	0	260,000
Total		0	0	260,000	0	0	260,000
Prior Years Cost			Future Years Cost		Total Project Cost		260,000
EAST OCEAN AVE/SR-804 FROM JPA W/PALM BEACH COUNTY TO FOR LANDSCAPE MAINTENANCE - Proj# 4085991							
Type of Work: ROUTINE MAINTENANCE							
Notes: JPA WITH PALM BEACH COUNTY FOR LANDSCAPE MAINTENANCE FOR SR-804 FROM THE TURNPIKE TO THE CITY LIMIT							
Lanes (Existing/Improve/Addl): 2/ 2/ 0							
MSC	D	7,500	7,500	7,500	7,500	7,500	37,500
Total		7,500	7,500	7,500	7,500	7,500	37,500
Prior Years Cost		87,500	Future Years Cost		Total Project Cost		125,000
EAST OCEAN AVE/SR-804 AT OVER ICWW BRIDGE PAINTING - Proj# 4311061							
Type of Work: BRIDGE - PAINTING							
Notes: BRIDGE #930370 CHANGE TRANSPORTATION SYSTEM 05 TO 03 2013-07-23							
Lanes (Existing/Improve/Addl): 2/ 0/ 0							
PE	DIH	50,000	0	0	0	0	50,000
CST	DIH	0	0	283,482	0	0	283,482
CST	BRRP	0	0	3,667,567	0	0	3,667,567
Total		50,000	0	3,951,049	0	0	4,001,049
Prior Years Cost			Future Years Cost		Total Project Cost		4,001,049
Emerald Dr. - Proj# RB201709							
Type of Work: STORMWATER AND DRAINAGE							
Notes: STORMWATER AND DRAINAGE							
Lanes (Existing/Improve/Addl): 2/ 2/ 0							
CST	LF	0	0	560,000	0	0	560,000
Total		0	0	560,000	0	0	560,000
Prior Years Cost			Future Years Cost		Total Project Cost		560,000

TIP 2015-2019 (April 7, 2014 Import)

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Maintenance

Phase	Fund Source	2015	2016	2017	2018	2019	Total
FEDERAL HWY/US-1/SR-3 FROM JUPITER (BRIDGE# 930005) TO OVER LOXAHATCHEE RIVER - Proj# 4284001							
Type of Work: BRIDGE REHABILITATION							
Notes: JUPITER BRIDGE#930005 REHABILITATION, INCLUDES ADDING SIDEWALK FROM OCEAN BLVD. TO BEACH ROAD, BOTH SIDES OF ROADWAY.							
Lanes (Existing/Improve/Addl): 4/ 0/ 0							
CST	DS	0	802,809	0	0	0	802,809
CST	DIH	0	4,507	0	0	0	4,507
CST	BRRP	0	11,201,290	0	0	0	11,201,290
CST	DDR	0	7,353,707	0	0	0	7,353,707
Total		0	19,362,313	0	0	0	19,362,313
Prior Years Cost		1,747,036	Future Years Cost		Total Project Cost		21,109,349
FOREST HILL BLVD/SR-822 FROM E. OF OLIVE TREE BLVD TO RIVER BRIDGE CENTER - Proj# 4306081							
Type of Work: RESURFACING							
Notes: CHANGE TRANSPORTATION SYSTEM 05 TO 03 2013-07-23 CHANGE TRANSPORTATION SYSTEM 03 TO 05 2013-09-17							
Lanes (Existing/Improve/Addl): 6/ 6/ 0							
CST	SU	0	78,799	0	0	0	78,799
CST	SA	0	516,951	0	0	0	516,951
CST	DDR	0	44,665	0	0	0	44,665
Total		0	640,415	0	0	0	640,415
Prior Years Cost		184,253	Future Years Cost		Total Project Cost		824,668
Fairview Lane - Proj# RB201710							
Type of Work: STORMWATER AND DRAINAGE							
Notes: STORMWATER AND DRAINAGE							
Lanes (Existing/Improve/Addl): 2/ 2/ 0							
CST	LF	0	0	1,006,250	0	0	1,006,250
Total		0	0	1,006,250	0	0	1,006,250
Prior Years Cost			Future Years Cost		Total Project Cost		1,006,250

TIP 2015-2019 (April 7, 2014 Import)

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Maintenance

Palm Beach MPO Transportation Improvement Program - FY 2015 - 2019

Phase	Fund Source	2015	2016	2017	2018	2019	Total
GLADES RD/SR-808 FROM WB ON RAMP TO SB SR-9/1-95 - Proj# 4340061							
Type of Work: TRAFFIC OPS IMPROVEMENT		Lanes (Existing/Improve/Addl): 3/ 0/ 0			Length: .010 MI Lead Agency: FDOT LRTP#: CH4-P1		*Non-SIS*
New Project?: Yes							
Notes: HIGH FRICTION SURFACE MATERIAL; DRAINAGE IMPROVEMENTS QUEUE DETECTION SYSTEM; SIGNING AND MARKING; ENHANCEMENTS							
CST	DIH	10,300	0	0	0	0	10,300
CST	DDR	374,446	0	0	0	0	374,446
Total		384,746	0	0	0	0	384,746
Prior Years Cost		75,511	Future Years Cost		Total Project Cost		460,257
GLADES AREA AT R&R Throughout the Glades - Proj# PBC-GRR							
Type of Work:		Lanes (Existing/Improve/Addl): 2/ 2/ 0			Lead Agency: PBC		*Non-SIS*
New Project?: Yes							
Notes: Repair/Reconstruction							
CST	GT	700,000	700,000	700,000	700,000	0	2,800,000
Total		700,000	700,000	700,000	700,000	0	2,800,000
Prior Years Cost		700,000	Future Years Cost		Total Project Cost		3,500,000
Grand Bahama Lane - Proj# RB201711							
Type of Work: STORMWATER AND DRAINAGE		Lanes (Existing/Improve/Addl): 2/ 2/ 0			Lead Agency: Riviera Beach		*Non-SIS*
CST	LF	0	0	507,500	0	0	507,500
Total		0	0	507,500	0	0	507,500
Prior Years Cost			Future Years Cost		Total Project Cost		507,500
HOOKER HWY/SR-80 FROM FROM SR-715 TO TO SR-15/US-441 - Proj# 4260531							
Type of Work: RESURFACING		Lanes (Existing/Improve/Addl): 2/ 2/ 0			Length: 0.570 MI Lead Agency: FDOT LRTP#: CH4-P1		*Non-SIS*
Notes: \$132,635.48 RECEIVED FROM PALM BEACH COUNTY ON 02/09/2009							
CST	LF	128,760	0	0	0	0	128,760
CST	DIH	78,395	0	0	0	0	78,395
CST	DDR	1,639,541	0	0	0	0	1,639,541
Total		1,846,696	0	0	0	0	1,846,696
Prior Years Cost		269,978	Future Years Cost		Total Project Cost		2,116,674
TIP 2015-2019 (April 7, 2014 Import)							
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Palm Beach MPO Transportation Improvement Program - FY 2015 - 2019

Phase	Fund Source	2015	2016	2017	2018	2019	Total
Island Drive - Proj# RB201706							*Non-SIS*
Type of Work: STORMWATER AND DRAINAGE							
		Lanes (Existing/Improve/Addl): 2/ 2/ 0			Lead Agency: Riviera Beach		
CST	LF	0	0	288,750	0	0	288,750
	Total	0	0	288,750	0	0	288,750
Prior Years Cost			Future Years Cost		Total Project Cost		288,750
Johnson Dairy Road Expansion - Phase 2 - Proj# PBG201506							*Non-SIS*
Type of Work: ROADWAY							
		Lanes (Existing/Improve/Addl): 4/ 0/ 0			Lead Agency: CITY OF PALM BEACH GARDENS		
CST	IF	600,000	0	0	0	0	600,000
	Total	600,000	0	0	0	0	600,000
Prior Years Cost			Future Years Cost		Total Project Cost		600,000
LYONS ROAD FROM NORTE LAGO TO PINE SPRINGS DRIVE - Proj# 4351011							
Type of Work: MISCELLANEOUS CONSTRUCTION							
New Project?: Yes							
		Lanes (Existing/Improve/Addl): 4/ 0/ 0			Length: .461 MI		*Non-SIS*
Notes: NPV=9041611 RECONSTRUCT THE ROADWAY TO PROVIDE ADEQUATE SUPERELEVATION TO THE CURVES.							
					Lead Agency: FDOT		
					LRTP#: CH4-P1		
PE	SA	5,000	0	0	0	0	5,000
PE	HSP	271,587	0	0	0	0	271,587
CST	SA	0	0	2,210,461	0	0	2,210,461
CST	HSP	0	0	200,000	0	0	200,000
	Total	276,587	0	2,410,461	0	0	2,687,048
Prior Years Cost			Future Years Cost		Total Project Cost		2,687,048
MILITARY TRL/SR-809 AT @ COMMUNITY DRIVE - Proj# 4231171							
Type of Work: SAFETY PROJECT							
		Lanes (Existing/Improve/Addl): 6/ 6/ 0			Length: 0.100 MI		*Non-SIS*
Notes: CONSTRUCT A SECOND LEFT TURN FOR THE EB AND WB APPROVED SAFETY REPORT SPONSOR=PALM BEACH CO. PROJECT B/C RATIO IS 1.9 ROW PHASES MOVED TO SEGMENT 2							
					Lead Agency: FDOT		
					LRTP#: CH6-P9		
CST	SA	57,268	0	0	0	0	57,268
CST	HSP	1,236,000	0	0	0	0	1,236,000
	Total	1,293,268	0	0	0	0	1,293,268
Prior Years Cost		35,982	Future Years Cost		Total Project Cost		1,329,250
TIP 2015-2019 (April 7, 2014 Import)							
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Maintenance							

Palm Beach MPO Transportation Improvement Program - FY 2015 - 2019

Phase	Fund Source	2015	2016	2017	2018	2019	Total
MILITARY TRL/SR-809 AT NORTHLAKE BLVD - Proj# 4316451							
Type of Work: ADD TURN LANE(S)		Lanes (Existing/Improve/Addl): 6/ 0/ 0			Length: 0.097 MI Lead Agency: FDOT LRTP#: CH4-P1		*Non-SIS*
Notes: INTERSECTION IMPROVEMENTS CIGP/JPA WITH PALM BEACH COUNTY							
CST	LF	0	0	350,000	0	0	350,000
CST	CIGP	0	0	350,000	0	0	350,000
	Total	0	0	700,000	0	0	700,000
Prior Years Cost		200,000	Future Years Cost		Total Project Cost		900,000
MILITARY TRAIL/SR-809 FROM FROM LAKE WORTH RD TO TO S OF SR-80 - Proj# 4287191							
Type of Work: RESURFACING		Lanes (Existing/Improve/Addl): 6/ 6/ 0			Length: 3.861 MI Lead Agency: FDOT LRTP#: CH4-P1		*Non-SIS* *RSP*
Notes: NPV=3315788 CHANGE TRANSPORTATION SYSTEM 05 TO 03 2013-07-23 CHANGE TRANSPORTATION SYSTEM 03 TO 05 2013-09-17 SAFETY ELEMENTS							
PE	HSP	234,000	0	0	0	0	234,000
CST	DS	0	0	760,054	0	0	760,054
CST	SA	0	0	736,760	0	0	736,760
CST	DDR	0	0	1,889,789	0	0	1,889,789
CST	NHRE	0	0	2,494,086	0	0	2,494,086
CST	HSP	0	0	1,374,750	0	0	1,374,750
	Total	234,000	0	7,257,439	0	0	7,491,439
Prior Years Cost		1,012,135	Future Years Cost		Total Project Cost		8,503,574
MOWING AND LITTER FROM PICKUP OF VARIOUS ROADS TO IN PALM BEACH COUNTY - Proj# 4166781							
Type of Work: ROUTINE MAINTENANCE		Lead Agency: FDOT LRTP#: CH4-P1			*Non-SIS*		
Notes: REIMBURSABLE MOA AGREEMENT WITH THE CITY OF RIVIERA BEACH FOR THE MOWING AND LITTER PICKUP OF VARIOUS ROADS IN PALM BEACH COUNTY							
MSC	D	18,404	18,404	18,404	18,404	18,404	92,020
	Total	18,404	18,404	18,404	18,404	18,404	92,020
Prior Years Cost		165,636	Future Years Cost		Total Project Cost		257,656
TIP 2015-2019 (April 7, 2014 Import)							
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Palm Beach MPO Transportation Improvement Program - FY 2015 - 2019

Phase	Fund Source	2015	2016	2017	2018	2019	Total	
Manor Drive - Proj# RB201705 Type of Work: STORMWATER AND DRAINAGE							*Non-SIS*	
CST	LF	Lanes (Existing/Improve/Addl): 2/ 2/ 0 0	0	533,750	0	0	533,750	
Total		0	0	533,750	0	0	533,750	
Prior Years Cost		Future Years Cost			Total Project Cost		533,750	
Morse Blvd. - Proj# RB201704 Type of Work: STORMWATER AND DRAINAGE							*Non-SIS*	
CST	LF	Lanes (Existing/Improve/Addl): 2/ 2/ 0 0	0	1,200,500	0	0	1,200,500	
Total		0	0	1,200,500	0	0	1,200,500	
Prior Years Cost		Future Years Cost			Total Project Cost		1,200,500	
North and South 25th Court (W. of Avenue S) - Proj# RB201950 Type of Work: STORMWATER AND DRAINAGE							*Non-SIS*	
CST	LF	Lanes (Existing/Improve/Addl): 2/ 2/ 0 0	0	0	0	760,000	760,000	
Total		0	0	0	0	760,000	760,000	
Prior Years Cost		Future Years Cost			Total Project Cost		760,000	
OKEECHOBEE BL/SR-704 WB ON RAMP TO I-95/SR-9 - Proj# 4340021 Type of Work: New Project?: Yes Notes: HIGH FRICTION SURFACE MATERIAL; DRAINAGE IMPROVEMENTS SIGNING AND MARKING; ENHANCEMENTS; WET ROADWAY SURFACE DETECTION AND MOTORIST WARNING SYSTEM							Length: .010 MI Lead Agency: FDOT LRTP#: CH4-P1 *Non-SIS*	
CST	DIH	Lanes (Existing/Improve/Addl): 3/ 0/ 0 10,300	0	0	0	0	10,300	
CST	DDR	524,074	0	0	0	0	524,074	
Total		534,374	0	0	0	0	534,374	
Prior Years Cost		95,633	Future Years Cost			Total Project Cost		630,007
TIP 2015-2019 (April 7, 2014 Import)							65	
Maintenance								

Phase	Fund Source	2015	2016	2017	2018	2019	Total
PALM BCH OPERATIONS FROM GENERAL CEI CONSULTANT TO CONSTRUCTION SUPPORT - Proj# 4311992 Type of Work: INSPECT CONSTRUCTION PROJ.S.						Lead Agency: PALM BEACH COUNTY LRTP#: CH4-P1	*Non-SIS*
CST	DDR	0	0	0	0	200,000	200,000
	Total	0	0	0	0	200,000	200,000
Prior Years Cost		Future Years Cost		Total Project Cost		200,000	
PALM BCH OPERATIONS FROM GENERAL CEI CONSULTANT TO CONSTRUCTION SUPPORT - Proj# 2295549 Type of Work: INSPECT CONSTRUCTION PROJ.S.						Lead Agency: FDOT LRTP#: CH4-P1	*Non-SIS*
Notes: PB OPS CENTER CEI CONTRACT							
CST	DDR	200,000	200,000	0	0	0	400,000
	Total	200,000	200,000	0	0	0	400,000
Prior Years Cost		250,000	Future Years Cost	Total Project Cost		650,000	
PALM BCH OPERATIONS FROM GENERAL CEI CONSULTANT TO CONSTRUCTION SUPPORT - Proj# 2295548 Type of Work: INSPECT CONSTRUCTION PROJ.S.						Lead Agency: FDOT LRTP#: CH4-P1	*Non-SIS*
Notes: PB OPS CENTER CEI CONTRACT							
CST	DDR	200,000	0	0	0	0	200,000
	Total	200,000	0	0	0	0	200,000
Prior Years Cost		475,000	Future Years Cost	Total Project Cost		675,000	
PALM BCH OPERATIONS FROM GENERAL CEI CONSULTANT TO CONSTRUCTION SUPPORT - Proj# 4311991 Type of Work: INSPECT CONSTRUCTION PROJ.S.						Lead Agency: PALM BEACH COUNTY LRTP#: CH4-P1	*Non-SIS*
CST	DDR	0	200,000	200,000	200,000	0	600,000
	Total	0	200,000	200,000	200,000	0	600,000
Prior Years Cost		Future Years Cost		Total Project Cost		600,000	

TIP 2015-2019 (April 7, 2014 Import)

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Maintenance

Phase	Fund Source	2015	2016	2017	2018	2019	Total
PALM BCH OPERATIONS CONTINUING CEI INSPECTION SUPPORT - Proj# 4327901 Type of Work: INSPECT CONSTRUCTION PROJ.S.							
					Lead Agency: FDOT LRTP#: CH4-P1	*Non-SIS*	
CST	DDR	100,000	100,000	100,000	100,000	0	400,000
	Total	100,000	100,000	100,000	100,000	0	400,000
Prior Years Cost		100,000	Future Years Cost		Total Project Cost		500,000
PALM BEACH - D/W INSPECTION SUPPORT - Proj# 4337381 Type of Work: INSPECT CONSTRUCTION PROJ.S.							
					Length: .000 MI Lead Agency: FDOT LRTP#: CH4-P1	*Non-SIS*	
CST	DIH	0	0	0	2,000	0	2,000
CST	DDR	0	0	0	200,000	0	200,000
	Total	0	0	0	202,000	0	202,000
Prior Years Cost		Future Years Cost		Total Project Cost		202,000	
PALM BEACH CO FROM STATE HWY SYS TO BRIDGES - Proj# 2337522 Type of Work: ROUTINE MAINTENANCE							
					Lead Agency: FDOT LRTP#: CH4-P1	*Non-SIS*	
MSC	D	500,000	500,000	500,000	500,000	500,000	2,500,000
	Total	500,000	500,000	500,000	500,000	500,000	2,500,000
Prior Years Cost		8,795,291	Future Years Cost		Total Project Cost		11,295,291
PALM BEACH CO FROM STATE HWY SYS TO ROADWAY - Proj# 2337521 Type of Work: ROUTINE MAINTENANCE							
					Length: 79.063 MI Lead Agency: FDOT LRTP#: CH4-P1	*SIS*	
		Lanes (Existing/Improve/Addl): 5/ 0/ 0					
MSC	D	1,900,000	1,900,000	1,900,000	1,900,000	1,900,000	9,500,000
	Total	1,900,000	1,900,000	1,900,000	1,900,000	1,900,000	9,500,000
Prior Years Cost		26,931,005	Future Years Cost		Total Project Cost		36,431,005

TIP 2015-2019 (April 7, 2014 Import)

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Maintenance

Phase	Fund Source	2015	2016	2017	2018	2019	Total
PALM BEACH CO NPDES - Proj# 2335144 Type of Work: ROUTINE MAINTENANCE							*Non-SIS*
					Lead Agency: PALM BEACH COUNTY LRTP#: CH4-P1		
Notes: NPDES PROGRAM FOR PALM BEACH COUNTY NPDES-MS4; MUNICIPAL SEPERATE STORM SEWER SYSTEM							
MSC	D	0	0	12,788	12,788	12,788	38,364
Total		0	0	12,788	12,788	12,788	38,364
Prior Years Cost		Future Years Cost			Total Project Cost		38,364
PALM BEACH CO NPDES - Proj# 2335143 Type of Work: ROUTINE MAINTENANCE							*Non-SIS*
					Lead Agency: PALM BEACH COUNTY LRTP#: CH4-P1		
Notes: NPDES PROGRAM FOR PALM BEACH COUNTY NPDES-MS4; MUNICIPAL SEPERATE STORM SEWER SYSTEM							
MSC	D	12,788	12,788	0	0	0	25,576
Total		12,788	12,788	0	0	0	25,576
Prior Years Cost		34,626	Future Years Cost			Total Project Cost	
							60,202
PALM BEACH COUNTY FROM DESILTING TO PRIMARY - Proj# 4041975 Type of Work: ROUTINE MAINTENANCE							*Non-SIS*
					Lead Agency: FDOT LRTP#: CH4-P1		
MSC	D	200,000	0	0	0	0	200,000
Total		200,000	0	0	0	0	200,000
Prior Years Cost		400,000	Future Years Cost			Total Project Cost	
							600,000
PALM BEACH COUNTY AT YOUTH PROGRAM - Proj# 4274033 Type of Work: ROUTINE MAINTENANCE							*Non-SIS*
					Lead Agency: PALM BEACH COUNTY LRTP#: CH4-P1		
MSC	D	0	0	300,000	300,000	300,000	900,000
Total		0	0	300,000	300,000	300,000	900,000
Prior Years Cost		Future Years Cost			Total Project Cost		900,000

TIP 2015-2019 (April 7, 2014 Import)

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Maintenance

Phase	Fund Source	2015	2016	2017	2018	2019	Total
PALM BEACH COUNTY FROM MOWING IN I-95 NORTH OF TO NORTHLAKE BLVD - Proj# 4276293							
Type of Work: ROUTINE MAINTENANCE					Lead Agency: FDOT LRTP#: CH4-P1	*SIS*	
MSC	D	180,000	0	0	0	0	180,000
Total		180,000	0	0	0	0	180,000
Prior Years Cost		81,678	Future Years Cost		Total Project Cost		261,678
PALM BEACH COUNTY AT DITCH CLEANING - PRIMARY - Proj# 4086545							
Type of Work: ROUTINE MAINTENANCE					Lead Agency: FDOT LRTP#: CH4-P1	*Non-SIS*	
MSC	D	44,050	0	0	0	0	44,050
Total		44,050	0	0	0	0	44,050
Prior Years Cost		88,100	Future Years Cost		Total Project Cost		132,150
PALM BEACH COUNTY AT PRIMARY MOT - Proj# 4063506							
Type of Work: ROUTINE MAINTENANCE					Lead Agency: FDOT LRTP#: CH4-P1	*Non-SIS*	
MSC	D	0	25,000	25,000	25,000	0	75,000
Total		0	25,000	25,000	25,000	0	75,000
Prior Years Cost		Future Years Cost		Total Project Cost		75,000	
PALM BEACH COUNTY FROM UNPAVED SHOULDERS TO INTERSTATE - Proj# 4277792							
Type of Work: ROUTINE MAINTENANCE					Lead Agency: FDOT LRTP#: CH4-P1	*Non-SIS*	
MSC	D	140,000	0	0	0	0	140,000
Total		140,000	0	0	0	0	140,000
Prior Years Cost		140,000	Future Years Cost		Total Project Cost		280,000
PALM BEACH COUNTY AT PRIMARY MOT - Proj# 4063505							
Type of Work: ROUTINE MAINTENANCE					Lead Agency: FDOT LRTP#: CH4-P1	*Non-SIS*	
MSC	D	25,000	0	0	0	0	25,000
Total		25,000	0	0	0	0	25,000
Prior Years Cost		24,551	Future Years Cost		Total Project Cost		49,551

TIP 2015-2019 (April 7, 2014 Import)

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Maintenance

Palm Beach MPO Transportation Improvement Program - FY 2015 - 2019

Phase	Fund Source	2015	2016	2017	2018	2019	Total
PALM BEACH COUNTY FROM PAVEMENT MARKINGS TO PRIMARY - Proj# 2339846							
Type of Work: ROUTINE MAINTENANCE					Lead Agency: FDOT LRTP#: CH4-P1	*Non-SIS*	
MSC	D	300,000	300,000	0	0	0	600,000
	Total	300,000	300,000	0	0	0	600,000
Prior Years Cost		Future Years Cost		Total Project Cost		600,000	
PALM BEACH COUNTY FROM JPA'S FOR MAINTENANCE TO LIGHTING MAINTENANCE - Proj# 4051211							
Type of Work: ROUTINE MAINTENANCE					Lead Agency: FDOT LRTP#: CH4-P1	*Non-SIS*	
Notes: PALM BEACH COUNTY HWY LIGHTING MAINTENANCE & OPERATIONS SEQ#01-XX =JPA'S WITH EACH LOCAL GOVERNMENT SEE WP33 ITEM COMMENT SCREEN							
MSC	DDR	2,022,617	2,083,252	2,145,869	2,180,842	0	8,432,580
	Total	2,022,617	2,083,252	2,145,869	2,180,842	0	8,432,580
Prior Years Cost		16,483,998	Future Years Cost		Total Project Cost		24,916,578
PALM BEACH COUNTY AT SWEEPING - PRIMARY - Proj# 4064215							
Type of Work: ROUTINE MAINTENANCE					Lead Agency: FDOT LRTP#: CH4-P1	*Non-SIS*	
MSC	D	200,000	0	0	0	0	200,000
	Total	200,000	0	0	0	0	200,000
Prior Years Cost		213,427	Future Years Cost		Total Project Cost		413,427
PALM BEACH COUNTY FROM PAVEMENT MARKERS TO PRIMARY - Proj# 4130825							
Type of Work: ROUTINE MAINTENANCE					Lead Agency: FDOT LRTP#: CH4-P1	*Non-SIS*	
Notes: RETRO-REFLECTIVE PAVEMENT MARKERS (RPM'S)							
MSC	D	0	150,000	150,000	150,000	0	450,000
	Total	0	150,000	150,000	150,000	0	450,000
Prior Years Cost		Future Years Cost		Total Project Cost		450,000	
TIP 2015-2019 (April 7, 2014 Import)							
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Palm Beach MPO Transportation Improvement Program - FY 2015 - 2019

Phase	Fund Source	2015	2016	2017	2018	2019	Total
PALM BEACH COUNTY AT DITCH CLEANING - PRIMARY - Proj# 4086546							
Type of Work: ROUTINE MAINTENANCE					Lead Agency: FDOT LRTP#: CH4-3.1	*Non-SIS*	
MSC	D	0	60,000	60,000	60,000	0	180,000
Total		0	60,000	60,000	60,000	0	180,000
Prior Years Cost		Future Years Cost		Total Project Cost		180,000	
PALM BEACH COUNTY AT YOUTH PROGRAM - Proj# 4274032							
Type of Work: ROUTINE MAINTENANCE					Lead Agency: FDOT LRTP#: CH4-P1	*Non-SIS*	
MSC	D	300,000	300,000	0	0	0	600,000
Total		300,000	300,000	0	0	0	600,000
Prior Years Cost		300,003	Future Years Cost	Total Project Cost		900,003	
PALM BEACH COUNTY FROM PAVEMENT MARKERS TO PRIMARY - Proj# 4130824							
Type of Work: ROUTINE MAINTENANCE					Lead Agency: FDOT LRTP#: CH4-P1	*Non-SIS*	
Notes: RETRO-REFLECTIVE PAVEMENT MARKERS (RPM'S)							
MSC	D	150,000	0	0	0	0	150,000
Total		150,000	0	0	0	0	150,000
Prior Years Cost		50,000	Future Years Cost	Total Project Cost		200,000	
PALM BEACH COUNTY CLEARING AND GRUBBING PRIMARY - Proj# 4276263							
Type of Work: ROUTINE MAINTENANCE					Length: .000 MI Lead Agency: FDOT LRTP#: CH4-P1	*Non-SIS*	
MSC	D	75,000	75,000	75,000	0	0	225,000
Total		75,000	75,000	75,000	0	0	225,000
Prior Years Cost		Future Years Cost		Total Project Cost		225,000	
PALM BEACH COUNTY CLEARING AND GRUBBING PRIMARY - Proj# 4276264							
Type of Work: ROUTINE MAINTENANCE					Length: .000 MI Lead Agency: FDOT LRTP#: CH4-P1	*Non-SIS*	
MSC	D	0	0	0	75,000	75,000	150,000
Total		0	0	0	75,000	75,000	150,000
Prior Years Cost		Future Years Cost		Total Project Cost		150,000	
TIP 2015-2019 (April 7, 2014 Import)							
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Maintenance							

Palm Beach MPO Transportation Improvement Program - FY 2015 - 2019

Phase	Fund Source	2015	2016	2017	2018	2019	Total
PALM BEACH COUNTY DESILTING PRIMARY - Proj# 4041977							
Type of Work: ROUTINE MAINTENANCE					Length: .000 MI	*Non-SIS*	
New Project?: Yes					Lead Agency: FDOT		
MSC	D	0	0	0	LRTP#: CH4-P1	200,000	200,000
Total		0	0	0	0	200,000	200,000
Prior Years Cost		Future Years Cost			Total Project Cost		200,000
PALM BEACH COUNTY DESILTING PRIMARY - Proj# 4041976							
Type of Work: ROUTINE MAINTENANCE					Length: .000 MI	*Non-SIS*	
New Project?: Yes					Lead Agency: FDOT		
MSC	D	0	200,000	200,000	LRTP#: CH4-P1	200,000	600,000
Total		0	200,000	200,000	200,000	0	600,000
Prior Years Cost		Future Years Cost			Total Project Cost		600,000
PALM BEACH COUNTY DITCH CLEANING - PRIMARY - Proj# 4086547							
Type of Work: ROUTINE MAINTENANCE					Length: .000 MI	*Non-SIS*	
New Project?: Yes					Lead Agency: FDOT		
MSC	D	0	0	0	LRTP#: CH4-P1	60,000	60,000
Total		0	0	0	0	60,000	60,000
Prior Years Cost		Future Years Cost			Total Project Cost		60,000
PALM BEACH COUNTY DRAINAGE VIDEO & G.I.S. MAPPING - Proj# 4297714							
Type of Work: ROUTINE MAINTENANCE					Length: .000 MI	*Non-SIS*	
New Project?: Yes					Lead Agency: FDOT		
MSC	D	0	0	0	LRTP#: CH4-P1	250,000	250,000
Total		0	0	0	250,000	0	250,000
Prior Years Cost		Future Years Cost			Total Project Cost		250,000
PALM BEACH COUNTY DRAINAGE VIDEO & G.I.S. MAPPING - Proj# 4297713							
Type of Work: ROUTINE MAINTENANCE					Length: .000 MI	*Non-SIS*	
New Project?: Yes					Lead Agency: FDOT		
MSC	D	0	250,000	0	LRTP#: CH4-P1	0	250,000
Total		0	250,000	0	0	0	250,000
Prior Years Cost		Future Years Cost			Total Project Cost		250,000
TIP 2015-2019 (April 7, 2014 Import)							
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Palm Beach MPO Transportation Improvement Program - FY 2015 - 2019

Phase	Fund Source	2015	2016	2017	2018	2019	Total
PALM BEACH COUNTY HERBICIDE PRIMARY - Proj# 4277993					Length: .000 MI	*Non-SIS*	
Type of Work: ROUTINE MAINTENANCE					Lead Agency: FDOT		
New Project?: Yes					LRTP#: CH4-P1		
MSC	D	50,000	50,000	0	0	0	100,000
Total		50,000	50,000	0	0	0	100,000
Prior Years Cost		50,000	Future Years Cost		Total Project Cost		150,000
PALM BEACH COUNTY MOWING PRIMARY - Proj# 4045846					Length: .000 MI	*Non-SIS*	
Type of Work: ROUTINE MAINTENANCE					Lead Agency: FDOT		
New Project?: Yes					LRTP#: CH4-P1		
MSC	D	0	0	0	400,000	400,000	800,000
Total		0	0	0	400,000	400,000	800,000
Prior Years Cost			Future Years Cost		Total Project Cost		800,000
PALM BEACH COUNTY PAVEMENT MARKERS PRIMARY - Proj# 4130826					Length: .000 MI	*Non-SIS*	
Type of Work: ROUTINE MAINTENANCE					Lead Agency: FDOT		
New Project?: Yes					LRTP#: CH4-P1		
MSC	D	0	0	0	0	150,000	150,000
Total		0	0	0	0	150,000	150,000
Prior Years Cost			Future Years Cost		Total Project Cost		150,000
PALM BEACH COUNTY PAVEMENT MARKINGS PRIMARY - Proj# 2339848					Length: .000 MI	*Non-SIS*	
Type of Work: ROUTINE MAINTENANCE					Lead Agency: FDOT		
New Project?: Yes					LRTP#: CH4-P1		
MSC	D	0	0	0	0	300,000	300,000
Total		0	0	0	0	300,000	300,000
Prior Years Cost			Future Years Cost		Total Project Cost		300,000
PALM BEACH COUNTY PRIMARY MOT - Proj# 4063507					Length: .000 MI	*Non-SIS*	
Type of Work: ROUTINE MAINTENANCE					Lead Agency: FDOT		
New Project?: Yes					LRTP#: CH4-P1		
MSC	D	0	0	0	0	25,000	25,000
Total		0	0	0	0	25,000	25,000
Prior Years Cost			Future Years Cost		Total Project Cost		25,000
TIP 2015-2019 (April 7, 2014 Import)							
				73	Maintenance		

Phase	Fund Source	2015	2016	2017	2018	2019	Total	
PALM BEACH COUNTY SPOT ASPHALT REPAIRS RIMARY - Proj# 4275203					Length: .000 MI	*Non-SIS*		
Type of Work: ROUTINE MAINTENANCE					Lead Agency: FDOT			
MSC	D	0	0	210,000	210,000	210,000	630,000	
	Total	0	0	210,000	210,000	210,000	630,000	
Prior Years Cost		Future Years Cost			Total Project Cost		630,000	
PALM BEACH COUNTY STATE HWY SYSTEM SIGNAGE - Proj# 4339381					Length: .000 MI	*Non-SIS*		
Type of Work: ROUTINE MAINTENANCE					Lead Agency: FDOT			
New Project?: Yes					LRTP#: CH4-P1			
MSC	D	120,481	0	0	0	0	120,481	
	Total	120,481	0	0	0	0	120,481	
Prior Years Cost		99,716	Future Years Cost			Total Project Cost		220,197
PALM BEACH COUNTY STATE HWY SYSTEM SIGNAGE - Proj# 4339382					Length: .000 MI	*Non-SIS*		
Type of Work: ROUTINE MAINTENANCE					Lead Agency: FDOT			
New Project?: Yes					LRTP#: CH4-P1			
MSC	D	0	120,000	120,000	120,000	0	360,000	
	Total	0	120,000	120,000	120,000	0	360,000	
Prior Years Cost		Future Years Cost			Total Project Cost		360,000	
PALM BEACH COUNTY SWEEPING - PRIMARY - Proj# 4064217					Length: .000 MI	*Non-SIS*		
Type of Work: ROUTINE MAINTENANCE					Lead Agency: FDOT			
New Project?: Yes					LRTP#: CH4-P1			
MSC	D	0	0	0	0	300,000	300,000	
	Total	0	0	0	0	300,000	300,000	
Prior Years Cost		Future Years Cost			Total Project Cost		300,000	
PALM BEACH COUNTY SWEEPING - PRIMARY - Proj# 4064216					Length: .000 MI	*Non-SIS*		
Type of Work: ROUTINE MAINTENANCE					Lead Agency: FDOT			
New Project?: Yes					LRTP#: CH4-P1			
MSC	D	0	200,000	200,000	200,000	0	600,000	
	Total	0	200,000	200,000	200,000	0	600,000	
Prior Years Cost		Future Years Cost			Total Project Cost		600,000	

TIP 2015-2019 (April 7, 2014 Import)

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Maintenance

Phase	Fund Source	2015	2016	2017	2018	2019	Total
PALM BEACH COUNTY UNPAVED SHOULDERS PRIMARY - Proj# 4277793					Length: .000 MI	*Non-SIS*	
Type of Work: ROUTINE MAINTENANCE					Lead Agency: FDOT		
MSC	D	0	140,000	140,000	140,000	0	420,000
	Total	0	140,000	140,000	140,000	0	420,000
Prior Years Cost		Future Years Cost		Total Project Cost		420,000	
PALM BEACH COUNTY UNPAVED SHOULDERS PRIMARY - Proj# 4277794					Length: .000 MI	*Non-SIS*	
Type of Work: ROUTINE MAINTENANCE					Lead Agency: FDOT		
New Project?: Yes					L RTP#: CH4-P1		
MSC	D	0	0	0	0	140,000	140,000
	Total	0	0	0	0	140,000	140,000
Prior Years Cost		Future Years Cost		Total Project Cost		140,000	
PALM BEACH NPDES CORRECTIVE ACTIONS - Proj# 4283344					Length: .000 MI	*Non-SIS*	
Type of Work: ROUTINE MAINTENANCE					Lead Agency: FDOT		
Notes: STORM WATER FACILITIES EXFILTRATION					L RTP#: CH4-P1		
MSC	D	0	0	200,000	200,000	200,000	600,000
	Total	0	0	200,000	200,000	200,000	600,000
Prior Years Cost		Future Years Cost		Total Project Cost		600,000	
PALM BEACH NPDES CORRECTIVE ACTIONS - Proj# 4283343					Length: .000 MI	*Non-SIS*	
Type of Work: ROUTINE MAINTENANCE					Lead Agency: FDOT		
Notes: STORM WATER FACILITIES EXFILTRATION					L RTP#: CH4-P1		
MSC	D	200,000	200,000	200,000	0	0	600,000
	Total	200,000	200,000	200,000	0	0	600,000
Prior Years Cost		Future Years Cost		Total Project Cost		600,000	

TIP 2015-2019 (April 7, 2014 Import)

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Maintenance

Phase	Fund Source	2015	2016	2017	2018	2019	Total
PBC SHS LANDSCAPE FROM MAINTENANCE AGREEMENT TO ON 4 STATE HIGHWAYS - Proj# 4162161							
Type of Work: ROUTINE MAINTENANCE							
Lead Agency: FDOT LRTP#: CH4-P1						*Non-SIS*	
Notes: REIMBURSABLE MOA AGREEMENT WITH PALM BEACH COUNTY FOR THE MAINTENANCE ON SR-802, SR-704, SR-7 & SR-882 PERPETUAL AGREEMENT LOA ISSUED EACH YR BY DOT							
MSC	D	151,093	151,093	151,093	151,093	151,093	755,465
Total		151,093	151,093	151,093	151,093	151,093	755,465
Prior Years Cost		1,531,072		Future Years Cost		Total Project Cost	2,286,537
PBG NPDES/Stormwater Drainage Improvements - Proj# PBG141907							
Type of Work:							
Lead Agency: CITY OF PALM BEACH GARDENS						*Non-SIS*	
CPLN	GT	500,000	500,000	500,000	500,000	500,000	2,500,000
Total		500,000	500,000	500,000	500,000	500,000	2,500,000
Prior Years Cost		500,000		Future Years Cost		Total Project Cost	3,000,000
PGA BLVD/SR-786 FROM SR-710 AT C-18 CANAL (W OF FLORIDA'S TURNPIKE) - Proj# 2239362							
Type of Work: ROAD RECONSTRUCTION - 2 LANE							
Length: 2,000 MI						*Non-SIS*	
Lead Agency: FDOT							
LRTP#: CH6-P7							
New Project?: Yes Lanes (Existing/Improve/Addl): 2/ 0 / 0							
Notes: RAISE THE ROADWAY PROFILE 4 FT; REPLACE EXISTING CULVERT AT MP 0.725; PHASE 32-02: SURVEY/SUE CHANGE TRANSPORTATION SYSTEM 05 TO 03 2013-07-23							
CONVERTED TO CC 9 ON 9/24/13 AND CONSTRUCTION ADVANCED TO CHANGE TRANSPORTATION SYSTEM 03 TO 05 2013-09-17 FY 2015 PER CENTRAL OFFICE.							
CST	DI	9,708,603	0	0	0	0	9,708,603
PE	DDR	73,000	0	0	0	0	73,000
CST	DIH	51,500	0	0	0	0	51,500
CST	DDR	0	0	250,000	0	0	250,000
Total		9,833,103	0	250,000	0	0	10,083,103
Prior Years Cost		959,747		Future Years Cost		Total Project Cost	11,042,850
Palmetto Park Rd. AT over L.W.D.D. E-4 Canal (El Rio Canal) - Proj# 2013531							
Type of Work: BRIDGE REPLACEMENT							
Lead Agency: PBC						*Non-SIS*	
New Project?: Yes Lanes (Existing/Improve/Addl): 4/ 4 / 0							
CST	GT	0	2,600,000	0	0	0	2,600,000
Total		0	2,600,000	0	0	0	2,600,000
Prior Years Cost		500,000		Future Years Cost		Total Project Cost	3,100,000

TIP 2015-2019 (April 7, 2014 Import)

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Maintenance

Phase	Fund Source	2015	2016	2017	2018	2019	Total
Powell Drive - Proj# RB201703							"Non-SIS"
Type of Work: STORMWATER AND DRAINAGE					Lead Agency: Riviera Beach		
CST	LF			787,500	0	0	787,500
Total		0	0	787,500	0	0	787,500
Prior Years Cost		Future Years Cost		Total Project Cost		787,500	
ROAD MAINTENANCE & STREETSCAPE - Proj# PBC-MNT							"Non-SIS"
Type of Work: ROUTINE MAINTENANCE					Lead Agency: PBC		
MNT	GT	4,764,000	4,764,000	4,764,000	4,764,000	4,764,000	23,820,000
Total		4,764,000	4,764,000	4,764,000	4,764,000	4,764,000	23,820,000
Prior Years Cost		Future Years Cost		Total Project Cost		23,820,000	
Reserve-Bridges AT Countywide - Proj# PBC-BRG							"Non-SIS"
Type of Work: BRIDGE-REPAIR/REHABILITATION					Lead Agency: PBC		
New Project?: Yes							
Notes: Rehab./Repair/Replacement							
CST	GT	2,990,000	2,210,000	3,800,000	500,000	0	9,500,000
Total		2,990,000	2,210,000	3,800,000	500,000	0	9,500,000
Prior Years Cost		3,880,000	Future Years Cost		Total Project Cost		13,380,000
SOUTHERN BLVD/SR-80 AT BRIDGES 930097 & 930098 - Proj# 4190131							
Type of Work: BRIDGE REPLACEMENT					Length: 0.590 MI	"Non-SIS"	"RSP"
Lanes (Existing/Improve/Addl): 2/ 2/ 0					LRTP#: B3	Lead Agency: FDOT	
Notes: INCLUDES RELIEF BRIDGE OVER LAKE WORTH TIDE RELIEF 3202+SOIL & GW TESTING FOR R/W ACQUISITION 3203+ASBESTOS & LEAD PAINT TESTING ON BRIDGES							
RRU	DDR	662,500	0	0	0	0	662,500
MSC	DDR	200,000	0	0	0	0	200,000
ROW	BNBR	84,853	0	0	0	0	84,853
RRU	ACSB	837,500	0	0	0	0	837,500
CST	SU	0	261,594	0	0	0	261,594
CST	ACSB	0	30,791,345	0	0	0	30,791,345
CST	BRP	0	5,061,094	0	0	0	5,061,094
CST	SA	0	424,000	0	0	0	424,000
CST	BNBR	0	21,989,778	0	0	0	21,989,778
Total		1,784,853	58,527,811	0	0	0	60,312,664
Prior Years Cost		11,075,330	Future Years Cost		Total Project Cost		71,387,994

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Phase	Fund Source	2015	2016	2017	2018	2019	Total
SPANISH RIVER BLVD/SR-800 AT OVER ICWW - Proj# 4321541					Length: .092 MI	*Non-SIS*	
Type of Work: BRIDGE REHABILITATION					Lead Agency: FDOT		
Lanes (Existing/Improve/Addl): 4/ 0/ 0					L RTP#: APP-B3		
Notes: BRIDGE #930154, #930226 REPLACE SPAN LOCKS, SPALL REPAIR, OVERCOAT STRUCTURAL STEEL, AND APPLY CLASS 5 FINISH TO CONCRETE SURFACES. CHANGE TRANSPORTATION SYSTEM 05 TO 03 2013-07-23 CHANGE TRANSPORTATION SYSTEM 03 TO 05 2013-09-17							
PE	DIH	10,000	0	0	0	0	10,000
PE	BRRP	150,000	0	0	0	0	150,000
CST	DIH	0	0	5,455	0	0	5,455
CST	BRRP	0	0	2,193,858	0	0	2,193,858
Total		160,000	0	2,199,313	0	0	2,359,313
Prior Years Cost		Future Years Cost		Total Project Cost			
				2,359,313			
SR-7/US-441 FROM 2MI N OF CLINT MOORE TO WEST ATLANTIC AVE - Proj# 4323491					Length: 2.370 MI	*SIS*	
Type of Work: RESURFACING					Lead Agency: FDOT		
New Project?: Yes					Lanes (Existing/Improve/Addl): 2/ 2/ 0		
Notes: CHANGE TRANSPORTATION SYSTEM 05 TO 03 2013-07-23 CHANGE TRANSPORTATION SYSTEM 03 TO 05 2013-09-17					L RTP#: CH4-P1		
CST	DIH	0	0	10,910	0	0	10,910
CST	DDR	0	0	3,247,740	0	0	3,247,740
Total		0	0	3,258,650	0	0	3,258,650
Prior Years Cost		119,692	Future Years Cost		Total Project Cost		
					3,378,342		
SR-704 ROYAL PARK BR# 930506 OVER THE ICWW, REHAB - Proj# 4321521					Length: .211 MI	*Non-SIS*	
Type of Work: BRIDGE - PAINTING					Lead Agency: FDOT		
Notes: STRUCTURAL STEEL COATING REMOVAL AND REPLACEMENT					L RTP#: APP-B3		
PE	DIH	0	20,000	0	0	0	20,000
CST	DIH	0	0	0	5,610	0	5,610
CST	BRRP	0	0	0	808,014	0	808,014
Total		0	20,000	0	813,624	0	833,624
Prior Years Cost		Future Years Cost		Total Project Cost			
				833,624			

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Phase	Fund Source	2015	2016	2017	2018	2019	Total
SR-710/BEE LINE HWY. AT NORTHLAKE BLVD. - Proj# 4350961					Length: .355 MI	"SIS"	
Type of Work: LIGHTING		Lanes (Existing/Improve/Addl): 4/ 0/ 0			Lead Agency: FDOT		
New Project?: Yes					L RTP#: CH4-P1		
Notes: NPV=1352684 INSTALL 15 LIGHT POLES, 19 MAST ARMS & ADD 22 NEW LUMINAIRES TO PROVIDE ADDITIONAL LIGHTING AT AND AROUND THE INTERSECTION.							
PE	SA	5,000	0	0	0	0	5,000
PE	HSP	75,000	0	0	0	0	75,000
CST	SA	0	15,900	0	0	0	15,900
CST	HSP	0	373,999	0	0	0	373,999
Total		80,000	389,899	0	0	0	469,899
Prior Years Cost		Future Years Cost		Total Project Cost			
				469,899			
SR-80 FROM BRD# 930354, & 930355 REMOVE & TO REPLACE LIFT OUT SPAN - Proj# 4305671					Length: 0.044 MI	"SIS"	
Type of Work: BRIDGE REHABILITATION		Lanes (Existing/Improve/Addl): 4/ 0/ 0			Lead Agency: FDOT		
Notes: REMOVE AND REPLACE LIFTOUT SPAN AND REPLACE WITH CAST IN PLACE CONCRETE SLAB					L RTP#: APP-B3		
CST	DIH	72,100	0	0	0	0	72,100
CST	BRRP	1,119,638	0	0	0	0	1,119,638
Total		1,191,738	0	0	0	0	1,191,738
Prior Years Cost		Future Years Cost		Total Project Cost			
		134,867		1,326,605			
SR-802/LAKE WORTH RD FR SR-809/MILITARY TRAIL TO SR-807/CONGRESS AVE - Proj# 4345342					Length: .000 MI	"Non-SIS"	
Type of Work: LIGHTING		Lanes (Existing/Improve/Addl): 4/ 0/ 0			Lead Agency: FDOT		
New Project?: Yes					L RTP#: CH4-P1		
Notes: NPV=422591 INSTALL LUMINAIRES AND MAST ARMS ON THE SOUTH SIDE OF LAKE WORTH ROAD. D4-018 PROPOSED REF# WAS COMBINED WITH 435098-1.							
RRU	HSP	0	100,436	0	0	0	100,436
Total		0	100,436	0	0	0	100,436
Prior Years Cost		Future Years Cost		Total Project Cost			
				100,436			

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Phase	Fund Source	2015	2016	2017	2018	2019	Total
SR-802/LAKE WORTH RD FR SR-809/MILITARY TRAIL TO SR-807/CONGRESS AVE - Proj# 4345341					Length: 1.629 MI	*Non-SIS*	
Type of Work: LIGHTING		Lanes (Existing/Improve/Addl): 3/ 3/ 0			Lead Agency: FDOT		
New Project?: Yes					L RTP#: CH4-P1		
Notes: CHANGE TRANSPORTATION SYSTEM 05 TO 03 2013-07-23 CHANGE TRANSPORTATION SYSTEM 03 TO 05 2013-09-17 NPV=422591 INSTALL LUMINAIRES AND MAST ARMS ON THE SOUTH SIDE OF LAKE WORTH ROAD. D4-018 PROPOSED REF# WAS COMBINED WITH 435098-1.							
PE	DIH	5,000	0	0	0	0	5,000
PE	HSP	75,000	0	0	0	0	75,000
	Total	80,000	0	0	0	0	80,000
Prior Years Cost		Future Years Cost		Total Project Cost			80,000
SR-809/MILITARY TRL FROM SHILOH DR TO SR-710/BEE LINE HWY - Proj# 4340071					Length: 1.700 MI	*Non-SIS*	
Type of Work: LIGHTING		Lanes (Existing/Improve/Addl): 6/ 0/ 0			Lead Agency: FDOT		
New Project?: Yes					L RTP#: CH4-P1		
Description: NEW ROADWAY LIGHTING ON BOTH SIDES OF SR-809							
Notes: NEW ROADWAY LIGHTING ON BOTH SIDES OF SR-809							
CST	DIH	10,300	0	0	0	0	10,300
CST	SU	1,225,060	0	0	0	0	1,225,060
CST	DDR	266,321	0	0	0	0	266,321
	Total	1,501,681	0	0	0	0	1,501,681
Prior Years Cost		Future Years Cost		Total Project Cost			1,726,079
SR-A1A FROM FLAGLER MEMORIAL BRIDGE TO BRIDGE#930157 - Proj# 4124892					Length: 0.886 MI	*Non-SIS*	
Type of Work: BRIDGE REPLACEMENT		Lanes (Existing/Improve/Addl): 4/ 4/ 0			Lead Agency: FDOT		
					L RTP#: APP-B3		
Notes: BRIDGE REPLACEMENT & RELATED ROADWAY IMPROVEMENTS ASSUMPTION: 21 FT LOW LEVEL BASCULE, OPTIONAL DESIGN SERVICES FOR PD&E CONSULTANT							
ROW	BNBR	1,150,000	0	0	0	0	1,150,000
	Total	1,150,000	0	0	0	0	1,150,000
Prior Years Cost		Future Years Cost		Total Project Cost			135,244,529
		134,094,529					

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Phase	Fund Source	2015	2016	2017	2018	2019	Total
SRA-1-A/BLUE HERON BRDG 930269 OVER ICWW REPLACE FENDER SYSTEM - Proj# 4338881					Length: .374 MI	*Non-SIS*	
Type of Work: BRIDGE REHABILITATION		Lanes (Existing/Improve/Addl): 4/ 0/ 0			Lead Agency: FDOT		
New Project?: Yes					L RTP#: APP-B3		
Notes: CHANGE TRANSPORTATION SYSTEM 05 TO 03 2013-07-23 CHANGE TRANSPORTATION SYSTEM 03 TO 05 2013-09-17							
PE	DIH	0	0	5,000	0	0	5,000
PE	BRRP	0	0	130,000	0	0	130,000
CST	DIH	0	0	0	0	11,550	11,550
CST	BRRP	0	0	0	0	1,499,032	1,499,032
	Total	0	0	135,000	0	1,510,582	1,645,582
Prior Years Cost		Future Years Cost		Total Project Cost		1,645,582	
Shady Lakes Bv/117th Connector Road - Proj# PBG201402					*Non-SIS*		
Type of Work:		Lead Agency: CITY OF PALM BEACH GARDENS					
CST	IF	0	900,000	0	0	0	900,000
	Total	0	900,000	0	0	0	900,000
Prior Years Cost		Future Years Cost		Total Project Cost		900,000	
Singer Drive - Proj# RB201701					*Non-SIS*		
Type of Work: STORMWATER AND DRAINAGE		Lanes (Existing/Improve/Addl): 2/ 2/ 0			Lead Agency: Riviera Beach		
CST	LF	0	0	1,172,550	0	0	1,172,550
	Total	0	0	1,172,550	0	0	1,172,550
Prior Years Cost		Future Years Cost		Total Project Cost		1,172,550	
Sunset Lane - Proj# RB201712					*Non-SIS*		
Type of Work: STORMWATER AND DRAINAGE		Lanes (Existing/Improve/Addl): 2/ 2/ 0			Lead Agency: Riviera Beach		
CST	LF	0	0	402,500	0	0	402,500
	Total	0	0	402,500	0	0	402,500
Prior Years Cost		Future Years Cost		Total Project Cost		402,500	

Phase	Fund Source	2015	2016	2017	2018	2019	Total
US-1/SR-5 FROM BEACH RD/CR-707 TO COUNTY LINE - Proj# 4287181					Length: 1.301 MI	*Non-SIS*	
Type of Work: RESURFACING					Lead Agency: FDOT		
Lanes (Existing/Improve/Addl): 3/ 3/ 0					LRTP#: CH4-P1		
Notes: CHANGE TRANSPORTATION SYSTEM 05 TO 03 2013-07-23 CHANGE TRANSPORTATION SYSTEM 03 TO 05 2013-09-17							
CST	DS	0	0	0	164,161	0	164,161
CST	SA	0	0	0	44,880	0	44,880
CST	DDR	0	0	0	1,415,245	0	1,415,245
Total		0	0	0	1,624,286	0	1,624,286
Prior Years Cost		340,580	Future Years Cost		Total Project Cost		1,964,866
US-1/SR-5 QUADRILLE FROM CLEMATIS ST TO DIXIE HWY - Proj# 4323501					Length: .420 MI	*Non-SIS*	
Type of Work: RESURFACING					Lead Agency: FDOT		
Lanes (Existing/Improve/Addl): 2/ 2/ 0					LRTP#: CH4-P1		
Notes: CHANGE TRANSPORTATION SYSTEM 05 TO 03 2013-07-23 CHANGE TRANSPORTATION SYSTEM 03 TO 05 2013-09-17							
RRU	DDR	20,000	0	0	0	0	20,000
CST	DIH	0	10,600	0	0	0	10,600
CST	DDR	0	528,096	0	0	0	528,096
Total		20,000	538,696	0	0	0	558,696
Prior Years Cost		119,447	Future Years Cost		Total Project Cost		678,143
US-27/SR-25 FROM ASSET MANAGEMENT CONTRACT US-27 TO BELLE GLADE AREA - Proj# 4150036					Length: .000 MI	*Non-SIS*	
Type of Work: ROUTINE MAINTENANCE					Lead Agency: FDOT		
					LRTP#: CH4-P1		
Notes: ASSET MANAGEMENT CONTRACT, US-27 & BELLE GLADE AREA							
MSC	D	0	0	0	1,800,000	1,800,000	3,600,000
Total		0	0	0	1,800,000	1,800,000	3,600,000
Prior Years Cost			Future Years Cost		Total Project Cost		3,600,000

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Phase	Fund Source	2015	2016	2017	2018	2019	Total
US-27/SR-25 ASSET FROM MANAGEMENT CONTRACT TO US-27 & BELLE GLADE AREA - Proj# 4150035							*Non-SIS*
Type of Work: ROUTINE MAINTENANCE					Lead Agency: FDOT LRTP#: CH4-P1		
Notes: ASSET MANAGEMENT CONTRACT, US-27 & BELLE GLADE AREA							
MSC	D	1,549,778	1,549,778	1,549,778	0	0	4,649,334
Total		1,549,778	1,549,778	1,549,778	0	0	4,649,334
Prior Years Cost		6,862,561	Future Years Cost		Total Project Cost		11,511,895
W. 20th Street (Ave. G to Ave. H) - Proj# RB201944							*Non-SIS*
Type of Work: STORMWATER AND DRAINAGE					Lead Agency: Riviera Beach		
CST	LF	0	0	0	0	437,500	437,500
Total		0	0	0	0	437,500	437,500
Prior Years Cost			Future Years Cost		Total Project Cost		437,500
West 10th Street (Avenue U to dead end) - Proj# RB201834							*Non-SIS*
Type of Work: STORMWATER AND DRAINAGE					Lead Agency: Riviera Beach		
CST	LF	0	0	0	603,750	0	603,750
Total		0	0	0	603,750	0	603,750
Prior Years Cost			Future Years Cost		Total Project Cost		603,750
West 11th Street (Avenue U to Avenue R) - Proj# RB201835							*Non-SIS*
Type of Work: STORMWATER AND DRAINAGE					Lead Agency: Riviera Beach		
CST	LF	0	0	0	542,850	0	542,850
Total		0	0	0	542,850	0	542,850
Prior Years Cost			Future Years Cost		Total Project Cost		542,850
West 12th Court (Avenue T to W. 12th Street) - Proj# RB201837							*Non-SIS*
Type of Work: STORMWATER AND DRAINAGE					Lead Agency: Riviera Beach		
CST	LF	0	0	0	476,000	0	476,000
Total		0	0	0	476,000	0	476,000
Prior Years Cost			Future Years Cost		Total Project Cost		476,000

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Maintenance

Phase	Fund Source	2015	2016	2017	2018	2019	Total
West 12th Street (Avenue T to Avenue R) - Proj# RB201836							*Non-SIS*
Type of Work: STORMWATER AND DRAINAGE		Lanes (Existing/Improve/Addl): 2/ 2/ 0			Lead Agency: Riviera Beach		
CST	LF	0	0	0	481,250	0	481,250
Total		0	0	0	481,250	0	481,250
Prior Years Cost		Future Years Cost			Total Project Cost		481,250
West 14th Street (Avenue T to Avenue R) - Proj# RB201838							*Non-SIS*
Type of Work: STORMWATER AND DRAINAGE		Lanes (Existing/Improve/Addl): 2/ 2/ 0			Lead Agency: Riviera Beach		
CST	LF	0	0	0	463,750	0	463,750
Total		0	0	0	463,750	0	463,750
Prior Years Cost		Future Years Cost			Total Project Cost		463,750
West 1st Street (Australian Ave. to Avenue O) - Proj# RB201830							*Non-SIS*
Type of Work: STORMWATER AND DRAINAGE		Lanes (Existing/Improve/Addl): 2/ 2/ 0			Lead Agency: Riviera Beach		
CST	LF	0	0	0	502,250	0	502,250
Total		0	0	0	502,250	0	502,250
Prior Years Cost		Future Years Cost			Total Project Cost		502,250
West 21st Street (Ave. H East to Avenue G) - Proj# RB201942							*Non-SIS*
Type of Work: STORMWATER AND DRAINAGE		Lanes (Existing/Improve/Addl): 2/ 2/ 0			Lead Agency: Riviera Beach		
CST	LF	0	0	0	0	437,500	437,500
Total		0	0	0	0	437,500	437,500
Prior Years Cost		Future Years Cost			Total Project Cost		437,500
West 23rd Street (Ave. O to Ave. M) - Proj# RB201626							*Non-SIS*
Type of Work: STORMWATER AND DRAINAGE		Lanes (Existing/Improve/Addl): 2/ 2/ 0			Lead Agency: Riviera Beach		
CST	LF	0	420,000	0	0	0	420,000
Total		0	420,000	0	0	0	420,000
Prior Years Cost		Future Years Cost			Total Project Cost		420,000

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Phase	Fund Source	2015	2016	2017	2018	2019	Total
West 23rd Street (W. of Avenue S) - Proj# RB201951							*Non-SIS*
Type of Work: STORMWATER AND DRAINAGE							
		Lanes (Existing/Improve/Addl): 2/ 2/ 0			Lead Agency: Riviera Beach		
CST	LF	0	0	0	0	305,000	305,000
Total		0	0	0	0	305,000	305,000
Prior Years Cost		Future Years Cost			Total Project Cost		305,000
West 24th Street (Ave. Q to Ave. M) - Proj# RB201625							*Non-SIS*
Type of Work: STORMWATER AND DRAINAGE							
		Lanes (Existing/Improve/Addl): 2/ 2/ 0			Lead Agency: Riviera Beach		
CST	LF	0	1,093,750	0	0	0	1,093,750
Total		0	1,093,750	0	0	0	1,093,750
Prior Years Cost		Future Years Cost			Total Project Cost		1,093,750
West 24th Street, North 24th Court and South 24th Court (Between Ave. R and Ave. S) - Proj# RB201952							*Non-SIS*
Type of Work: STORMWATER AND DRAINAGE							
		Lanes (Existing/Improve/Addl): 2/ 2/ 0			Lead Agency: Riviera Beach		
CST	LF	0	0	0	0	825,000	825,000
Total		0	0	0	0	825,000	825,000
Prior Years Cost		Future Years Cost			Total Project Cost		825,000
West 25th Street (Ave. Q to Ave. M) - Proj# RB201624							*Non-SIS*
Type of Work: STORMWATER AND DRAINAGE							
		Lanes (Existing/Improve/Addl): 2/ 2/ 0			Lead Agency: Riviera Beach		
CST	LF	0	1,093,750	0	0	0	1,093,750
Total		0	1,093,750	0	0	0	1,093,750
Prior Years Cost		Future Years Cost			Total Project Cost		1,093,750
West 26th Court (Ave. R to Ave. M) - Proj# RB201622							*Non-SIS*
Type of Work: STORMWATER AND DRAINAGE							
		Lanes (Existing/Improve/Addl): 2/ 2/ 0			Lead Agency: Riviera Beach		
CST	LF	0	1,400,000	0	0	0	1,400,000
Total		0	1,400,000	0	0	0	1,400,000
Prior Years Cost		Future Years Cost			Total Project Cost		1,400,000

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Phase	Fund Source	2015	2016	2017	2018	2019	Total
West 26th Street (Ave. Q to Ave. M) - Proj# RB201623							*Non-SIS*
Type of Work: STORMWATER AND DRAINAGE					Lead Agency: Riviera Beach		
CST	LF	0	1,093,750	0	0	0	1,093,750
	Total	0	1,093,750	0	0	0	1,093,750
Prior Years Cost		Future Years Cost		Total Project Cost		1,093,750	
West 2nd Street (Australian Ave. to Avenue O) - Proj# RB201829							*Non-SIS*
Type of Work: STORMWATER AND DRAINAGE					Lead Agency: Riviera Beach		
CST	LF	0	0	0	502,250	0	502,250
	Total	0	0	0	502,250	0	502,250
Prior Years Cost		Future Years Cost		Total Project Cost		502,250	
West 31st Street (Ave. S to Ave. T) - Proj# RB201620							*Non-SIS*
Type of Work: STORMWATER AND DRAINAGE					Lead Agency: Riviera Beach		
CST	LF	0	306,250	0	0	0	306,250
	Total	0	306,250	0	0	0	306,250
Prior Years Cost		Future Years Cost		Total Project Cost		306,250	
West 32nd Street (Ave. S to Ave. T) - Proj# RB201619							*Non-SIS*
Type of Work: STORMWATER AND DRAINAGE					Lead Agency: Riviera Beach		
CST	LF	0	306,250	0	0	0	306,250
	Total	0	306,250	0	0	0	306,250
Prior Years Cost		Future Years Cost		Total Project Cost		306,250	
West 33rd Street (Ave. H East to W. 34th Street) - Proj# RB201953							*Non-SIS*
Type of Work: STORMWATER AND DRAINAGE					Lead Agency: Riviera Beach		
CST	LF	0	0	0	0	437,000	437,000
	Total	0	0	0	0	437,000	437,000
Prior Years Cost		Future Years Cost		Total Project Cost		437,000	
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Phase	Fund Source	2015	2016	2017	2018	2019	Total
West 33rd Street (Ave. S to Ave. T) - Proj# RB201618 Type of Work: STORMWATER AND DRAINAGE							*Non-SIS*
		Lanes (Existing/Improve/Addl): 2/ 2/ 0				Lead Agency: Riviera Beach	
CST	LF	0	306,250	0	0	0	306,250
	Total	0	306,250	0	0	0	306,250
Prior Years Cost		Future Years Cost		Total Project Cost		306,250	
West 34th Street (Ave. H West to Ave. F) - Proj# RB201948 Type of Work: STORMWATER AND DRAINAGE							*Non-SIS*
		Lanes (Existing/Improve/Addl): 2/ 2/ 0				Lead Agency: Riviera Beach	
CST	LF	0	0	0	0	840,000	840,000
	Total	0	0	0	0	840,000	840,000
Prior Years Cost		Future Years Cost		Total Project Cost		840,000	
West 34th Street (Ave. S to Ave. T) - Proj# RB201617 Type of Work: STORMWATER AND DRAINAGE							*Non-SIS*
		Lanes (Existing/Improve/Addl): 2/ 2/ 0				Lead Agency: Riviera Beach	
CST	LF	0	306,250	0	0	0	306,250
	Total	0	306,250	0	0	0	306,250
Prior Years Cost		Future Years Cost		Total Project Cost		306,250	
West 35th Street (Ave. S to Ave. T) - Proj# RB201616 Type of Work: STORMWATER AND DRAINAGE							*Non-SIS*
		Lanes (Existing/Improve/Addl): 2/ 2/ 0				Lead Agency: Riviera Beach	
CST	LF	0	306,250	0	0	0	306,250
	Total	0	306,250	0	0	0	306,250
Prior Years Cost		Future Years Cost		Total Project Cost		306,250	
West 35th Street (W. 34th Street to W. 34th Street) - Proj# RB201954 Type of Work: STORMWATER AND DRAINAGE							*Non-SIS*
		Lanes (Existing/Improve/Addl): 2/ 2/ 0				Lead Agency: Riviera Beach	
CST	LF	0	0	0	0	430,000	430,000
	Total	0	0	0	0	430,000	430,000
Prior Years Cost		Future Years Cost		Total Project Cost		430,000	
TIP 2015-2019 (April 7, 2014 Import)							87
Maintenance							

Palm Beach MPO Transportation Improvement Program - FY 2015 - 2019

Phase	Fund Source	2015	2016	2017	2018	2019	Total
West 36th Street (Ave. S to Ave. T) - Proj# RB201615							*Non-SIS*
Type of Work: STORMWATER AND DRAINAGE							Lead Agency: Riviera Beach
CST	LF		Lanes (Existing/Improve/Addtl): 2/ 2/ 0				
			0	0	0	0	306,250
	Total		0	0	0	0	306,250
Prior Years Cost			Future Years Cost		Total Project Cost		306,250
West 37th Street (Ave. S to Ave. T) - Proj# RB201614							*Non-SIS*
Type of Work: STORMWATER AND DRAINAGE							Lead Agency: Riviera Beach
CST	LF		Lanes (Existing/Improve/Addtl): 2/ 2/ 0				
			0	0	0	0	306,250
	Total		0	0	0	0	306,250
Prior Years Cost			Future Years Cost		Total Project Cost		306,250
West 3rd Street (Australian Ave. to Avenue O) - Proj# RB201828							*Non-SIS*
Type of Work: STORMWATER AND DRAINAGE							Lead Agency: Riviera Beach
CST	LF		Lanes (Existing/Improve/Addtl): 2/ 2/ 0				
			0	0	481,250	0	481,250
	Total		0	0	481,250	0	481,250
Prior Years Cost			Future Years Cost		Total Project Cost		481,250
West 4th Street (Australian Ave. to Avenue J) - Proj# RB201832							*Non-SIS*
Type of Work: STORMWATER AND DRAINAGE							Lead Agency: Riviera Beach
CST	LF		Lanes (Existing/Improve/Addtl): 2/ 2/ 0				
			0	0	665,000	0	665,000
	Total		0	0	665,000	0	665,000
Prior Years Cost			Future Years Cost		Total Project Cost		665,000
West 9th Street (Avenue U to dead end) - Proj# RB201833							*Non-SIS*
Type of Work: STORMWATER AND DRAINAGE							Lead Agency: Riviera Beach
CST	LF		Lanes (Existing/Improve/Addtl): 2/ 2/ 0				
			0	0	603,750	0	603,750
	Total		0	0	603,750	0	603,750
Prior Years Cost			Future Years Cost		Total Project Cost		603,750
TIP 2015-2019 (April 7, 2014 Import)							88
							Maintenance

Palm Beach MPO Transportation Improvement Program - FY 2015 - 2019

Section 6 - Aviation

TIP 2015-2019 (April 7, 2014 Import)

Phase	Fund Source	2015	2016	2017	2018	2019	Total
BELLE GLADE AIRPORT AT ENVIRONMENTAL MITIGATION - Proj# 4310211							
Type of Work: AVIATION PRESERVATION PROJECT							
Notes: CHANGE CONTRACT CLASS 4 TO 2 2011-11-08							
MSC	DDR	0	0	200,000	0	0	200,000
Total		0	0	200,000	0	0	200,000
Prior Years Cost		Future Years Cost		Total Project Cost		200,000	
BELLE GLADE AIRPORT DESIGN OF RUNWAY 9/27 - Proj# 4351511							
Type of Work: AVIATION PRESERVATION PROJECT							
New Project?: Yes							
Notes: CHANGE CONTRACT CLASS 4 TO 2 2011-11-08							
MSC	DPTO	200,000	0	0	0	0	200,000
Total		200,000	0	0	0	0	200,000
Prior Years Cost		Future Years Cost		Total Project Cost		200,000	
BELLE GLADE AIRPORT OBSTRUCTION RELOCATION/ REMOVAL - Proj# 4354601							
Type of Work: AVIATION SAFETY PROJECT							
New Project?: Yes							
Notes: CHANGE CONTRACT CLASS 4 TO 2 2011-11-08							
MSC	DPTO	0	0	400,000	0	0	400,000
Total		0	0	400,000	0	0	400,000
Prior Years Cost		Future Years Cost		Total Project Cost		400,000	
BELLE GLADE STATE FROM MUNICAL AIRPORT TO REHAB RUNWAY 9/27 - Proj# 4297311							
Type of Work: AVIATION PRESERVATION PROJECT							
Notes: CHANGE CONTRACT CLASS 4 TO 2 2011-11-08							
MSC	DPTO	1,070,000	500,000	0	0	0	1,570,000
Total		1,070,000	500,000	0	0	0	1,570,000
Prior Years Cost		Future Years Cost		Total Project Cost		1,570,000	

TIP 2015-2019 (April 7, 2014 Import)

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Aviation

Phase	Fund Source	2015	2016	2017	2018	2019	Total
BELLE GLADE STATE MUNICIPAL AIRPORT A/P MAINTENANCE FACILITY - Proj# 4346211							
Type of Work: AVIATION REVENUE/OPERATIONAL							
New Project?: Yes							
MSC	DPTO	0	0	0	200,000	0	200,000
Total		0	0	0	200,000	0	200,000
Prior Years Cost		Future Years Cost		Total Project Cost		200,000	
BELLE GLADE STATE MUNICIPAL AIRPORT RUNWAY IMPROVEMENTS - Proj# 4346381							
Type of Work: AVIATION CAPACITY PROJECT							
New Project?: Yes							
MSC	DPTO	0	0	0	0	600,000	600,000
Total		0	0	0	0	600,000	600,000
Prior Years Cost		Future Years Cost		Total Project Cost		600,000	
BOCA AIRPORT FROM TAXIWAYS P4 C & F TO WIDENING - Proj# 4312141							
Type of Work: AVIATION PRESERVATION PROJECT							
Notes: CHANGE CONTRACT CLASS 4 TO 2 2011-11-08							
MSC	LF	0	97,842	0	0	0	97,842
MSC	FAA	0	184,500	0	0	0	184,500
MSC	DPTO	0	391,369	0	0	0	391,369
Total		0	673,711	0	0	0	673,711
Prior Years Cost		Future Years Cost		Total Project Cost		673,711	
BOCA AIRPORT BUILDING 3700 ASSESSMENT - Proj# 4331601							
Type of Work: AVIATION PRESERVATION PROJECT							
Notes: CHANGE CONTRACT CLASS 4 TO 2 2011-11-08							
MSC	LF	0	0	40,000	0	0	40,000
MSC	DPTO	0	0	160,000	0	0	160,000
Total		0	0	200,000	0	0	200,000
Prior Years Cost		Future Years Cost		Total Project Cost		200,000	

TIP 2015-2019 (April 7, 2014 Import)

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Aviation

Phase	Fund Source	2015	2016	2017	2018	2019	Total
BOCA AIRPORT TOWER REPAIR & ELEC.VAULT DESIGN & CONSTRUCTION - Proj# 4331481							
Type of Work: AVIATION PRESERVATION PROJECT							
Notes: TOWER REPAIR AND AIRFIELD ELECTRICAL VAULT DESIGN AND CONSTRUCTION							
MSC	LF	0	0	70,000	0	0	70,000
MSC	DPTO	0	0	280,000	0	0	280,000
Total		0	0	350,000	0	0	350,000
Prior Years Cost		Future Years Cost		Total Project Cost		350,000	
BOCA RATON AIRPORT FROM SECURITY ENHANCEMENTS TO PHASE 4 - Proj# 4297101							
Type of Work: AVIATION SECURITY PROJECT							
Notes: CHANGE CONTRACT CLASS 4 TO 2 2011-11-08							
MSC	LF	0	0	0	0	300,000	300,000
MSC	DDR	0	0	0	0	1,200,000	1,200,000
Total		0	0	0	0	1,500,000	1,500,000
Prior Years Cost		Future Years Cost		Total Project Cost		1,500,000	
BOCA RATON AIRPORT CONSTRUCT BUILDING - Proj# 4339451							
Type of Work: AVIATION REVENUE/OPERATIONAL							
New Project?: Yes							
MSC	LF	0	0	0	0	0	300,000
MSC	DPTO	1,200,000	0	0	0	0	1,200,000
Total		1,200,000	0	0	0	0	1,500,000
Prior Years Cost		Future Years Cost		Total Project Cost		1,725,000	
BOCA RATON AIRPORT EXPAND A/P ROAD & UTILITY CORRIDOR - Proj# 4239572							
Type of Work: AVIATION CAPACITY PROJECT							
Notes: EXPAND AIRPORT ROAD AND UTILITY CORRIDOR							
MSC	LF	0	0	0	300,000	0	300,000
MSC	DPTO	0	0	0	1,200,000	0	1,200,000
Total		0	0	0	1,500,000	0	1,500,000
Prior Years Cost		Future Years Cost		Total Project Cost		1,500,000	

TIP 2015-2019 (April 7, 2014 Import)

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Aviation

Phase	Fund Source	2015	2016	2017	2018	2019	Total
BOCA RATON AIRPORT NEW AIRFIELD REJUVENATOR - Proj# 4334771							
Type of Work: AVIATION PRESERVATION PROJECT							
Notes: TOWER REPAIR AND AIRFIELD ELECTRICAL VAULT DESIGN AND CONSTRUCTION							
MSC	LF	0	170,000	0	0	0	170,000
MSC	DDR	0	680,000	0	0	0	680,000
Total		0	850,000	0	0	0	850,000
Prior Years Cost		Future Years Cost		Total Project Cost		850,000	
BOCA RATON AIRPORT RUNWAY 5-23, GUARD LIGHTS - Proj# 4346091							
Type of Work: AVIATION PRESERVATION PROJECT							
New Project?: Yes							
MSC	LF	0	0	8,333	0	0	8,333
MSC	DDR	0	0	8,333	0	0	8,333
MSC	FAA	0	0	150,000	0	0	150,000
Total		0	0	166,666	0	0	166,666
Prior Years Cost		Future Years Cost		Total Project Cost		166,666	
GOLFVIEW COMMERCIAL PROPERTY ACQUISITION - Proj# 4346121							
Type of Work: AVIATION SAFETY PROJECT							
Notes: RELATED TO PALM BEACH INTERNATIONAL AIRPORT							
MSC	LF	0	0	0	4,704,879	0	4,704,879
MSC	FAA	0	0	0	4,704,879	0	4,704,879
MSC	DPTO	0	0	0	4,704,879	0	4,704,879
Total		0	0	0	14,114,637	0	14,114,637
Prior Years Cost		Future Years Cost		Total Project Cost		14,114,637	
N. PB COUNTY AIRPORT CONSTRUCT ADDITIONAL TIE-DOWN/TRANSIENT APRON - Proj# 4331431							
Type of Work: AVIATION CAPACITY PROJECT							
Notes: RELATED TO PALM BEACH INTERNATIONAL AIRPORT							
MSC	LF	0	0	300,000	1,020,000	0	1,920,000
MSC	FAA	0	0	150,000	0	0	150,000
MSC	DPTO	0	0	300,000	770,001	0	1,070,001
MSC	DDR	0	0	849,999	0	0	849,999
Total		0	0	750,000	3,240,000	0	3,990,000
Prior Years Cost		Future Years Cost		Total Project Cost		3,990,000	

TIP 2015-2019 (April 7, 2014 Import)

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Aviation

Palm Beach MPO Transportation Improvement Program - FY 2015 - 2019

Phase	Fund Source	2015	2016	2017	2018	2019	Total
NORTH PALM BEACH CO GENERAL AVIATION A/P CONSTRUCTR HANGARS - Proj# 4346301					Length: .000 MI		*Non-SIS*
Type of Work: AVIATION REVENUE/OPERATIONAL					Lead Agency: Responsible Agency Not Available		
New Project?: Yes					LRTP#: CH6-T10		
MSC	LF	0	0	0	0	300,000	300,000
MSC	DPTO	0	0	0	0	1,200,000	1,200,000
Total		0	0	0	0	1,500,000	1,500,000
Prior Years Cost		Future Years Cost			Total Project Cost		1,500,000
NORTH PALM BEACH CO. FROM GENERAL AVIATION AIRPORT TO HANGARS & INFRASTRUCTURE - Proj# 4278701					*Non-SIS*		
Type of Work: AVIATION REVENUE/OPERATIONAL					Lead Agency: FDOT		
					LRTP#: CH6T10		
Notes: CONSTRUCT HANGARS AND INFRASTRUCTURE							
MSC	LF	400,000	0	0	0	0	400,000
MSC	DPTO	1,600,000	0	0	0	0	1,600,000
Total		2,000,000	0	0	0	0	2,000,000
Prior Years Cost		Future Years Cost			Total Project Cost		2,000,000
NORTH PALM BEACH CO. AT GENERAL AVIATION AIRPORT - Proj# 4297331					*Non-SIS*		
Type of Work: AVIATION PRESERVATION PROJECT					Lead Agency: NPB AIRPORT		
					LRTP#: CH6T10		
Notes: CHANGE CONTRACT CLASS 4 TO 2 2011-11-08							
MSC	LF	0	0	1,072,188	0	0	1,072,188
MSC	DDR	0	0	1,072,188	0	0	1,072,188
MSC	FAA	0	0	300,000	0	0	300,000
Total		0	0	2,444,376	0	0	2,444,376
Prior Years Cost		Future Years Cost			Total Project Cost		2,444,376
PALM BEACH FROM INTERNATIONAL AIRPORT TO CONSTRUCT APRON GOLFVIEW - Proj# 4181781					*SIS*		
Type of Work: AVIATION CAPACITY PROJECT					Lead Agency: PBIA AIRPORT		
					LRTP#: CH6T10		
Notes: CONSTRUCT APRON GOLFVIEW \$750K DPTO DELETED AND \$750K LF DROPPED DUE TO JUNE 2009 LEGISLATIVE IMPACTS							
MSC	DS	1,325,276	0	0	0	0	1,325,276
Total		1,325,276	0	0	0	0	1,325,276
Prior Years Cost		4,500,000	Future Years Cost			Total Project Cost	5,825,276

TIP 2015-2019 (April 7, 2014 Import)

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Aviation

Palm Beach MPO Transportation Improvement Program - FY 2015 - 2019

Phase	Fund Source	2015	2016	2017	2018	2019	Total
PALM BEACH AT INTERNATIONAL AIRPORT - Proj# 4309931							*SIS*
Type of Work: AVIATION PRESERVATION PROJECT					Lead Agency: PBIA AIRPORT LRTP#: CH6T10		
Notes: TAXIWAY C DRAINAGE							
MSC	LF	0	1,367,450	0	0	0	1,367,450
MSC	DDR	0	1,300,000	0	0	0	1,300,000
MSC	DPTO	0	67,450	0	0	0	67,450
Total		0	2,734,900	0	0	0	2,734,900
Prior Years Cost		Future Years Cost			Total Project Cost		2,734,900
PALM BEACH AIRPORT AT PARKING REVENUE CENTER - Proj# 4310301							*SIS*
Type of Work: AVIATION REVENUE/OPERATIONAL					Lead Agency: PBIA AIRPORT LRTP#: CH6T10		
Notes: CHANGE CONTRACT CLASS 4 TO 2 2011-11-08							
MSC	LF	0	0	1,304,773	0	0	1,304,773
MSC	DDR	0	0	960,742	0	0	960,742
MSC	DPTO	0	0	344,031	0	0	344,031
Total		0	0	2,609,546	0	0	2,609,546
Prior Years Cost		Future Years Cost			Total Project Cost		2,609,546
PALM BEACH AIRPORT FROM UPGRADE ACCESS ROADWAY TO SIGNAGE & LANDSCAPING - Proj# 4309921							*SIS*
Type of Work: AVIATION PRESERVATION PROJECT					Lead Agency: PBIA AIRPORT LRTP#: CH6T10		
Notes: CHANGE CONTRACT CLASS 4 TO 2 2011-11-08							
MSC	LF	0	868,219	0	0	0	868,219
MSC	DPTO	0	868,219	0	0	0	868,219
Total		0	1,736,438	0	0	0	1,736,438
Prior Years Cost		Future Years Cost			Total Project Cost		1,736,438

TIP 2015-2019 (April 7, 2014 Import)

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Aviation

Palm Beach MPO Transportation Improvement Program - FY 2015 - 2019

Phase	Fund Source	2015	2016	2017	2018	2019	Total
PALM BEACH AIRPORT FROM SECURITY IMPROVEMENTS PH2 TO PERIMETER FIBER LOOP - Proj# 4310711							
Type of Work: AVIATION SECURITY PROJECT					Lead Agency: PBIA AIRPORT LRTP#: CH6T10		*SIS*
Notes: SECURITY IMPROVEMENTS, PHASE 2, PERIMETER FIBER LOOP							
MSC	LF	1,302,328	0	0	0	0	1,302,328
MSC	DPTO	1,302,328	0	0	0	0	1,302,328
	Total	2,604,656	0	0	0	0	2,604,656
Prior Years Cost		Future Years Cost			Total Project Cost		2,604,656
PALM BEACH COUNTY FROM PARK AIRPORT APRON TO PAVEMENT REHABILITATION - Proj# 4297301							
Type of Work: AVIATION PRESERVATION PROJECT					Lead Agency: FDOT LRTP#: CH6T10		*Non-SIS*
Notes: CHANGE CONTRACT CLASS 4 TO 2 2011-11-08							
MSC	LF	0	200,000	0	0	0	200,000
MSC	DPTO	0	800,000	0	0	0	800,000
	Total	0	1,000,000	0	0	0	1,000,000
Prior Years Cost		Future Years Cost			Total Project Cost		1,000,000
PALM BEACH COUNTY FROM GLADES AIRPORT TO EXPAND PARKING APRON - Proj# 4297321							
Type of Work: AVIATION CAPACITY PROJECT					Lead Agency: FDOT LRTP#: CH6T10		*Non-SIS*
Notes: CHANGE CONTRACT CLASS 4 TO 2 2011-11-08							
MSC	LF	0	237,500	62,500	0	0	300,000
MSC	DPTO	0	890,000	250,000	0	0	1,140,000
MSC	DS	0	60,000	0	0	0	60,000
	Total	0	1,187,500	312,500	0	0	1,500,000
Prior Years Cost		Future Years Cost			Total Project Cost		1,500,000

TIP 2015-2019 (April 7, 2014 Import)

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Aviation

Palm Beach MPO Transportation Improvement Program - FY 2015 - 2019

Phase	Fund Source	2015	2016	2017	2018	2019	Total
PALM BEACH COUNTY FROM GLADES AIRPORT TO FUEL FARM IMPROVEMENTS - Proj# 4278921							
Type of Work: AVIATION REVENUE/OPERATIONAL					Lead Agency: FDOT	*Non-SIS*	
					L RTP#: CH6T10		
Notes: CHANGE CONTRACT CLASS 4 TO 2 2011-11-08							
MSC	LF	200,000	0	0	0	0	200,000
MSC	DPTO	800,000	0	0	0	0	800,000
Total		1,000,000	0	0	0	0	1,000,000
Prior Years Cost		Future Years Cost			Total Project Cost		1,000,000
PALM BEACH COUNTY GLADES AIRPORT HANGERS & INFRASTRUCTURE - Proj# 4346161							
Type of Work: AVIATION REVENUE/OPERATIONAL					Length: .000 MI	*Non-SIS*	
New Project?: Yes					Lead Agency: Responsible Agency Not Available		
					L RTP#: CH6-T10		
MSC	LF	0	0	0	125,000	275,000	400,000
MSC	DPTO	0	0	0	500,000	1,100,000	1,600,000
Total		0	0	0	625,000	1,375,000	2,000,000
Prior Years Cost		Future Years Cost			Total Project Cost		2,000,000
PALM BEACH COUNTY PARK AIRPORT CONSTRUCT HANGERS - Proj# 4346001							
Type of Work: AVIATION REVENUE/OPERATIONAL					Length: .000 MI	*Non-SIS*	
New Project?: Yes					Lead Agency: Responsible Agency Not Available		
					L RTP#: CH6-T10		
MSC	LF	600,000	0	0	0	0	600,000
MSC	DPTO	1,200,000	0	0	0	0	1,200,000
MSC	DS	1,200,000	0	0	0	0	1,200,000
Total		3,000,000	0	0	0	0	3,000,000
Prior Years Cost		Future Years Cost			Total Project Cost		3,000,000
PALM BEACH COUNTY PARK AIRPORT RUNWAY 3-21 REHAB - Proj# 4346311							
Type of Work: AVIATION PRESERVATION PROJECT					Length: .000 MI	*Non-SIS*	
New Project?: Yes					Lead Agency: Responsible Agency Not Available		
					L RTP#: CH6-T10		
MSC	LF	0	0	0	0	180,000	180,000
MSC	DPTO	0	0	0	0	720,000	720,000
Total		0	0	0	0	900,000	900,000
Prior Years Cost		Future Years Cost			Total Project Cost		900,000

TIP 2015-2019 (April 7, 2014 Import)

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Aviation

Phase	Fund Source	2015	2016	2017	2018	2019	Total	
PALM BEACH INT'L AIRPORT FROM TAXIWAY LIMA TO UPGRADES & IMPROVEMENTS - Proj# 4278881							*SIS*	
Type of Work: AVIATION CAPACITY PROJECT					Lead Agency: FDOT	L RTP#: CH6T10		
Notes: TAXIWAY LIMA (WEST) UPGRADES AND IMPROVEMENTS								
MSC	LF	2,604,656	0	0	0	0	2,604,656	
MSC	FAA	15,627,937	0	0	0	0	15,627,937	
MSC	DPTO	2,604,656	0	0	0	0	2,604,656	
Total		20,837,249	0	0	0	0	20,837,249	
Prior Years Cost		Future Years Cost			Total Project Cost		20,837,249	
PALM BEACH INT'L AIRPORT GAFIS FACILITIES IMPROVEMENTS - Proj# 4346131							Length: .000 MI	*Non-SIS*
Type of Work: AVIATION REVENUE/OPERATIONAL					Lead Agency: Responsible Agency Not Available	L RTP#: CH6-T10		
New Project?: Yes								
MSC	LF	0	0	0	2,250,000	1,200,000	3,450,000	
MSC	DPTO	0	0	0	2,250,000	1,200,000	3,450,000	
Total		0	0	0	4,500,000	2,400,000	6,900,000	
Prior Years Cost		Future Years Cost			Total Project Cost		6,900,000	
PALM BEACH INT'L AIRPORT, CARGO FACILITIES ACCESS - Proj# 4346071							Length: .000 MI	*Non-SIS*
Type of Work: AVIATION CAPACITY PROJECT					Lead Agency: Responsible Agency Not Available	L RTP#: CH6-T10		
New Project?: Yes								
Notes: CARGO ACCESS FACILITIES ACCESS IMPROVEMENTS								
MSC	LF	0	0	1,135,000	0	0	1,135,000	
MSC	DDR	0	0	1,135,000	0	0	1,135,000	
Total		0	0	2,270,000	0	0	2,270,000	
Prior Years Cost		Future Years Cost			Total Project Cost		2,270,000	
PALM BEACH INT'L AIRPORT, MAINTENANCE COMPOUND REDEVELOPMENT - Proj# 4346261							Length: .000 MI	*Non-SIS*
Type of Work: AVIATION PRESERVATION PROJECT					Lead Agency: Responsible Agency Not Available	L RTP#: CH6-T10		
New Project?: Yes								
MSC	LF	0	0	0	0	3,000,000	3,000,000	
MSC	DPTO	0	0	0	0	3,000,000	3,000,000	
Total		0	0	0	0	6,000,000	6,000,000	
Prior Years Cost		Future Years Cost			Total Project Cost		6,000,000	
TIP 2015-2019 (April 7, 2014 Import)								
98							Aviation	

Phase	Fund Source	2015	2016	2017	2018	2019	Total
PALM BEACH INTERN'L FROM AIRPORT TO REHAB CONCOURSE B APRON - Proj# 4297281							*SIS*
Type of Work: AVIATION PRESERVATION PROJECT					Lead Agency: FDOT LRTP#: CH6T10		
Notes: CHANGE CONTRACT CLASS 4 TO 2 2011-11-08							
MSC	LF	0	500,000	0	0	0	500,000
MSC	DPTO	0	500,000	0	0	0	500,000
Total		0	1,000,000	0	0	0	1,000,000
Prior Years Cost		Future Years Cost				Total Project Cost	
							1,000,000
PALM BEACH INTERN'L FROM AIRPORT TO REHAB CONCOURSE C APRON - Proj# 4297291							*SIS*
Type of Work: AVIATION PRESERVATION PROJECT					Lead Agency: FDOT LRTP#: CH6T10		
Notes: CHANGE CONTRACT CLASS 4 TO 2 2011-11-08							
MSC	LF	0	500,000	0	0	0	500,000
MSC	DPTO	0	500,000	0	0	0	500,000
Total		0	1,000,000	0	0	0	1,000,000
Prior Years Cost		Future Years Cost				Total Project Cost	
							1,000,000
PB PAHOKEE AIRPORT AT CONSTRUCT HANGARS - Proj# 4310311							*Non-SIS*
Type of Work: AVIATION REVENUE/OPERATIONAL					Lead Agency: PB PAHOKEE AIRPORT LRTP#: CH6T10		
Notes: CHANGE CONTRACT CLASS 4 TO 2 2011-11-08							
MSC	LF	0	0	175,000	0	0	175,000
MSC	DDR	0	0	700,000	0	0	700,000
Total		0	0	875,000	0	0	875,000
Prior Years Cost		Future Years Cost				Total Project Cost	
							875,000
TIP 2015-2019 (April 7, 2014 Import)							
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Aviation							

Section 7 - Railroad

Phase	Fund Source	2015	2016	2017	2018	2019	Total
23RD STREET CROSSING 272414-B - Proj# 4330702					Length: .374 MI	*Non-SIS*	
Type of Work: RAIL SAFETY PROJECT					Lead Agency: FDOT		
New Project?: Yes					L RTP#: CH6-P9		
Notes: HH FUNDS - RAILROAD CROSSING SIGNAL SAFETY PROJECT; 2FL&G, HXP3R, ER, 6'X6' HOUSE, AND GENERATOR CASE AT FEC CROSSING 272414-B, RR MP: 297 + 4.435'.							
RRU	TALT	350,000	0	0	0	0	350,000
RRU	RHH	354,320	0	0	0	0	354,320
	Total	704,320	0	0	0	0	704,320
Prior Years Cost		Future Years Cost			Total Project Cost		
					704,320		
C-15 HIDDEN VALLEY CANAL RAIL BRIDGE - Proj# 4348731					Length: .000 MI	*Non-SIS*	
Type of Work: RAIL CAPACITY PROJECT					Lead Agency: FDOT		
New Project?: Yes					L RTP#: CH6-T10		
RRU	LF	213,196	0	0	0	0	213,196
RRU	GMR	213,195	0	0	0	0	213,195
	Total	426,391	0	0	0	0	426,391
Prior Years Cost		Future Years Cost			Total Project Cost		
					426,391		
GATOR BL/AIRPORT RD SURGAR XING 85334-A R/R MP 206 - Proj# 4353621					Length: .200 MI	*Non-SIS*	
Type of Work: RAIL SAFETY PROJECT					Lead Agency: FDOT		
New Project?: Yes					L RTP#: CH6-T10		
Notes: Lanes (Existing/Improve/Add): 2/ 0/ 0 Notes: RAIL SAFETY PROJECT, SIGNAL CROSSING PROJECT, 6 LED PAIRS 6'X6' HOUSE, DOUBLE BOUNDED TRACK AT US SUGAR CROSSING							
RRU	RHP	81,867	0	0	0	0	81,867
	Total	81,867	0	0	0	0	81,867
Prior Years Cost		Future Years Cost			Total Project Cost		
					81,867		

Palm Beach MPO Transportation Improvement Program - FY 2015 - 2019

Phase	Fund Source	2015	2016	2017	2018	2019	Total
NORTHWOOD CONNECTION FR. CSX MAINLINE TO FEC MAINLINE - Proj# 4349482					Length: .000 MI	*Non-SIS*	
Type of Work: RAIL CAPACITY PROJECT					Lead Agency: FDOT		
New Project?: Yes					LRTP#: CH6-T10		
Notes: TIGER GRANT 2013 NEW SEGMENT CONNECTION FROM CSX SEGMENT 93929001 MP 967.84 TO FEC SEGMENT 93929015 MP 297.43 (SOUTH)							
PE	DIH	25,000	0	0	0	0	25,000
ROW	TRIP	718,377	4,822,343	957,153	907,153	0	7,405,026
ROW	GMR	2,067,883	0	0	0	0	2,067,883
PE	TRIP	100,000	0	0	0	0	100,000
ROW	DIH	46,200	52,800	13,200	13,200	0	125,400
RRU	TRIP	0	0	186,000	0	0	186,000
CST	TRIP	0	0	0	11,661,487	0	11,661,487
CST	LF	0	0	0	350,000	0	350,000
Total		2,957,460	4,875,143	1,156,353	12,931,840	0	21,920,796
Prior Years Cost		1,130,600	Future Years Cost		Total Project Cost		
					23,051,396		
NORTHWOOD CONNECTION FR. CSX MAINLINE TO FEC MAINLINE - Proj# 4349481					Length: .000 MI	*Non-SIS*	
Type of Work: RAIL CAPACITY PROJECT					Lead Agency: FDOT		
New Project?: Yes					LRTP#: CH6-T10		
Notes: TIGER GRANT 2013 REHABILITATION OF THE EXISTING SOUTH FLORIDA RAIL CORRIDOR SEGMENT 93929013, FROM CSM MAINLINE MP 0.0 TO FEC MAINLINE MP 0.54 (NORTH) PHC202-SOIL & GROUNDWATER SAMPLING							
CST	TRIP	6,025,202	0	0	0	0	6,025,202
MSC	TRIP	100,000	0	0	0	0	100,000
CST	LF	3,900,001	0	0	0	0	3,900,001
CST	DS	743,107	0	0	0	0	743,107
RRU	TRIP	60,000	0	0	0	0	60,000
CST	TIGR	7,411,584	0	0	0	0	7,411,584
CST	GMR	1,434,391	0	0	0	0	1,434,391
Total		19,674,285	0	0	0	0	19,674,285
Prior Years Cost		229,907	Future Years Cost		Total Project Cost		
					19,904,192		
NW 1ST AVE @ SCFE CROSSING 272318-Y - Proj# 4354251					Length: .200 MI	*Non-SIS*	
Type of Work: RAIL SAFETY PROJECT					Lead Agency: FDOT		
New Project?: Yes					LRTP#: CH6-P9		
Notes: RAILROAD CROSSING SIGNAL SAFETY PROJECT: 2FL&G, PMD3, EVENT RECORDER, 6'X6' HOUSE, POWER SERVICE AND CABLE AT SCFE CROSSING 272318-Y, RR MP: K 64.28							
RRU	RHH	162,967	0	0	0	0	162,967
Total		162,967	0	0	0	0	162,967
Prior Years Cost			Future Years Cost		Total Project Cost		
					162,967		

TIP 2015-2019 (April 7, 2014 Import)

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Railroad

Palm Beach MPO Transportation Improvement Program - FY 2015 - 2019

Phase	Fund Source	2015	2016	2017	2018	2019	Total
VILLA RICA SIDING EXTENSION - Proj# 4348681							
Type of Work: RAIL CAPACITY PROJECT					Length: .000 MI	*Non-SIS*	
New Project?: Yes					Lead Agency: FDOT		
					LRTP#: CH6-T10		
RRU	LF	2,441,983	0	0	0	0	2,441,983
RRU	GMR	2,441,983	0	0	0	0	2,441,983
Total		4,883,966	0	0	0	0	4,883,966
Prior Years Cost			Future Years Cost		Total Project Cost		
					4,883,966		

TIP 2015-2019 (April 7, 2014 Import)

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Railroad

Palm Beach MPO Transportation Improvement Program - FY 2015 - 2019

Phase	Fund Source	2015	2016	2017	2018	2019	Total
PBG Phase Zone and Safety Improvements - Proj# PBG201908						*Non-SIS*	
Type of Work:						Lead Agency: CITY OF PALM BEACH GARDENS	
CPLN	LF	0	0	0	0	1,000,000	1,000,000
Total		0	0	0	0	1,000,000	1,000,000
Prior Years Cost		Future Years Cost			Total Project Cost		
					1,000,000		
QUIET/SAFETY IMPVMTS FEC CROSSINGS-COUNTYWIDE - Proj# 4353431						Length: .000 MI	
Type of Work: RAIL SAFETY PROJECT						*Non-SIS*	
New Project?: Yes						Lead Agency: FDOT	
Notes: 2013 MPO #4 PROPOSED 50/50 MATCH WITH LOCAL PARTNERS						LRTP#: CH6-P9	
RRU	SU	0	6,630,000	0	0	0	6,630,000
Total		0	6,630,000	0	0	0	6,630,000
Prior Years Cost		Future Years Cost			Total Project Cost		
					6,630,000		
SOUTH CENTRAL FL EXPRESS CANE BLOCK - Proj# 4334201						Length: .000 MI	
Type of Work: RAIL CAPACITY PROJECT						*Non-SIS*	
RRU	LF	5,437,500	0	0	0	0	5,437,500
RRU	GMR	16,312,500	0	0	0	0	16,312,500
Total		21,750,000	0	0	0	0	21,750,000
Prior Years Cost		Future Years Cost			Total Project Cost		
					21,750,000		
SR25/ US27 @ SCFE CROSSING 272319-F - Proj# 4353701						Length: .200 MI	
Type of Work: RAIL SAFETY PROJECT						*Non-SIS*	
New Project?: Yes						Lead Agency: FDOT	
Notes: RAILROAD CROSSING SIGNAL SAFETY PROJECT: KEYDOWN AT SCFE CROSSING 272319-F, RR MP:K64.61						LRTP#: CH6-T10	
RRU	RHH	23,603	0	0	0	0	23,603
Total		23,603	0	0	0	0	23,603
Prior Years Cost		Future Years Cost			Total Project Cost		
					23,603		

TIP 2015-2019 (April 7, 2014 Import)

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Railroad

Palm Beach MPO Transportation Improvement Program - FY 2015 - 2019

Section 8 - Port of Palm Beach

TIP 2015-2019 (April 7, 2014 Import)

Phase	Fund Source	2015	2016	2017	2018	2019	Total
PORT OF PALM BEACH FROM PORT-WIDE TO SLIP REDEVELOPMENT - Proj# 4228271							"SIS"
Type of Work: SEAPORT CAPACITY PROJECT					Lead Agency: PORT OF PALM BEACH LRTP#: CH6T10		
Notes: CHANGE CONTRACT CLASS 4 TO 2 2011-11-08							
MSC	GMR	1,514,521	0	0	0	0	1,514,521
MSC	DDR	76,852	0	0	0	0	76,852
MSC	DPTO	3,009,627	0	0	0	0	3,009,627
Total		4,601,000	0	0	0	0	4,601,000
Prior Years Cost		24,023,840	Future Years Cost		Total Project Cost		28,624,840
PORT OF PALM BEACH BERTH 1 EXPANSION - Proj# 4348331							
Type of Work: SEAPORT CAPACITY PROJECT					Length: .000 MI Lead Agency: Responsible Agency Not Available LRTP#: CH6-T10		
New Project?: Yes							
Notes: BERTH 1 EXPANSION AT THE PORT OF PALM BEACH							
MSC	LF	0	0	0	0	3,000,000	3,000,000
MSC	DIS	0	0	0	0	3,000,000	3,000,000
Total		0	0	0	0	6,000,000	6,000,000
Prior Years Cost			Future Years Cost		Total Project Cost		6,000,000
PORT OF PALM BEACH TROPICAL SHIPPING REEFER LINE - Proj# 4350331							
Type of Work: SEAPORT CAPACITY PROJECT					Length: .000 MI Lead Agency: Responsible Agency Not Available LRTP#: CH6-T10		
New Project?: Yes							
Notes: FLORIDA SEAPORT TRANSPORTATION & ECONOMIC DEVELOPMENT (FSTED) TED ALLOCATION OCTOBER 2013							
MSC	LF	275,000	0	0	0	0	275,000
MSC	PORT	275,000	0	0	0	0	275,000
Total		550,000	0	0	0	0	550,000
Prior Years Cost			Future Years Cost		Total Project Cost		550,000

TIP 2015-2019 (April 7, 2014 Import)

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Port of Palm Beach

Section 9 - Tri-Rail (SFRTA)

Phase	Fund Source	2015	2016	2017	2018	2019	Total
SFECC CORRIDOR FROM TRANSIT ALT. FROM WEST TO PALM BEACH TO JUPITER - Proj# 4170317							
Type of Work: RAIL CAPACITY PROJECT					Lead Agency: FDOT LRTP#: CH6-P5		*SIS*
Notes: SFECC CORRIDOR TRANSIT ALTERNATIVE ANALYSIS SFECC = SOUTH FLORIDA EAST COAST CORRIDOR							
PE	GMR	0	1,350,000	0	0	0	1,350,000
	Total	0	1,350,000	0	0	0	1,350,000
Prior Years Cost		1,172,244	Future Years Cost		Total Project Cost		2,522,244
SFRTA LAYOVER AT MAINTENANCE FACILITY - Proj# 4297671							
Type of Work: RAIL PRESERVATION PROJECT					Lead Agency: SFRTA LRTP#: CH6-P5		*SIS*
Notes: SU (TRANSFER TO FTA);CHANGE CONTRACT CLASS 4 TO 2 2011-11-08 2013 MPO TRANSIT #2							
MSC	SU	2,550,000	0	11,965,944	0	12,034,056	26,550,000
MSC	SA	0	0	1,100,000	1,100,000	0	2,200,000
MSC	GMR	0	0	0	5,900,000	0	5,900,000
	Total	2,550,000	0	13,065,944	7,000,000	12,034,056	34,650,000
Prior Years Cost		1,500,000	Future Years Cost		Total Project Cost		36,150,000
SFRTA SEC 5307 FROM PREVENTIVE MAINTENANCE TO EXPENSES - Proj# 2368542							
Type of Work: RAIL CAPACITY PROJECT					Lead Agency: SFRTA LRTP#: CH6-P5		*Non-SIS*
Notes: CHANGE CONTRACT CLASS 4 TO 2 2011-11-08							
CAP	FTA	13,000,000	13,000,000	13,000,000	13,000,000	0	52,000,000
	Total	13,000,000	13,000,000	13,000,000	13,000,000	0	52,000,000
Prior Years Cost			Future Years Cost		Total Project Cost		52,000,000
SFRTA STP FUNDS FROM FROM MPO FOR EXTENSION TO JUPITER - Proj# 4084272							
Type of Work: RAIL CAPACITY PROJECT					Lead Agency: SFRTA LRTP#: CH6-P5		*SIS*
Notes: PBC MPO APPROVED REQUEST FROM RTA FOR \$1.5M PER YEAR THROUGH 2025 FOR NORTHERN JUPITER EXPANSION 2013 MPO TRANSIT #3							
MSC	SU	0	0	0	13,500,000	1,500,000	15,000,000
	Total	0	0	0	13,500,000	1,500,000	15,000,000
Prior Years Cost			Future Years Cost		7,500,000	Total Project Cost	22,500,000

TIP 2015-2019 (April 7, 2014 Import)

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Tri-Rail (SFRTA)

Phase	Fund Source	2015	2016	2017	2018	2019	Total
SFRTA/TRI-RAIL FROM BOCA RATON TO NEW STATION - Proj# 4304581							"SIS"
Type of Work: RAIL REVENUE/OPERATIONA IMPR					Lead Agency: SFRTA LRTP#: CH6-P5		
Notes: CHANGE CONTRACT CLASS 4 TO 2 2011-11-08							
MSC	GMR	0	0	1,500,000	0	0	1,500,000
MSC	LF	0	0	0	8,500,000	0	8,500,000
MSC	TRIP	0	0	0	8,500,000	0	8,500,000
Total		0	0	1,500,000	17,000,000	0	18,500,000
Prior Years Cost		Future Years Cost			Total Project Cost		18,500,000

TIP 2015-2019 (April 7, 2014 Import)

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Tri-Rail (SFRTA)

Section 10 - Transit

TIP 2015-2019 (April 7, 2014 Import)

Phase	Fund Source	2015	2016	2017	2018	2019	Total
BCT/PALM TRAN FROM INTERFACE W/ MDT/SFRTA TO EASY CARD - Proj# 4317611							*Non-SIS*
Type of Work: PURCHASE VEHICLES/EQUIPMENT					Lead Agency: BROWARD COUNTY		
					LRTP#: CH6-P5		
Notes: SU (TRANSFER TO FTA); 2012 MPO PRIORITY #4							
MSC	SU		0	0	0	0	820,000
Total		820,000	0	0	0	0	820,000
Prior Years Cost		500,000	Future Years Cost		Total Project Cost		1,320,000
BUS SHELTER AT CAMINO REAL DRIVE EAST OF DIXIE HIGHWAY - Proj# 4353851							*Non-SIS*
Type of Work:					Length: .000 MI		
New Project?: Yes					Lead Agency: PALM TRAN		
Notes: SU (TRANSFER TO FTA)					LRTP#: CH6-P5		
MSC	SU	50,000	0	0	0	0	50,000
Total		50,000	0	0	0	0	50,000
Prior Years Cost			Future Years Cost		Total Project Cost		50,000
CITY OF BOCA RATON TRANSIT CORRIDOR SW PLANNING AREA SHUTTLE - Proj# 4345221							*Non-SIS*
Type of Work: OPERATING FOR FIXED ROUTE					Length: .000 MI		
New Project?: Yes					Lead Agency: CITY OF BOCA RATON		
MSC	DPTO	0	110,734	0	0	0	110,734
Total		0	110,734	0	0	0	110,734
Prior Years Cost		221,468	Future Years Cost		Total Project Cost		332,202
NORTH PALM TRAN TRANSIT FACILITY EXPANSION - Proj# 4347342							*Non-SIS*
Type of Work: CAPITAL FOR FIXED ROUTE					Length: .000 MI		
New Project?: Yes					Lead Agency: MANAGED BY PALM BEACH		
Description: SU (TRANSFER TO FTA)					LRTP#: CH6-P5		
MSC	SU	0	0	0	150,000	0	150,000
Total		0	0	0	150,000	0	150,000
Prior Years Cost			Future Years Cost		Total Project Cost		150,000

TIP 2015-2019 (April 7, 2014 Import)

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Transit

Phase	Fund Source	2015	2016	2017	2018	2019	Total
PALM BEACH COUNTY FROM SECTION 5311 TO SMALL URBAN/RURAL - Proj# 4071842							
Type of Work: OPERATING/ADMIN. ASSISTANCE					Lead Agency: PALM TRAN LRTP#: CH6-P5	*Non-SIS*	
Notes: CHANGE CONTRACT CLASS 4 TO 2 2011-11-08							
MSC	LF	336,679	346,135	352,794	380,265	398,588	1,814,461
MSC	DU	336,679	346,135	362,794	380,265	398,588	1,824,461
	Total	673,358	692,270	715,588	760,530	797,176	3,638,922
Prior Years Cost			Future Years Cost		Total Project Cost		3,638,922
PALM BEACH COUNTY FROM BLOCK GRANT TO OPERATING ASSISTANCE - Proj# 4071882							
Type of Work: OPERATING FOR FIXED ROUTE					Lead Agency: PALM TRAN LRTP#: CH6-P5	*Non-SIS*	
MSC	LF	4,944,697	5,059,467	5,057,146	5,187,882	5,359,152	25,608,344
MSC	DDR	3,557,164	5,059,467	4,817,215	4,077,500	5,359,152	22,870,498
MSC	DPTO	1,387,533	0	239,931	1,110,382	0	2,737,846
	Total	9,889,394	10,118,934	10,114,292	10,375,764	10,718,304	51,216,688
Prior Years Cost			Future Years Cost		Total Project Cost		51,216,688
PALM BEACH COUNTY FROM SECTION 5307 TO FED TRANSIT CAP ASSIST - Proj# 2357491							
Type of Work: CAPITAL FOR FIXED ROUTE					Lead Agency: PALM TRAN LRTP#: CH6-P5	*Non-SIS*	
Notes: PALMTRAN-TRANSIT BLOCK GRANT/CAPITAL ASSISTANCE GRANT #FL-90-X625= FY07, PH 94 GRANT EXECUTED FOR FY09 & 10 PER J. MELI/OMD=FL-90X734 GRANT \$15,091,565 GRANT FL-90X780 FY2012 \$14,516,104 PER L. MERRITT 09/25/2013							
MSC	FTA	13,349,208	13,349,208	14,700,000	14,700,000	14,700,000	70,798,416
	Total	13,349,208	13,349,208	14,700,000	14,700,000	14,700,000	70,798,416
Prior Years Cost		208,045,005	Future Years Cost		Total Project Cost		278,843,421
PALM BEACH COUNTY SEC.5339 CAPITAL - Proj# 4344951							
Type of Work: CAPITAL FOR FIXED ROUTE					Length: .000 MI Lead Agency: MANAGED BY PALM BEACH LRTP#: CH6-P5	*Non-SIS*	
New Project?: Yes							
Notes: FTA GRANT TO IMPROVE PALM TRAN ADMIN/OPER/MAINT. FACILITY GRANT WILL BE MATCHED WITH TOLL REVENUE CREDITS							
MSC	FTA	1,353,245	0	0	0	0	1,353,245
	Total	1,353,245	0	0	0	0	1,353,245
Prior Years Cost			Future Years Cost		Total Project Cost		1,353,245

TIP 2015-2019 (April 7, 2014 Import)

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Transit

Phase	Fund Source	2015	2016	2017	2018	2019	Total
PALM BEACH COUNTY SECTION 5307 CAPITAL ADMIN/OPERATING FACILITY - Proj# 4344741					Length: .000 MI		*Non-SIS*
Type of Work: CAPITAL FOR FIXED ROUTE					Lead Agency: PALM TRAN		
New Project?: Yes					LRTP#: CH6-P5		
Notes: FTA CAPITAL GRANT TO IMPROVE PALM TRAN ADMIN/OPER/MAINT FACILITY							
MSC	FTA	1,000,000	0	0	0	0	1,000,000
Total		1,000,000	0	0	0	0	1,000,000
Prior Years Cost		Future Years Cost		Total Project Cost			
				1,000,000			
PALM TRAN OPERATING FUNDS - Proj# PBC-TRAN					Lead Agency: PALM TRAN		*Non-SIS*
Type of Work: OPERATING FOR FIXED ROUTE							
OPS	GT	32,264,000	32,264,000	32,264,000	32,264,000	32,264,000	161,320,000
Total		32,264,000	32,264,000	32,264,000	32,264,000	32,264,000	161,320,000
Prior Years Cost		Future Years Cost		Total Project Cost			
				161,320,000			
PALM TRAN ROUTE 43 AT TRANSIT SIGNAL PRIORITY - Proj# 4317621					Lead Agency: PALM TRAN		*Non-SIS*
Type of Work: PURCHASE EQUIPMENT					LRTP#: CH6-P5		
Notes: 2011 MPO PRIORITY #7; SU (TRANSFER TO FTA)							
MSC	SU	1,250,000	0	0	0	0	1,250,000
Total		1,250,000	0	0	0	0	1,250,000
Prior Years Cost		Future Years Cost		Total Project Cost			
				1,250,000			
PALM TRAN ROUTE 62 AT TRANSIT SIGNAL PRIORITY - Proj# 4317631					Lead Agency: PALM TRAN		*Non-SIS*
Type of Work: PURCHASE EQUIPMENT					LRTP#: CH6-P5		
Notes: 2011 MPO PRIORITY #7; SU (TRANSFER TO FTA)							
MSC	SU	1,250,000	0	0	0	0	1,250,000
Total		1,250,000	0	0	0	0	1,250,000
Prior Years Cost		Future Years Cost		Total Project Cost			
				1,250,000			

TIP 2015-2019 (April 7, 2014 Import)

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Transit

Phase	Fund Source	2015	2016	2017	2018	2019	Total
PALM TRAN SERVICE DEVELOPMENT ROUTE 73 EXTENSION - Proj# 4345201					Length: .000 MI	*Non-SIS*	
Type of Work: OPERATING FOR FIXED ROUTE					Lead Agency: MANAGED BY PALM BEACH		
New Project?: Yes					LRTP#: CH6-P5		
Notes: PALM TRAN SERVICE DEVELOPMENT ROUTE 73 EXTENSION							
MSC	LF	139,664	0	0	0	0	139,664
MSC	DPTO	139,664	0	0	0	0	139,664
	Total	279,328	0	0	0	0	279,328
Prior Years Cost		279,328	Future Years Cost		Total Project Cost		
558,656							
PBC FROM SEC 5307 FOR LAND ACQUISITION TO FOR SOUTH FACILITY - Proj# 4347351					Length: .000 MI	*Non-SIS*	
Type of Work: LAND ACQUISITION					Lead Agency: PALM BEACH COUNTY		
New Project?: Yes					LRTP#: CH6-P5		
CAP	SU	0	0	0	0	1,500,000	1,500,000
	Total	0	0	0	0	1,500,000	1,500,000
Prior Years Cost		1,100,000	Future Years Cost		Total Project Cost		
2,600,000							
SOUTH PALM TRAN TRANSIT FACILITY EXPANSION - Proj# 4347352					Length: .000 MI	*Non-SIS*	
Type of Work: CAPITAL FOR FIXED ROUTE					Lead Agency: MANAGED BY PALM BEACH		
New Project?: Yes					LRTP#: CH6-P5		
Notes: SU (TRANSFER TO FTA); 2013 MPO TRANSIT #4							
MSC	SU	0	0	0	150,000	0	150,000
	Total	0	0	0	150,000	0	150,000
Prior Years Cost			Future Years Cost		Total Project Cost		
150,000							

TIP 2015-2019 (April 7, 2014 Import)

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Transit

Section 11 - Transportation Disadvantaged

TIP 2015-2019 (April 7, 2014 Import)

Phase	Fund Source	2015	2016	2017	2018	2019	Total
PBC TD COMMISSION TRIP AND EQUIPMENT GRANT & ASSISTANCE - Proj# 4320727					*Non-SIS*		
Type of Work: TD COMMISSION - CAPITAL					Lead Agency: PALM BEACH COUNTY		
					LRTP#: CH6-P5		
OPS	TDTF	2,360,095	2,360,095	2,360,095	2,360,095	0	9,440,380
OPS	LF	262,233	262,233	262,233	262,233	0	1,048,932
	Total	2,622,328	2,622,328	2,622,328	2,622,328	0	10,489,312
Prior Years Cost		2,622,328	Future Years Cost		Total Project Cost		13,111,640

TIP 2015-2019 (April 7, 2014 Import)

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Transportation Disadvantaged

Section 12 - Non-Motorized Projects

TIP 2015-2019 (April 7, 2014 Import)

Palm Beach MPO Transportation Improvement Program - FY 2015 - 2019

Phase	Fund Source	2015	2016	2017	2018	2019	Total
15TH STREET FROM DIXIE HWY TO N AUSTRALIAN AVENUE - Proj# 4316521					Length: 0.833 MI	*Non-SIS*	
Type of Work: LANDSCAPING					Lead Agency: CITY OF WEST PALM BEACH		
Lanes (Existing/Improve/Addl): 2/ 2/ 0					L RTP#: CH6-P5		
Notes: MPO PRIORITY #1 LAP WITH CITY OF WEST PALM BEACH							
CST	LFP	49,500	0	0	0	0	49,500
CST	SE	754,940	0	0	0	0	754,940
Total		804,440	0	0	0	0	804,440
Prior Years Cost		5,030	Future Years Cost		Total Project Cost		809,470
23RD STREET FROM TAMARIND AVENUE TO SPRUCE AVENUE - Proj# 4330701					Length: 0.374 MI	*Non-SIS*	
Type of Work: SIDEWALK					Lead Agency: CITY OF WEST PALM BEACH		
L RTP#: CH6-P5							
Notes: CONSTRUCT 4" THICK AND 8' WIDE SIDEWALK. PEDESTRIAN LIGHTING ON SOUTH SIDE. SIGNING AND PAVEMENT MARKING UPGRADE INSTALLATION OF OVERHEAD SIGN.							
CST	TALT	1,093,566	0	0	0	0	1,093,566
CST	TALU	208,578	0	0	0	0	208,578
MSC	TALT	20,000	0	0	0	0	20,000
Total		1,322,144	0	0	0	0	1,322,144
Prior Years Cost		100,837	Future Years Cost		Total Project Cost		1,422,981
5TH AVENUE FROM SOUTH A STREET TO SOUTH F STREET - Proj# 4350841					Length: .000 MI	*Non-SIS*	
Type of Work: BIKE LANE/SIDEWALK					Lead Agency: FDOT		
New Project?: Yes					L RTP#: CH6-P5		
Notes: TRANSPORTATION ALTERNATIVES MPO PRIORITY #1, LAP WITH CITY OF LAKE WORTH							
PE	TALT	5,000	0	0	0	0	5,000
CST	LFP	0	0	413,870	0	0	413,870
CST	TALU	0	0	766,000	0	0	766,000
Total		5,000	0	1,179,870	0	0	1,184,870
Prior Years Cost			Future Years Cost		Total Project Cost		1,184,870

TIP 2015-2019 (April 7, 2014 Import)

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Non-Motorized Projects

Palm Beach MPO Transportation Improvement Program - FY 2015 - 2019

Phase	Fund Source	2015	2016	2017	2018	2019	Total
BLUEGILL TRAIL FROM GRASSY WTRS PRESERVE/NRTHLAKE BL TO 2 MI N OF PGA BL/SANDHILL CRANE PK - Proj# 4238092					Length: 4 MI	*Non-SIS*	
Type of Work: BIKE PATH/TRAIL					Lead Agency: PALM BEACH COUNTY		
					L RTP#: CH6-P5		
Notes: NEW ENHANCEMENT PROJECT (SE) FOR PALM BEACH MPO LAP WITH PALM BEACH COUNTY MPO PRIORITY #3.							
CST	TALT	662,895	0	0	0	0	662,895
CST	LFP	206,360	0	0	0	0	206,360
CST	TALU	103,565	0	0	0	0	103,565
Total		972,820	0	0	0	0	972,820
Prior Years Cost		5,096	Future Years Cost		Total Project Cost		977,916
CONGRESS AVE/SR-807 AT @ 10TH AVENUE N - Proj# 4301981					Length: 0.100 MI	*Non-SIS*	
Type of Work: LIGHTING					Lead Agency: FDOT		
					L RTP#: CH6-P5		
Notes: PROJECT'S BENEFIT TO COST RATIO = 16.2 APPROVED SAFETY REPORT							
CST	SA	31,177	0	0	0	0	31,177
CST	DDR	10,300	0	0	0	0	10,300
CST	HSP	96,574	0	0	0	0	96,574
Total		138,051	0	0	0	0	138,051
Prior Years Cost		137,346	Future Years Cost		Total Project Cost		275,397
CRESTWOOD BLVD. FROM FROM SARATOGA BLVD. TO TO ROYAL PALM BEACH BL - Proj# 4316471					Length: 0.699 MI	*Non-SIS*	
Type of Work: BIKE LANE/SIDEWALK					Lead Agency: VILLAGE OF ROYAL PALM BEACH		
					L RTP#: CH6-P5		
Notes: NEW ENHANCEMENT PROJECT (SE) FOR PALM BEACH MPO LAP WITH VILLAGE OF ROYAL PALM BEACH MPO PRIORITY #5							
CST	TALT	106,244	0	0	0	0	106,244
CST	LFP	520,680	0	0	0	0	520,680
CST	TALU	188,546	0	0	0	0	188,546
Total		815,470	0	0	0	0	815,470
Prior Years Cost		5,093	Future Years Cost		Total Project Cost		820,563

TIP 2015-2019 (April 7, 2014 Import)

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Non-Motorized Projects

Palm Beach MPO Transportation Improvement Program - FY 2015 - 2019

Phase	Fund Source	2015	2016	2017	2018	2019	Total
EVERGLADES STREET OVER THE L-10 CANAL - Proj# 4331691				Length: .000 MI		*Non-SIS*	
Type of Work: PEDESTRIAN/WILDLIFE OVERPASS				Lead Agency: PALM BEACH COUNTY			
				LRTP#: CH6-P5			
Notes: TRANSPORTATION ALTERNATIVES PROGRAM FOR FY 2012/2013 SPONSOR = PALM BEACH COUNTY - CRITICAL PROJECT MPO PRIORITY #1							
CST	TALT	0	2,170	0	0	0	2,170
CST	LFP	0	109,800	0	0	0	109,800
CST	TALU	0	629,000	0	0	0	629,000
CST	SA	0	4,830	0	0	0	4,830
Total		0	745,800	0	0	0	745,800
Prior Years Cost		14,000	Future Years Cost		Total Project Cost		759,800
FERN STREET FRM FLAGLER DRIVE TO TAMARIND AVENUE - Proj# 4334741				Length: .60 MI		*Non-SIS*	
Type of Work: LIGHTING				Lead Agency: CITY OF WEST PALM BEACH			
				LRTP#: CH6-P5			
Notes: LAP W/CITY OF WEST PALM BEACH 2012 TRANSPORTATION ALTERNATIVES CYCLE							
CST	TALT	0	518,667	0	0	0	518,667
CST	LFP	0	129,800	0	0	0	129,800
CST	TALU	0	239,731	0	0	0	239,731
CST	SA	0	5,000	0	0	0	5,000
Total		0	893,198	0	0	0	893,198
Prior Years Cost		5,000	Future Years Cost		Total Project Cost		898,198
FLYING COW ROAD FROM WELLINGTON ENVIRON. PRESERVE TO S. OF SR-80 - Proj# 4331961				Length: 4 MI		*Non-SIS*	
Type of Work: SIDEWALK				Lead Agency: VILLAGE OF WELLINGTON			
				LRTP#: CH6-P5			
Notes: 2013 MPO TRANSPORTATION ALTERNATIVE PRIORITY #5 SPONSOR VILLAGE OF WELLINGTON							
CST	TALT	749,500	0	0	0	0	749,500
CST	LFP	129,000	0	0	0	0	129,000
Total		878,500	0	0	0	0	878,500
Prior Years Cost		5,000	Future Years Cost		Total Project Cost		883,500

TIP 2015-2019 (April 7, 2014 Import)

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Non-Motorized Projects

Palm Beach MPO Transportation Improvement Program - FY 2015 - 2019

Phase	Fund Source	2015	2016	2017	2018	2019	Total	
L.O.S.T. KIOSKS FROM SOUTH BAY TO BELLE GLADE - Proj# 4316861							*SIS*	
Type of Work: LANDSCAPING		Lanes (Existing/Improve/Addl): 4/ 0/ 0			Lead Agency: PALM BEACH COUNTY L RTP#: CH6-P5			
Notes: L.O.S.T. = LAKE OKEECHOBEE SCENIC TRAIL NEW ENHANCEMENT PROJECT (SE) FOR THE PALM BEACH MPO LAP WITH THE PALM BEACH MPO; MPO PRIORITY #6 LANDSCAPING AND KIOSKS, 2 LOCATIONS FOR CONSTRUCTION								
CST	TALU	333,540	0	0	0	0	333,540	
Total		333,540	0	0	0	0	333,540	
Prior Years Cost		5,031	Future Years Cost		Total Project Cost		338,571	
MILITARY TRL/SR-809 @ COMMUNITY DRIVE - Proj# 4231172							Length: .000 MI	*Non-SIS*
Type of Work: SAFETY PROJECT					Lead Agency: FDOT L RTP#: CH6-P9			
Notes: LAP AGREEMENT ON SEGMENT 1 ROW ACQUISITION TO BE PERFORMED BY DOT								
ROW	HSP	762,587	486,000	486,000	0	0	1,734,587	
ROW	SA	80,000	0	0	0	0	80,000	
Total		842,587	486,000	486,000	0	0	1,814,587	
Prior Years Cost		803,333	Future Years Cost		Total Project Cost		2,617,920	
NE 2 AVENUE FROM GEORGE BUSH BLVD TO NE 13 STREET - Proj# 4350801							Length: .297 MI	*Non-SIS*
Type of Work: BIKE LANE/SIDEWALK					Lead Agency: FDOT L RTP#: CH6-P5			
Notes: New Project?: Yes MPO PRIORITY #4 TRANSPORTATION ALTERNATIVE LAP WITH CITY OF DELRAY BEACH								
PE	TALT	4,668	0	0	0	0	4,668	
CST	TALT	0	0	150,562	0	0	150,562	
CST	LFP	0	0	452,700	0	0	452,700	
CST	TALU	0	0	125,288	0	0	125,288	
Total		4,668	0	728,550	0	0	733,218	
Prior Years Cost			Future Years Cost		Total Project Cost		733,218	

TIP 2015-2019 (April 7, 2014 Import)

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Non-Motorized Projects

Phase	Fund Source	2015	2016	2017	2018	2019	Total
NE 2ND AVE. FROM FROM NE 4TH STREET TO TO GEORGE BUSH BLVD. - Proj# 4316501							
Type of Work: LIGHTING							
Lanes (Existing/Improve/Addl): 2/ 0/ 0							
Notes: MPO PRIORITY #2. LAP WITH CITY OF DELRAY BEACH DEL IDA PARK. NEW ENHANCEMENT PROJECT (SE) IN FY 11/12 CYCLE FOR PALM BEACH MPO							
CST	TALT	230,228	0	0	0	0	230,228
CST	LFP	292,000	0	0	0	0	292,000
CST	TALU	418,438	0	0	0	0	418,438
Total		940,666	0	0	0	0	940,666
Prior Years Cost		5,000	Future Years Cost		Total Project Cost		
					945,666		
NW 7 & 8 ST; NW 9 CT FR NW 12 AVE TO NW 4 AVE AT (TUNISON PALMS) - Proj# 4331671							
Type of Work: SIDEWALK							
Lanes (Existing/Improve/Addl): 2/ 0/ 0							
Notes: TRANSPORTATION ALTERNATIVES PROGRAM FOR FY 2012/2013 SPONSOR = CITY OF BOCA RATON MPO PRIORITY #3							
CST	TALT	0	6,140	0	0	0	6,140
CST	LFP	0	5,400	0	0	0	5,400
CST	TALU	0	741,000	0	0	0	741,000
CST	SA	0	5,000	0	0	0	5,000
Total		0	757,540	0	0	0	757,540
Prior Years Cost		5,000	Future Years Cost		Total Project Cost		
					762,540		
PALMETTO PARK ROAD FROM SR-7 TO NW 2ND AVENUE - Proj# 4351601							
Type of Work: BIKE PATH/TRAIL							
New Project?: Yes							
Notes: 2013 MPO #8							
PE	SU	165,000	0	0	0	0	165,000
Total		165,000	0	0	0	0	165,000
Prior Years Cost			Future Years Cost		Total Project Cost		
					165,000		

TIP 2015-2019 (April 7, 2014 Import)

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Non-Motorized Projects

Phase	Fund Source	2015	2016	2017	2018	2019	Total
PATCH REEF TRAIL FROM SOUTH VERDE TRAIL TO S. OF TOWN CENTER RD. - Proj# 4316481							
Type of Work: BIKE PATH/TRAIL							
Lanes (Existing/Improve/Addl): 2/ 0/ 0							
Notes: CO WILL NOT CREATE ROADWAY ID FOR TRAILS OR MULTI-USE PATHS. NEW ENHANCEMENT PROJECT (SE) FOR PALM BEACH MPO LAP WITH CITY OF BOCA RATON. MPO PRIORITY #4.							
CST	TALU	357,000	0	0	0	0	357,000
Total		357,000	0	0	0	0	357,000
Prior Years Cost		5,156	Future Years Cost		Total Project Cost		
					362,156		
Pathway Program AT Countywide - Proj# PBC-PED							
Type of Work: PEDESTRIAN SAFETY IMPROVEMENT							
New Project?: Yes							
Notes: Pathways							
CST	GT	1,500,000	1,500,000	1,500,000	1,500,000	0	6,000,000
Total		1,500,000	1,500,000	1,500,000	1,500,000	0	6,000,000
Prior Years Cost		1,500,000	Future Years Cost		Total Project Cost		
					7,500,000		
Pedestrian Access Bridges - Proj# PBG201501							
Type of Work: ACCESS BRIDGES							
Lanes (Existing/Improve/Addl): 2/ 0/ 0							
Notes: 2013 MPO #8							
CST	IF	750,000	0	0	0	0	750,000
Total		750,000	0	0	0	0	750,000
Prior Years Cost			Future Years Cost		Total Project Cost		
					750,000		
SE AVENUE G FROM S. MAIN STREET TO SE 9TH ST - Proj# 4351591							
Type of Work: SIDEWALK							
New Project?: Yes							
Notes: 2013 MPO #8							
PE	SL	175,000	0	0	0	0	175,000
Total		175,000	0	0	0	0	175,000
Prior Years Cost			Future Years Cost		Total Project Cost		
					175,000		

TIP 2015-2019 (April 7, 2014 Import)

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Non-Motorized Projects

Phase	Fund Source	2015	2016	2017	2018	2019	Total
SPARROW RD FROM SWEET BAY LANE TO ROYAL PALM BEACH BLVD - Proj# 4331971							
Type of Work: PEDESTRIAN/WILDLIFE OVERPASS							
Lanes (Existing/Improve/Addl): 2/ 0/ 0							
Notes: 2013 MPO TRANSPORTATION ALTERNATIVE PRIORITY #2 SPONSOR VILLAGE OF ROYAL PALM BEACH							
CST	TALT	0	621,000	0	0	0	621,000
CST	LFP	0	106,000	0	0	0	106,000
Total		0	727,000	0	0	0	727,000
Prior Years Cost		7,000	Future Years Cost		Total Project Cost		
					734,000		
TAMARIND AVENUE FROM BANYAN BLVD. TO PALM BEACH LAKES BLVD - Proj# 4351461							
Type of Work: LIGHTING							
Lanes (Existing/Improve/Addl): 3/ 3/ 0							
Notes: TRANSPORTATION ALTERNATIVE; MPO PRIORITY #2 2013 LAP W/ THE CITY OF WEST PALM BEACH							
PE	TALT	5,000	0	0	0	0	5,000
CST	TALT	0	0	5,000	0	0	5,000
CST	LFP	0	0	171,435	0	0	171,435
CST	TALU	0	0	783,000	0	0	783,000
Total		5,000	0	959,435	0	0	964,435
Prior Years Cost			Future Years Cost		Total Project Cost		
					964,435		

TIP 2015-2019 (April 7, 2014 Import)

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Non-Motorized Projects



APPENDIX C: PROJECT DEVELOPMENT



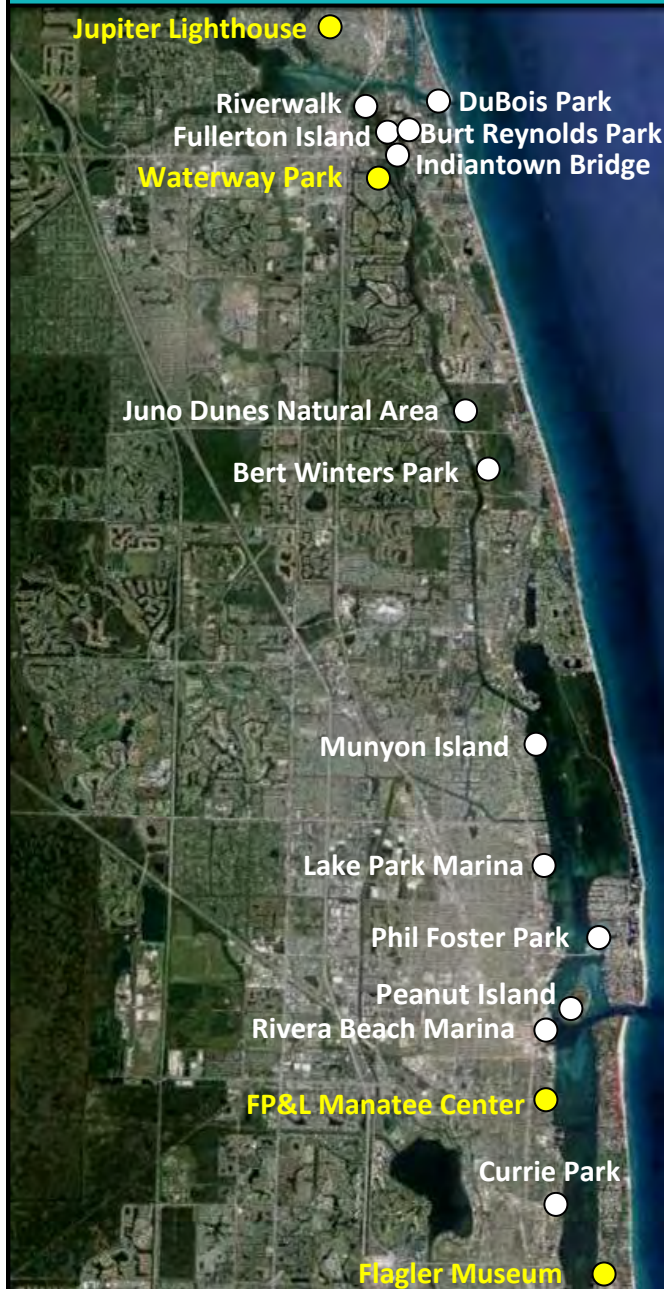
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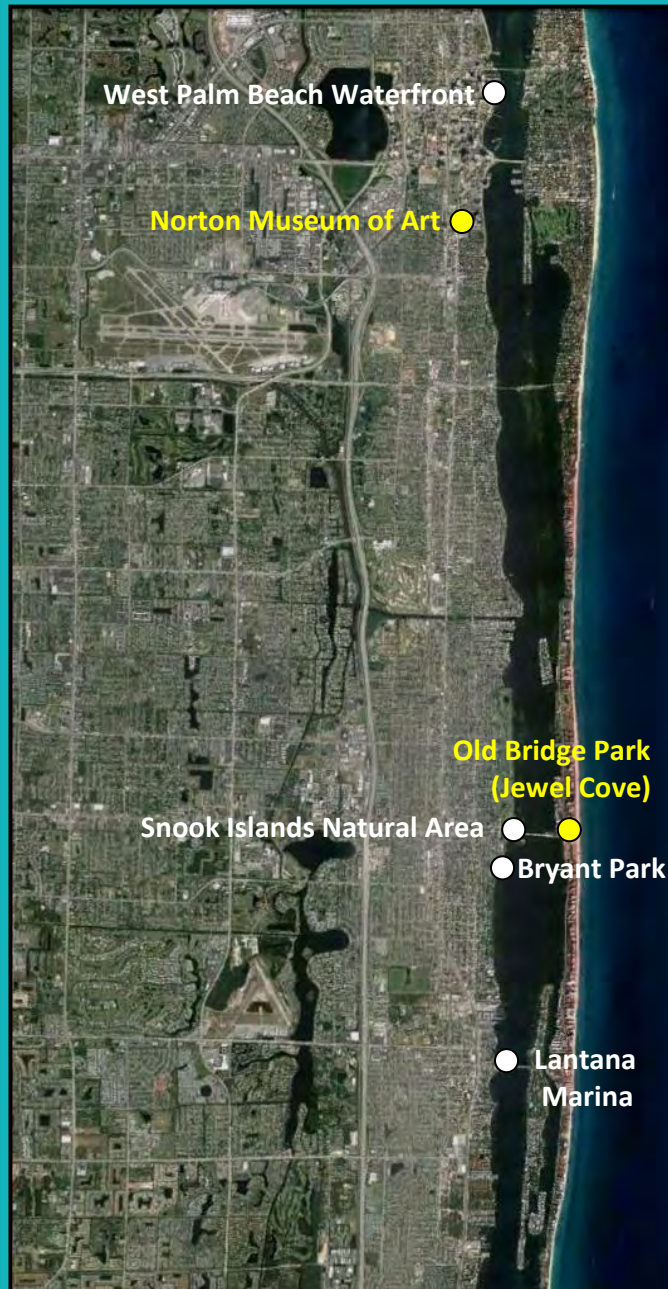
Note: These reference sources are subject to change, including updates and amendments.

Year 2040 Palm Beach Long Range Transportation Plan: Existing and Proposed Public Water Taxi Facilities

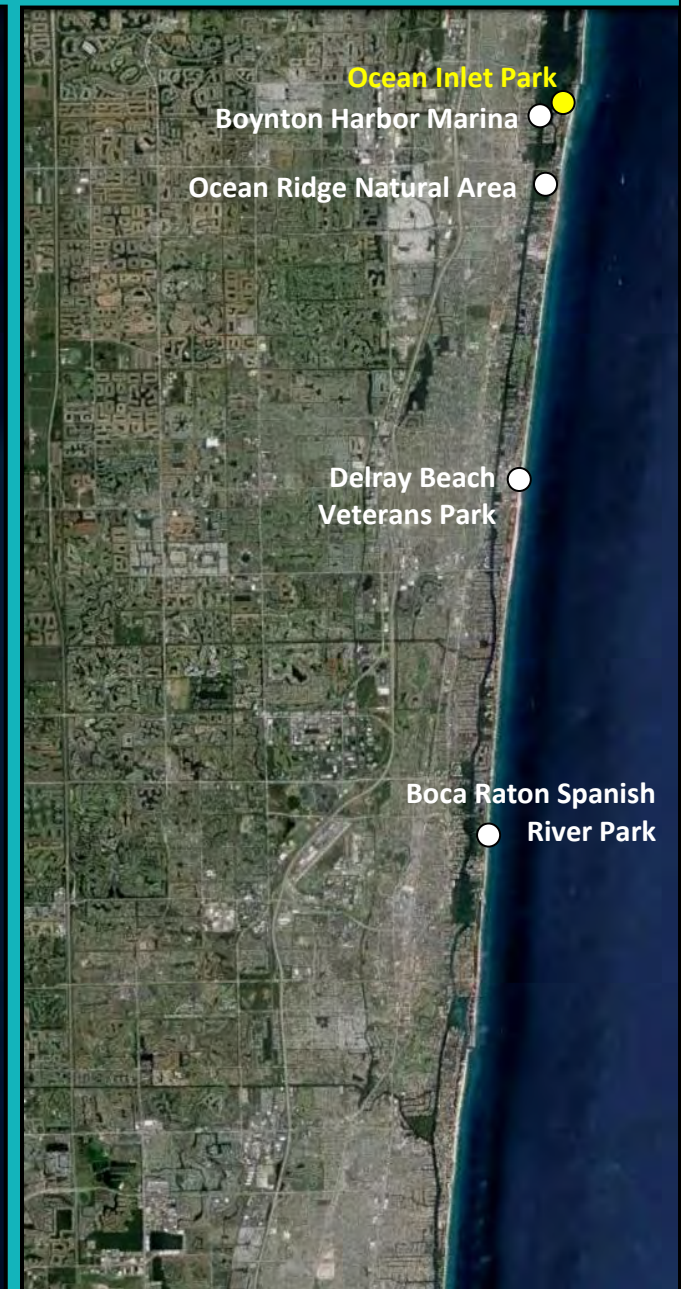
North



Central



South



○ Existing Water Taxi

● Proposed Water Taxi

PALM BEACH COUNTY FIVE YEAR ROAD PROGRAM - EXHIBIT A

Mid-Year Adjustment - Adopted - July 22, 2014

	FY 2014 BUDGETED	FY 2014 PROJECTED	FY 2015 PROJECTED	FY 2016 PROJECTED	FY 2017 PROJECTED	FY 2018 PROJECTED	TOTAL PROJECTED
Local Option Gas Taxes Total	46,565,000	45,870,000	45,994,000	45,994,000	45,994,000	45,994,000	229,846,000
LESS Mass Transit (Palm Tran) Share	(32,264,000)	(32,135,000)	(32,197,000)	(32,197,000)	(32,197,000)	(32,197,000)	(160,923,000)
LESS Engineering Operating (Road Maintenance and Streetscape)	(4,764,000)	(4,260,000)	(4,260,000)	(4,260,000)	(4,260,000)	(4,260,000)	(21,300,000)
REMAINING ROAD PROGRAM ALLOCATION	9,537,000	9,475,000	9,537,000	9,537,000	9,537,000	9,537,000	47,623,000
LESS 5% STATUTORY RESERVES	(476,850)	0	(476,850)	(476,850)	(476,850)	(476,850)	(1,907,400)
OCEAN AVENUE LOAN REPAYMENT	(1,029,000)	(1,029,000)	(1,029,000)	(1,029,000)	(1,029,000)	(1,029,000)	(5,145,000)
GAS TAX AVAILABLE FOR NEW ALLOCATIONS	8,031,150	8,446,000	8,031,150	8,031,150	8,031,150	8,031,150	40,570,600
INTEREST EARNINGS	722,804	760,140	722,804	722,804	722,804	722,804	3,651,354
BOND PROCEEDS	0	0	0	0	0	80,000,000	80,000,000
MISCELLANEOUS	397,000	397,000 A	2,231,218 B	1,710,000 C	7,000,000 D	2,500,000 E	13,838,218
IMPACT FEES USED FOR PROJECTS	18,576,000	8,693,000	24,337,000	13,680,000	40,700,000	21,039,000	108,449,000
TOTAL CURRENT REVENUES	27,726,954	18,296,140	35,322,172	24,143,954	56,453,954	112,292,954	246,509,172
BALANCES FORWARD	6,650,308	6,650,308	1,206,448	717,620	541,573	115,527	6,650,308
CARRY FORWARD	13,000,000	0	17,000,000	9,000,000	2,000,000	0	28,000,000
TOTAL REVENUES	47,377,262	24,946,448	53,528,620	33,861,573	58,995,527	112,408,480	281,159,480
PROJECT COSTS AS PROPOSED	46,910,000	23,740,000	52,811,000	33,320,000	58,880,000	112,280,000	281,031,000
REVENUES LESS PROJECT COSTS	467,262	1,206,448	717,620	541,573	115,527	128,480	128,480

General note on interest projections:

Projections for interest earnings assume that average cash balances will approximate 3.0 times the current year revenue projections at an interest rate of 3% in FY 2014 thru FY 2018.

Interest earnings on gas taxes are shown on this sheet.

Interest earnings on impact fees remain within each impact fee area and are not shown above.

Footnotes:

A FDOT (Florida Turnpike JPA) \$147,375 for Jog Road, N. of S.R. 710 to N. of Florida's Turnpike Entrance in FY 2014.

FDOT (CIGP funds) up to \$250,000 for design of Congress Ave., N. of Northlake Blvd. to Alt. A-1-A in FY 2014.

B FDOT (anticipates LAP funds) up to \$2,231,218 for CR 880 (Old SR 80) Rehabilitation/Maintenance in FY 2015.

C FDOT (anticipates CIGP funds) up to \$1,360,000 for right-of-way acquisition of Congress Ave., N. of Northlake Blvd. to Alt. A-1-A in FY 2016.

FDOT (anticipates CIGP funds) up to \$350,000 for construction of Northlake Blvd. and Military Trail Intersection in FY 2016.

D Additional funds include \$7,000,000 from the Atlantic Ave. Agreement.

E FDOT (anticipates CIGP funds) up to \$2,500,000 for construction of Congress Ave., N. of Northlake Blvd. to Alt. A-1-A in FY 2018.

PALM BEACH COUNTY FIVE YEAR ROAD PROGRAM - EXHIBIT A (\$'s IN 1,000'S)

Mid-Year Adjustment - Adopted - July 22, 2014

	PROJECT	LIMITS	DESCRIPTION	FY 2014		FY 2015		FY 2016		FY 2017		FY 2018	
				Cost	Phase	Cost	Phase	Cost	Phase	Cost	Phase	Cost	Phase
	10th Ave. N.	Military Tr.	Intersection Improvements	450	C								
	60th Street North	W. of Royal Palm Beach Blvd. to E. of Royal Palm Beach Blvd.	0.5 mi, 3 L			5,600	C						
	A-1-A (Carlin Park)	Bridge	Bridge Replacement	750	C								
	Admin. Support/Equipment	Countywide	Staff support and Computer Equip. for Program	370	P	370	P	370	P	370	P	370	P
	Annual Contract Advertising	Countywide	Advertising	20	P	20	P	20	P	20	P	20	P
	Atlantic Ave.	Florida's Turnpike	Intersection Improvements			500	C						
	Australian Ave.	7th St. to 15th St.	0.6 mi, 5/6 L	500	R	2,600	C						
	Camino Real Rd./Boca Club	over Intracoastal Waterway	Approach Bridge Span Rehabilitation					6,000	D/M/C				
	Church St.	Limestone Creek Rd. to W. of Central Blvd.	0.5 mi, 3 L	100	D			50	R/M			250	C
	Congress Ave.	N. of Northlake Blvd. to Alt. A-1-A	0.6 mi, 2 L & 3 L	800	D/R/M			2,720	R/M			5,000	C
	CR 880 (Old SR 80)	over C-51 Canal	Bridge Replacement	10	D	490	D					2,200	C
	CR 880 (Old SR 80)	Rehabilitation/Heavy Maintenance	Rehabilitation	2,000	C	3,231	C	1,000	C	1,000	C	1,000	C
	Flavor Pict Rd.	SR 7 to Lyons Rd.	1.0 mi, 2 L			100	M			4,500	C		
	Glades Area	R&R Throughout the Glades	Repair/Reconstruction	700	C	700	C	700	C	700	C	700	C
	Glades Rd.	Butts Rd.	Intersection Improvements	50	D	100	R	200	C				
	Glades Rd.	Florida's Turnpike	Intersection Improvements			220	C						
	Hatton Hwy.	Bridge over PWCD Canal No. 2	Bridge Replacement	3,100	C								
	Haverhill Rd.	Lantana Rd. to S. of L.W.D.D. L-14 Canal	0.9 mi, 4 L					2,100	C				
	Haverhill Rd.	S. of L.W.D.D. L-14 Canal to Lake Worth Rd.	1.3 mi, 4 L & 5 L					7,600	R/M/C				
	Haverhill Rd.	N. of Caribbean Blvd. to Bee Line Hwy.	1.6 mi, 5 L	200	D/R	500	R/M			9,000	C		
	Hood Rd.	E. of Florida's Turnpike to W. of Central Blvd.	1.2 mi, 4 L			200	M/R			6,400	C		
	Hood Rd.	Central Blvd.	Intersection Improvements	100	S/D			200	R/M			1,000	C
	Jog Rd.	Roebuck Rd. to S. of 45th Street	1.9 mi, 4 L									30,000	R/M/C
	Kirk Rd.	Bridge over LWDD L-9 Canal	Bridge Replacement	600	C								

*See Footnotes, Phase(s): B=Beautification; C=Construction; D=Design; L=Street Lights; M=Mitigation; P=Payment; R=R/W Acq.; S=Study

PALM BEACH COUNTY FIVE YEAR ROAD PROGRAM - EXHIBIT A (\$'s IN 1,000'S)

Mid-Year Adjustment - Adopted - July 22, 2014

	PROJECT	LIMITS	DESCRIPTION	FY 2014		FY 2015		FY 2016		FY 2017		FY 2018	
				Cost	Phase	Cost	Phase	Cost	Phase	Cost	Phase	Cost	Phase
	Lake Worth Rd.	Jog Rd.	Intersection Improvements					630	C				
	Linton Blvd.	Military Tr.	Intersection Improvements	200	R	300	R	280	C				
	Lyons Rd.	Hillsboro Canal to SW 18th Street	0.3 mi, 6 L			100	R			2,000	C		
	Lyons Rd.	Clint Moore Rd. to Atlantic Ave.	3.0 mi, 4 L			2,800	R/M			9,700	C		
	Lyons Rd.	Lantana Rd. to N. of LWDD L-14 Canal	0.9 mi, 4 L							4,000	C		
	Lyons Rd.	N. of LWDD L-14 Canal to Lake Worth Rd.	1.1 mi, 4 L									2,500	P
	Lyons Rd.	Lake Worth Rd. to N. of L.W.D.D. L-10 Canal	1.1 mi, 2/3 L									100	P
	Northlake Blvd.	E. of Seminole Pratt Whitney Rd. to E. of Hall Blvd.	1.0 mi, 4 L			3,000	C						
	Northlake Blvd.	E. of Hall Blvd. to Coconut Blvd.	2.4 mi, 4 L			2,000	R/M			8,500	C		
	Northlake Blvd.	Military Tr.	Intersection Improvements							700	C		
	Old Dixie Hwy.	Yamato Rd. to Linton Blvd.	3.0 mi, 3 L	1,500	D			2,000	R/M			10,500	C
	Old Dixie Hwy.	Park Ave. to Northlake Blvd.	0.9 mi, 3 L	2,200	R	2,800	C						
	Palmetto Park Rd.	Boca Del Mar Dr. to Palmetto Circle N.	Pedestrian Overpass	150	D								
	Palmetto Park Rd.	over L.W.D.D. E-4 Canal (El Rio Canal)	Bridge Replacement	500	D			2,600	C				
	Pathway Program	Countywide	Pathways	1,500	D/R/C	1,500	D/R/C	1,500	D/R/C	1,500	D/R/C	1,500	D/R/C
	PGA Blvd.	Military Tr.	Intersection Improvements	350	D	1,100	D/R	600	C				
	Purdy Ln.	Forest Hill Elem to E. Major Dr.	0.2 mi, 3 L			1,100	C						
	Recording Fees	Countywide	Right-of-Way	20	R	20	R	20	R	20	R	20	R
	Reserve-Bridges	Countywide	Rehab./Repair/Replacement	3,980	S/D/R/M/C	3,970	S/D/R/M/C	2,610	S/D/R/M/C	2,500	S/D/R/M/C	500	S/D/R/M/C
	Reserve-Intersections	Countywide	Design, R/W, Mitigation & Construction	1,670	S/D/R/M/C	2,320	S/D/R/M/C	800	S/D/R/M/C	3,750	S/D/R/M/C	1,900	S/D/R/M/C
	Reserve-Plans/Align.	Countywide	Study, Design & Mitigation	200	S/D/M	200	S/D/M	200	S/D/M	200	S/D/M	200	S/D/M
	Reserve-R/W	Countywide	Land Acquisition	200	R	200	R	200	R	200	R	200	R
	Reserve-Traffic Calming	Countywide	Minor Improvements	20	D/C	20	D/C	20	D/C	20	D/C	20	D/C
	Reserve-Traffic Signals	Countywide	Mast Arms	600	D/C	600	D/C	600	D/C	600	D/C	600	D/C
	Roebuck Rd.	S.R. 7 to Jog Rd.	3.0 mi, 4 L									50,000	M/C
	Roebuck Rd.	Jog Rd. to Haverhill Rd.	1.0 mi, 5 L	200	D/R	150	M/R			3,200	C		

*See Footnotes, Phase(s): B=Beautification; C=Construction; D=Design; L=Street Lights; M=Mitigation; P=Payment; R=R/W Acq.; S=Study

PALM BEACH COUNTY FIVE YEAR ROAD PROGRAM - EXHIBIT A (\$'s IN 1,000'S)

Mid-Year Adjustment - Adopted - July 22, 2014

	PROJECT	LIMITS	DESCRIPTION	FY 2014		FY 2015		FY 2016		FY 2017		FY 2018	
				Cost	Phase	Cost	Phase	Cost	Phase	Cost	Phase	Cost	Phase
	Royal Palm Beach Blvd.	M-Canal to S. of Orange Blvd.	1.0 mi, 3/5 L	700	D/R			300	R/M			3,700	C
	S.W. 3rd. St.	S.R. 7 to E. of S.R. 7	0.1 mi, 3 L			1,200	C						
	Sandalford Blvd.	S.R. 7 to E. of S.R. 7	0.1 mi, 5 L			1,400	C						
	Seminole Pratt Whitney Rd.	Orange Blvd. to S. of Northlake Blvd.	1.8 mi, 4/6 L			6,800	C						
	Seminole Pratt Whitney Rd.	Northlake Blvd.	Intersection Improvements			3,500	C						
	Silver Beach Rd.	E. of Congress Ave. to Old Dixie Hwy.	0.9 mi, 2 L & 3 L			3,100	R/M/C						

TOTALS

23,740

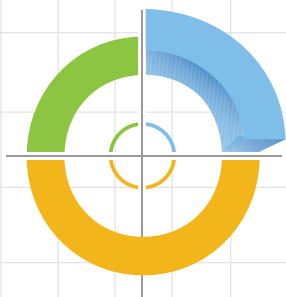
52,811

33,320

58,880

112,280

*See Footnotes, Phase(s): B=Beautification; C=Construction; D=Design; L=Street Lights; M=Mitigation; P=Payment; R=R/W Acq.; S=Study



SECOND FIVE YEAR PLAN



Multi-Modal

FY 2019/2020 through FY 2023/2024

Capacity Projects on the Strategic Intermodal System
State of Florida Department of Transportation

2019/2020

FY 2023/2024



District 4 SIS Plan



MAP ID	FACILITY	DESCRIPTION	2020	2021	2022	2023	2024	TOTAL DISTRICT MANAGED	TOTAL STATE MANAGED	TOTAL LOCAL FUNDS	PD&E	PE	ROW	CON
4208091	I-595/SR-862 FROM E OF I-75 TO W OF I-95	Preliminary Engineering	\$125	\$125	\$125	\$125	\$125	\$0	\$625			●		
4208093	I-595/SR-862/ P3 FROM E. OF I-75 TO W. OF I-95	Add 3 Reversible Use Lanes	\$89,024	\$91,632	\$94,317	\$97,080	\$99,925	\$64,152	\$407,825					●
4145613	I-75/SR-93 INTERCHNG @ MIRAMAR PKWY: N OF HEFT TO N OF MIRAMAR PKW	Modify Interchange	\$0	\$0	\$5,200	\$0	\$0	\$0	\$5,200			●		
4151521	I-75/SR-93 INTERCHNG @SR-820 PINES BLVD F N OF MIRAMAR PKWY T N OF PI	Modify Interchange	\$0	\$0	\$0	\$4,840	\$0	\$0	\$4,840			●		
4215481	I-75/SR-93 INTRCHNG @ ROYAL PALM BLVD F S OF SW 36 ST TO N OF SW 14 ST	Modify Interchange	\$0	\$919	\$0	\$11,486	\$0	\$0	\$12,405			●		●
4093542	I-95/I-595 EXPRESS LANES DIRECT CONNECT, I-95 FR STIRLING TO BROWARD B	Modify Interchange	\$258,852	\$0	\$0	\$0	\$0	\$0	\$258,852			●		●
4355141	I-95/SR-9 @ SUNRISE BLV INTERCHANGE ULTIMATE IMPROVEMENT	Modify Interchange	\$11,508	\$0	\$1,000	\$0	\$156,367	\$0	\$168,875			●	●	●
4355131	I-95/SR-9 BROWARD BLVD INTERCHANGE ULTIMATE IMPROVEMENT	Modify Interchange	\$0	\$8,620	\$1,000	\$0	\$116,623	\$0	\$126,243			●	●	●
4192511	SR-710/BEE LINE HWY FROM NORTHLAKE BLVD TO SR-708/BLUE HERON BLVD	Add 2 Lanes to build 4 Lanes	\$0	\$5,530	\$0	\$0	\$0	\$0	\$5,530				●	
4192522	SR-710/WARFIELD BLVD FR MARTIN POWER PLANT TO CR609/SW ALLAPATTAH	Add 2 Lanes to build 4 Lanes	\$5,014	\$0	\$0	\$0	\$0	\$5,014	\$0				●	
2319321	SR-9/I-95 @ GATEWAY BLVD. INTERCHANGE	Modify Interchange	\$6,020	\$0	\$1,000	\$0	\$80,843	\$0	\$87,863			●	●	●
4355161	SR-9/I-95 @ SR-80/SOUTHERN BLVD. INTERCHG. ULTIM. IMPRVMT.	Modify Interchange	\$0	\$7,645	\$5,828	\$0	\$103,205	\$0	\$116,678			●	●	●
4331081	SR-9/I-95 FROM ATLANTIC AVE. TO BROWARD/PALM BEACH COUNTY LINE	Preliminary Engineering	\$99,277	\$167,025	\$0	\$0	\$0	\$0	\$266,302					●
4331091	SR-9/I-95 FROM BROW/PALM BCH CO LIN TO LINTON BLVD.	Preliminary Engineering	\$3,093	\$32,975	\$0	\$0	\$0	\$0	\$36,068					●
ANNUAL TOTALS			\$472,913	\$314,471	\$108,470	\$113,531	\$557,088	\$69,166	\$1,497,306					

All Values in Thousands of "As Programmed" Dollars

PD&E - Project Development & Environmental

PE - Preliminary Engineering

ROW - Right-of-Way

CON - Construction and Support and May Include Grants



STRATEGIC INTERMODAL SYSTEM FUNDING STRATEGY



LONG RANGE COST FEASIBLE PLAN 2024-2040





DISTRICT 4

STRATEGIC INTERMODAL SYSTEM COST FEASIBLE PLAN 2024-2040



ID	FACILITY	FROM	TO	Design			District Managed Funds			State Managed Funds			State Managed P3 Funds			Other Funds	IMPRV TYPE	Project Phasing				
				PDE	PE	TOTAL	ROW	CON	TOTAL	ROW	CON	TOTAL	COST	Begin Yr	#Yrs			TOTAL	PDE	PE	ROW	CON
1107	I-595	I-75	SR-7											579,617	2024	17		UP				
959	I-95	at Oslo Rd									1,000	39,958	40,958					N-INCH				
1710	SR-710	PGA Blvd	Blue Heron Blvd					93,061	93,061									A2-6				
1428	I-75	at SR-820/Pines Blvd										76,235	76,235					M-INCH				
1527	I-95	at S 6th Ave		619	2,887	3,506					1,600	66,333	67,933					M-INCH				
1529	I-95	at 10th Ave N		619	2,887	3,506					4,303	45,484	49,787					M-INCH				
1530	I-95	at Hypoluxo Rd		619	2,784	3,403					8,040	62,451	70,491					M-INCH				
1532	I-95	at Boynton Beach Blvd			2,578	2,578					27,226	62,372	89,598					M-INCH				
1533	I-95	at Palm Beach Lakes Blvd		619	2,784	3,403	114,210		114,210			32,487	32,487					M-INCH				
1534	I-95	at PGA Blvd/Central Blvd					55,441	31,228	86,669									M-INCH				
1535	I-95	N of Glades Cutoff Rd	S of SR-70	619	1,093	1,712						42,158	42,158					A2-SUL				
1536	I-95	N of Becker Rd	N of Glades Cut-off Rd	2,062	6,128	8,190						132,477	132,477					A2-SUL				
1537	I-95	Martin/Palm Beach C/L	Bridge Rd	2,062	6,836	8,898		52,524	52,524									A2-SUL				
1609	I-95	at Hollywood Blvd		619	5,583	6,202		75,841	75,841	1,000		1,000						M-INCH				
1611	I-95	at Stirling Rd		619	5,742	6,361		78,004	78,004	3,000		3,000						M-INCH				
1528	I-95	at Lantana Rd		619	2,474	3,093					41,154	67,266	108,420					M-INCH				
1538	I-95	Indiantown Rd	Martin/PB C/L	619	3,464	4,083						52,309	52,309					A2-SUL				
1539	I-95	S of Bridge Rd	S of High Meadows Ave	2,062	5,732	7,794		81,572	81,572									A2-SUL				
1540	I-95	S of High Meadows Ave	N of Becker Rd	2,578	5,732	8,310						137,823	137,823					A2-SUL				
1541	SR-710	Martin Powerplant Rd	CR 609/Allapattah Rd				6,066		6,066			66,886	66,886					A2-4				
1542	SR-710	Okeechobee/Martin C/L	Martin Powerplant Rd		7,447	7,447		154,671	154,671	5,125		5,125						A2-4				
1567	SR-710	Pratt Whitney Entrance	PGA Blvd		4,010	4,010	12,535		12,535			42,901	42,901					UP				
924	I-595 Causeway	SR-7	I-95		17,448	17,448					31,277	416,391	447,668					UP				
Funded CFP Totals						99,944			755,153			1,467,256	579,617									

LEGEND

FY 2024/2025	Mega Projects Phased Over Time
FY 2025/2026 - 2029/2030	Programmed, Planned, or Completed
FY 2030/2031 - 2034/2035	Unfunded Needs Plan
FY 2035/2036 - 2039/2040	

INFLATION FACTORS

FY 2024/2025 - 1.301
FY 2027/2028 - 1.430
FY 2032/2033 - 1.683
FY 2037/2038 - 1.979

NOTES

- (1) Values in thousands of dollars in the year of expenditure, inflated to the middle year in each band.
- (2) All phase costs shown as supplied by each District.
- (3) CON includes both Construction (CON52) and Construction Support (CEI).
- (4) ROW includes both Right-of-Way Acquisition/Mitigation (ROW43/45) and Right-of-Way Support.
- (5) Project costs are subject to change.
- (6) Revenue forecast provides separate values for PDE and PE than for ROW and CON. Therefore these phases have been separated in this table.
- (7) Other Funds- assumed to be toll revenue or partner funded.
- (8) Project Phasing- "COMP"- project underway or complete.
- (9) Specific to District 6 - Costs for project ID# 1853 represent DDR funds allocated from 2025 through 2040 at a total cost of \$272 million.

IMPROVEMENT TYPES

A2-4: Add 2 Lanes to Build 4
A2-6: Add 2 Lanes to Build 6
A2-8: Add 2 Lanes to Build 8
A4-6: Add 4 Lanes to Build 6
A2-SUL: Add 2 Special Use Lanes
A4-SUL: Add 4 Special Use Lanes
BRIDGE: Bridge

M-INCH: Modify Interchange
N-INCH: New Interchange
MGLANE: Managed Lanes
MCON: Modify Connector
NR: New Road
UP: Ultimate Improvement

Year 2040 Palm Beach Long Range Transportation Plan

Local Stakeholder Project Requests

Project	From	To	Justification	Proposed by:
Automated Arterial Incident and Bottleneck Detection Systems	City of Boca Raton - Glades Rd, Military Tr, Yamato Rd, Federal Hwy		Minimize roadway expansion projects and pursue use of technology and alternate transportation initiatives to manage capacity	City of Boca Raton
Rebuild roadway as a more complete street with paver block surfaces, wider sidewalks, improved on-street parallel parking, improved bike/pedestrian facilities, landscaping, pedestrian level lighting, and street furniture.	ICWW Bridge	SR A1A	Project would result in a more complete street with pedestrian facilities, slower traffic, facilitate bicycles and a more appropriate street for the beach area.	City of Boca Raton
Intersection Improvement at Toney Penna Drive/Alt A1A/Old Dixie Highway	Alt A1A	Old Dixie Highway	Intersection reconfiguration and improvements to support the future Jupiter Tri-Rail station and associated redevelopment.	South Florida Regional Transportation Authority (SFRTA)
Park Avenue Extension	Old Dixie Highway	Congress Avenue	Western extension of Park Ave to Congress Avenue, allowing for improved connectivity between Lake Park's downtown redevelopment area and major retail centers and residential developments.	South Florida Regional Transportation Authority (SFRTA)
Roebuck Road	State Road 7	Jog Road	Provide state and federal funding for the construction of Roebuck Road. Constructing Roebuck sooner will immediately improve Okeechobee blvd., and delay the need for an urban interchange at Okeechobee and SR7.	Village of Royal palm Beach
Seminole Pratt Whitney Rd	Northlake	Beeline Hwy	Fund the extension of Seminole Pratt Whitney Rd to Beeline Hwy. (or another connection as far West as possible)	Village of Royal palm Beach
7th Ave South Roadway Improvements Project	South A Street	South F Street	7th Ave South is currently an unimproved 40' right of way comprised of shellrock and vegetation and is located in a blighted CDBG area of the City. The local community utilizes the unimproved right of way currently as if it were an improved road thus creating safety concerns.	City of Lake Worth
North K and North M Street - Neighborhood Improvements Project	2nd Ave North	9th Ave North	The project serves the local community and will provide for a much safer travel route to school and as a north/south secondary route from Dixie and Federal Highway. This project connects to the City's downtown district and will provide continuity of ADA improvements, roadway, and utility improvements that will upgrade this corridor for residents, students, and other service needs.	City of Lake Worth
Southern Extension of Island Way	Indiantown Road	Jupiter Park Drive	This project will improve LOS on Indiantown Road at Central Blvd and Island Way and access to industrial property adjacent to the Jupiter Park of Commerce.	Town of Jupiter
Donald Ross Road Signalized Intersection Improvements	Central Blvd	Alternate A1A	Various intersection improvements including widening along the Donald Ross Road Corridor in support of the Briger DRI.	Town of Jupiter
Traffic Light at PGA and Palm Beach State College	PGA Boulevard and Minsk Drive		Installation of a traffic light at this intersection.	City of Palm Beach Gardens
Traffic Control Enhancements	PGA Blvd and Military Trail, Northlake and Military Trail		Installation of mast arms to replace current lights.	City of Palm Beach Gardens
I-95 at SR-80 Interchange Modification	Gem Lake Drive	Parker Avenue	The purpose is to improve interchange operations and reduce congestion, reduce potential for traffic spillback onto I-95, and increase safety. The improvements are needed to ensure that the I-95 interchange will meet FDOT Level-of-Service standards through year 2040.	FDOT D4
I-95 at Hypoluxo Road Interchange Modification	High Ridge Road	Seacrest Blvd/14th Street	The purpose is to improve interchange operations and reduce congestion, reduce potential for traffic spillback onto I-95, and increase safety. The improvements are needed to ensure that the I-95 interchange will meet FDOT Level-of-Service standards through year 2040.	FDOT D4
I-95 at Northlake Boulevard Interchange Modification	Keating Drive	Sunrise Drive	The purpose is to improve interchange operations and reduce congestion, reduce potential for traffic spillback onto I-95, and increase safety. The improvements are needed to ensure that the I-95 interchange will meet FDOT Level-of-Service standards through year 2040.	FDOT D4
I-95 at 45th Street Interchange Modification	Village Boulevard	Congress Avenue	The purpose is to improve interchange operations and reduce congestion, reduce potential for traffic spillback onto I-95, and increase safety. The improvements are needed to ensure that the I-95 interchange will meet FDOT Level-of-Service standards through year 2040.	FDOT D4
I-95 at Lantana Road Interchange Modification	High Ridge Road	13th Street	The purpose is to improve interchange operations and reduce congestion, reduce potential for traffic spillback onto I-95, and increase safety. The improvements are needed to ensure that the I-95 interchange will meet FDOT Level-of-Service standards through year 2040.	FDOT D4
I-95 at Boynton Beach Boulevard Interchange Modification	Industrial Avenue	Seacrest Boulevard	The purpose is to improve interchange operations and reduce congestion, reduce potential for traffic spillback onto I-95, and increase safety. The improvements are needed to ensure that the I-95 interchange will meet FDOT Level-of-Service standards through year 2040.	FDOT D4
Westgate Ave. Streetscape	Military Tr.	Congress Ave.	The project will enhance Westgate Avenue to encourage multi modes of transportation and make the area safer. The streetscape includes several features like Bike lanes, wider sidewalks, on-street parking, median, street trees, streetlights, bus shelters, trellis, street markers, trash receptacles, pavers and street furniture. When implemented, it will be a big step in making Westgate Ave. more pedestrian friendly as envisioned by the Westgate CRA Master Plan.	Westgate Belvedere Homes CRA
US-1 / 45th St Corner Widening	On NW Corner	On NW Corner	Widening turning radius on Northwest corner of US-1 / 45th St. intersection.	Port of Palm Beach
Seacrest Boulevard Widening and Streetscape Enhancement	Boynton Beach Boulevard	Woolbright Road	Narrow existing four lane rural cross section to a three lane urban cross section. Project includes new landscaped medians and parkways, dedicated turn lanes, improved street lighting, improved pedestrian and cycling facilities and transit stops.	City of Boynton Beach
SW 8th Street Widening and Streetscape Enhancement	Boynton Beach Boulevard	Crystal Key Way	Widen existing two lane rural cross section to a three lane urban section. Add dedicated turn lanes, provide enhanced street lighting, install new storm drainage collection system, complete missing sidewalk segments and construct bike lanes.	City of Boynton Beach
Stribling Road	Stribling Road/Fairlane Farms Road Intersection		Intersection improvement of Stribling Road at Fairlane Farms Road. This is a primary access to the regional Village Park and the Wellington Commerce Park.	Village of Wellington
Pierson Road	Fairlane Farms Road	120th Ave South	Turn lanes and access improvements for Village Park and Wellington Commerce Park	Village of Wellington
10th Street	Silver Beach Road	Park Avenue	10th Street complete roadway improvement	Town of Lake Park
Park Avenue Extension	Old Dixie Highway (extending west to Congress Avenue)		Extending from Park Avenue to Congress Avenue	Town of Lake Park
Hooker Hwy Extension		US 27	Extension of Hooker Highway to US27 through the ILC site	Economic Council of Palm Beach County
Avenue E extension	SR 714	Improvement of SR 714		Economic Council of Palm Beach County
Intersection on Smith Sundry Road/Half Mile Road and Atlantic Blvd			The County is looking to potentially realign two north south roads (Half Mile Rd and Smith Sundry Rd) to create one intersection on Atlantic instead of continuing with the existing two intersections.	Engineering Dept., Palm Beach County

Year 2040 Socio-Economic Data on Existing-Plus-Committed Model - Volume to Capacity Ratios (As of Spring 2014)

Station	Roadway	From	To	Resp Agency	FacType	2005 Vol	2013 Vol	Model Lanes	2040 Adj. Model Vol	LOS E Capacity	V/C Ratio
4677	2ND AVE NW	Lake Worth Rd	Congress Ave	PBC	Class I	7295	6047	2	12900	33815	0.38
4679	2ND AVE NW	Congress Ave	Boutwell Rd	PBC	Class I	5816	4176	2	10000	33815	0.29
6843	2ND ST	Boca Raton Blvd	NE 5th Ave	BR	Class II	6328	7037	2	100	30732	0.00
6890	4TH AVE (NW)	4 Diagonal NW	Palmetto Park Rd	BR	Class II	8507	11507	2	7500	30975	0.24
6826	4TH AVE (NW)	Glades Rd	4 Diagonal NW	BR	Class II	8681	9065	2	15900	30975	0.51
6820	4TH AVE (NW)	20th St NW	Glades Rd	BR	Class I	7631	9817	2	2900	33815	0.09
6894	5TH AVE NE	Federal Hwy	S of Federal Hwy	BR	Class I	6834	7001	2	11000	33815	0.32
6892	5TH AVE NW	Spanish River Blvd	NW 20th St	BR	Class I	5875	7613	2	8000	33815	0.24
4631	6TH AVE S	Congress Ave	Sunset Ave	PBC	Class I	31604	29188	4	36300	43375	0.84
4205	6TH AVE S	Sunset Ave	I-95	PBC	Class I	32125	33837	4	31400	43375	0.72
4307	6TH AVE S	I-95	SR 805 (Dixie Hwy)	PBC	Class II	27990	27394	4	35500	43375	0.82
6902	7TH AVE (NW)	NW 12th Ave	NW 13th St	BR	Class I	8521	7672	2	16200	33815	0.48
6840	9TH AVE (SW)	Palmetto Park Rd	SW 13th St	BR	Class II	2929	2062	2	2300	30975	0.07
6883	10TH AVE	Glades Rd	NW 15th St	BR	Uninterrupted	8935	9570	2	4900	41559	0.12
4643	10TH AVE N	Jog Rd	Haverhill Rd	PBC	Class I	16940	14539	4	16500	41206	0.40
4601	10TH AVE N	Haverhill Rd	Military Tr	PBC	Class II	21367	21808	4	27300	41206	0.66
4603	10TH AVE N	Military Tr	Kirk Rd	PBC	Class I	27837	27381	4	24700	41206	0.60
4653	10TH AVE N	Kirk Rd	Congress Ave	PBC	Class I	33131	31836	4	28700	41206	0.70
4203	10TH AVE N	Congress Ave	I-95	PBC	Class II	42810	41274	4	36700	41206	0.89
4303	10TH AVE N	I-95	'A' St	PBC	Class II	33648	31913	4	38800	41206	0.94
4805	10TH AVE N	'A' St	US 1	PBC	Class II	21903	21429	4	26700	41206	0.65
6896	12TH AVE	Camino Gardens Blvd	18th St SW	BR	Class I	8052	6633	2	15600	33815	0.46
6856	12TH AVE	Palmetto Park Rd	13th St SW	BR	Class II	11579	11659	4	19200	30201	0.63
6830	12TH AVE	N of Palmetto Park Rd	Palmetto Park Rd	BR	Class II	21072	20740	2	19400	30735	0.63
4309	12TH AVE S	'A' Ave	Lake Osborne Dr	LW	Class I	6417	5034	2	4700	33815	0.14
6829	13TH ST	Glades Rd	10th Ave NW	BR	Class II	16556	13949	4	9300	38719	0.24
6898	15TH AVE	Glades Rd	NW 7th St	BR	Class I	13332	15232	2	12900	33815	0.38
4301	17TH AVE N	'A' Ave N	Pinetree Ln	LW	Uninterrupted	1863	1511	2	3400	41559	0.08
6819	20TH ST	5th Ave NW	FAU	BR	Class II	5878	8837	4	14000	43375	0.32
5621	23RD AVE	Military Tr	E Country Rd	PBC	Uninterrupted	11410	10671	2	16200	42633	0.38
5617	23RD AVE	E Country Rd	Congress Ave	PBC	Uninterrupted	13036	12425	2	20400	42633	0.48
5603	23RD AVE	Congress Ave	I-95	PBC	Class I	14227	12362	2	13300	34318	0.39
5305	23RD AVE	I-95	Seacrest Blvd	PBC	Class I	15920	13204	2	12400	34318	0.36
5811	23RD AVE	Seacrest Blvd	US-1	PBC	Class II	9254	7750	2	4100	30975	0.13
3805	25TH ST	Tamarind Ave	Australian Ave	WPB	Class II	10898		4	11900	30201	0.39
3803	36TH ST	Broadway (WPB)	Australian Ave	WPB	Class II	9478		2	7900	30975	0.25
3201	45TH ST	Jog Rd	Haverhill Rd	PBC	Uninterrupted	5839	3964	4	21600	60110	0.36
3607	45TH ST	Haverhill Rd	Military Tr	PBC	Class I	27729	25424	4	34800	43375	0.80
3665	45TH ST	Military Tr	Village Blvd	PBC	Class II	44965	40806	6	47800	65062	0.73
3203	45TH ST	Village Blvd	I-95	PBC	Class II	52880	57066	6	73400	65062	1.13
3301	45TH ST	I-95	Congress Ave	PBC	Class II	56431	57898	6	86400	65062	1.33
3843	45TH ST	Congress Ave	Australian Ave	PBC	Class II	47616	44629	6	47400	65062	0.73
3801	45TH ST	Australian Ave	Greenwood Ave	PBC	Class I	30529	25375	4	11800	43375	0.27
3845	45TH ST	Greenwood Ave	Broadway (WPB)	PBC	Class II	15819	13609	2	14200	37429	0.38

Year 2040 Socio-Economic Data on Existing-Plus-Committed Model - Volume to Capacity Ratios (As of Spring 2014)

Station	Roadway	From	To	Resp Agency	FacType	2005 Vol	2013 Vol	Model Lanes	2040 Adj. Model Vol	LOS E Capacity	V/C Ratio
6215	82ND ST	Congress Ave	I-95	BR	Class II	21753		4	50200	38719	1.30
6314	A1A	Broward County Line	Camino Real	FDOT	Class I	10642	11884	2	19700	45043	0.44
6800	A1A	Camino Real	Palmetto Park Rd	FDOT	Class I	13398	11908	2	14100	45043	0.31
6816	A1A	Palmetto Park Rd	Spanish River Park Ent	FDOT	Class I	12585	11121	2	10100	45043	0.22
6812	A1A	Spanish River Park Ent	Spanish River Blvd	FDOT	Class I	12575		2	12200	45043	0.27
6316	A1A	Spanish River Blvd	Highland Beach	FDOT	Class I	16710	14824	2	13300	45043	0.29
6308	A1A	Highland Beach	Delray Beach	FDOT	Class I	12728	10590	2	11500	45043	0.25
5836	A1A	Delray Beach	Linton Blvd	FDOT	Class I	15811	13215	2	13300	45043	0.30
5834	A1A	Linton Blvd	Atlantic Ave	FDOT	Class I	12557	10076	2	8400	43908	0.19
5832	A1A	Atlantic Ave	Seaspray Ave	FDOT	Class I	11098	8766	2	10500	43908	0.24
5814	A1A	Seaspray Ave	George Bush Blvd	FDOT	Class I	10089	7793	2	7800	43908	0.18
5826	A1A	George Bush Blvd	Woolbright Rd	FDOT	Class I	10718	8654	2	8800	45043	0.19
5820	A1A	Woolbright Rd	Ocean Ave (Boynton)	FDOT	Class I	11224	8413	2	7200	45043	0.16
5306	A1A	Ocean Ave (Boynton)	Boynton Inlet	FDOT	Class I	8203		2	7400	45043	0.16
4814	A1A	Boynton Inlet	E Ocean Ave	FDOT	Class I	7392		2	9700	45043	0.21
4812	A1A	E Ocean Ave	Palm Beach limits	FDOT	Class I	13212		2	10500	45043	0.23
4810	A1A	Palm Beach limits	Lake Worth Rd	FDOT	Class I	13150		2	10500	45043	0.23
4808	A1A	Lake Worth Rd	Phipps Ocean Park Ent	FDOT	Class I	12459		2	18500	45043	0.41
4302	A1A	Phipps Ocean Park Ent	Sloans Curve	FDOT	Class I	13343	6754	2	12900	45043	0.29
3888	A1A	Sloans Curve	SR 80	FDOT	Class I	13106		2	13500	45043	0.30
3886	A1A	SR 80	Ocean Blvd	FDOT	Class I	17445		2	21000	43908	0.48
3918	A1A	Ocean Blvd	Worth Ave	FDOT	Class I	12421		4	7700	30201	0.25
3884	A1A	Worth Ave	Royal Palm Way	FDOT	Class I	17445		2	5600	43908	0.13
3916	A1A	Royal Palm Way	US 1	FDOT	Class I	15180		4	17700	30201	0.59
2801	A1A	US 1	S Harbor Dr	FDOT	Class I	22338	17837	4	24200	30201	0.80
2846	A1A	S Harbor Dr	Bimini Ln	FDOT	Class I		11579	2	10500	45043	0.23
2842	A1A	Bimini Ln	Island Dr	FDOT	Class I	12363		2	7500	45043	0.17
2816	A1A	Island Dr	Lost Tree Village	FDOT	Class I	10920		2	7000	44293	0.16
2809	A1A	Lost Tree Village	US 1	FDOT	Class I	16711	15727	2	10600	45043	0.24
1314	A1A	Donald Ross Rd	Marcinski Rd	PBC	Class I	5742	5807	2	700	45043	0.01
1818	A1A	Marcinski Rd	Ocean Way	PBC	Class I	0	6071	2	1800	45054	0.04
1812	A1A	Ocean Way	Indiantown Rd	PBC	Class I	9047	7653	2	3500	45043	0.08
1804	A1A	Indiantown Rd	US 1	PBC	Class I	10915	10707	2	4600	43908	0.10
1809	A1A	US 1	Jupiter Inlet Colony	PBC	Class I	6993	6545	2	9100	45043	0.20
1306	A1A	Jupiter Inlet Colony	Martin County Line	PBC	Class I	2203	1927	2	6800	45043	0.15
7017	AIRPORT RD	SR 715	Main St	NON	Class II	#N/A		2	4400	34318	0.13
6880	AIRPORT RD	Glades Rd	Spanish River Blvd	BR	Class I	7225	8906	2	9400	34112	0.28
6908	AIRPORT RD	Spanish River Blvd	Section Line	NON	Class I	#N/A		2	9300	34112	0.27
5403	ATLANTIC AVE	SR 7	Lyons Rd	FDOT	Class I	14702	14334	2	10000	34318	0.29
5101	ATLANTIC AVE	Lyons Rd	Turnpike	FDOT	Class I	21156	22421	4	33500	40753	0.82
5209	ATLANTIC AVE	Turnpike	Hagen Ranch Rd	FDOT	Class II	34081	35338	4	35200	43375	0.81
5643	ATLANTIC AVE	Hagen Ranch Rd	Jog Rd	FDOT	Class II	36415	30335	4	34000	43375	0.78
5631	ATLANTIC AVE	Jog Rd	El Clair Ranch Rd	FDOT	Class II	40036	37261	6	31100	65062	0.48
5637	ATLANTIC AVE	El Clair Ranch Rd	Military Tr	FDOT	Class I	42199	39328	6	35200	65062	0.54

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Station	Roadway	From	To	Resp Agency	FacType	2005 Vol	2013 Vol	Model Lanes	2040 Adj. Model Vol	LOS E Capacity	V/C Ratio
5609	ATLANTIC AVE	Military Tr	Barwick Rd	FDOT	Class II	40873	42193	6	36100	65062	0.55
5659	ATLANTIC AVE	Barwick Rd	Congress Ave	FDOT	Class II	38363	41097	6	41800	65062	0.64
5211	ATLANTIC AVE	Congress Ave	I-95	FDOT	Class II	37485	46908	6	60200	65062	0.93
5309	ATLANTIC AVE	I-95	8th Ave SW	FDOT	Class II	34140	44994	4	47800	43375	1.10
5815	ATLANTIC AVE	8th Ave SW	Swinton Ave	FDOT	Class II	28429	25113	4	29000	43375	0.67
5817	ATLANTIC AVE	Swinton Ave	US-1	FDOT	Class II	12252	12458	2	7200	30735	0.23
5805	ATLANTIC AVE	US-1	A1A	FDOT	Class II	16098	14231	4	4600	30201	0.15
3658	AUSTRALIAN AVE	Southern Blvd	PBIA (Turnage Blvd)	PBC	Class I	42688	30977	6	63500	64347	0.99
3610	AUSTRALIAN AVE	PBIA (Turnage Blvd)	Belvedere Rd	PBC	Class I	40651	30141	6	63400	64347	0.99
3309	AUSTRALIAN AVE	Belvedere Rd	Okeechobee Bl	PBC	Class I	32970	23586	6	57400	64347	0.89
3850	AUSTRALIAN AVE	Okeechobee Bl	Banyan Blvd	PBC	Class I	44002	30332	6	54500	64347	0.85
3924	AUSTRALIAN AVE	Banyan Blvd	Palm Beach Lakes Blvd	PBC	Class II	34463	19886	4	34800	42898	0.81
3820	AUSTRALIAN AVE	Palm Beach Lakes Blvd	15th St	PBC	Class II	32425		4	46300	42898	1.08
3816	AUSTRALIAN AVE	15th St	25th St	PBC	Class II	34077	22644	4	45400	42898	1.06
3810	AUSTRALIAN AVE	25th St	36th St	PBC	Class I	29412	21027	4	34900	42898	0.81
3802	AUSTRALIAN AVE	36th St	45th St	PBC	Class I	31677	20942	4	39300	42898	0.92
2306	AUSTRALIAN AVE	45th St	Port Rd (SR 710)	PBC	Class I	23347	16173	4	18600	42898	0.43
2834	AUSTRALIAN AVE	Port Rd (SR 710)	Blue Heron Blvd	PBC	Class II	17568	13205	4	18800	42898	0.44
7027	AVE 'E'	SR 715	Main St	BGD	Class II	9097	7384	2	3700	27878	0.13
3839	BANYAN ST	Tamarind Ave	Australian Ave	PBC	Class II	27573		4	28700	38848	0.74
5628	BARWICK RD	Lake Ida Rd	Atlantic Ave	PBC	Class I	12426	10278	2	11900	33815	0.35
1101	BEELINE HWY	Martin County Line	Indiantown Rd	FDOT	Uninterrupted		7631	4	34100	59110	0.58
1401	BEELINE HWY	Indiantown Rd	Pratt-Whitney Rd	PBC	Uninterrupted	7381	6036	4	22600	59110	0.38
1411	BEELINE HWY	Pratt-Whitney Rd	Caloosa	PBC	Uninterrupted	0	12690	4	21500	59110	0.36
2109	BEELINE HWY	Caloosa	N County Airport	PBC	Uninterrupted	0	12904	4	34900	59110	0.59
2101	BEELINE HWY	N County Airport	PGA Blvd	FDOT	Uninterrupted	14185	13392	4	37500	59138	0.63
2403	BEELINE HWY	PGA Blvd	Northlake Blvd	FDOT	Uninterrupted	12034	11899	4	36100	59110	0.61
2419	BEELINE HWY	Northlake Blvd	Jog Rd	PBC	Class I		26204	4	54800	42965	1.28
2209	BEELINE HWY	Jog Rd	Haverhill Rd	PBC	Class I	25248		4	58300	42965	1.36
3427	BELVEDERE RD	SR 7	Sansbury's Way	PBC	Class I	25235	18148	6	58800	64347	0.91
3425	BELVEDERE RD	Sansbury's Way	Skees Rd	PBC	Class I	33006	20206	6	58800	64347	0.91
3211	BELVEDERE RD	Skees Rd	Jog Rd	PBC	Class I	37738	22051	6	45800	64347	0.71
3679	BELVEDERE RD	Jog Rd	Drexel Rd	PBC	Class I		19655	4	45600	42898	1.06
3609	BELVEDERE RD	Drexel Rd	Haverhill Rd	PBC	Class I	37892	22257	4	32100	42898	0.75
3645	BELVEDERE RD	Haverhill Rd	Military Tr	PBC	Class I	34254	21660	4	26300	42898	0.61
3623	BELVEDERE RD	Military Tr	Congress Ave	PBC	Class I	35021	21152	6	36800	65062	0.57
3605	BELVEDERE RD	Congress Ave	Australian Ave	PBC	Class II	45226	29855	6	36400	65062	0.56
3213	BELVEDERE RD	Australian Ave	I-95	PBC	Class II	36821	28874	6	26700	65062	0.41
3311	BELVEDERE RD	I-95	Parker Ave	PBC	Class II	29548	25373	4	39300	39395	1.00
3821	BELVEDERE RD	Parker Ave	Dixie Hwy	PBC	Class II	18851	15308	4	15100	38719	0.39
3416	BENOIST FARMS RD	Southern Blvd	Belvedere Rd	PBC	Class I	5484	4321	2	15200	33815	0.45
3456	BENOIST FARMS RD	Belvedere Rd	Okeechobee Bl	PBC	Class I	4990	5782	2	13600	33815	0.40
3434	BIG BLUE TRACE	South Shore Blvd	Wellington Trace	WEL	Class I	12699		2	10800	34318	0.32
3422	BIG BLUE TRACE	Wellington Trace	Southern Blvd	WEL	Class I	10768	13708	4	20400	32173	0.63

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Station	Roadway	From	To	Resp Agency	FacType	2005 Vol	2013 Vol	Model Lanes	2040 Adj. Model Vol	LOS E Capacity	V/C Ratio
3436	BINKS FOREST DR	Greenview Shores Bl	Southern Blvd	WEL	Class I	10119	9589	4	19800	42898	0.46
2601	BLUE HERON BLVD	Bee Line Hwy	Military Tr	PBC	Class II	16120	19138	6	27100	65062	0.42
2211	BLUE HERON BLVD	Military Tr	I-95	FDOT	Class II	33282	34552	6	58800	65062	0.90
2311	BLUE HERON BLVD	I-95	Congress Ave	FDOT	Class II	51386	45943	6	48100	65062	0.74
2607	BLUE HERON BLVD	Congress Ave	Australian Ave	FDOT	Class II	37356	34684	6	38700	65062	0.59
2823	BLUE HERON BLVD	Australian Ave	Old Dixie Hwy	FDOT	Class II	34101	29124	6	41700	65062	0.64
2811	BLUE HERON BLVD	Old Dixie Hwy	US 1	FDOT	Class II	22447	20141	4	24000	43375	0.55
6832	BOCA RATON BLVD	Palmetto Park Rd	Glades Rd	BR	Class II	10846	9283	4	32200	38719	0.83
6822	BOCA RATON BLVD	Glades Rd	20th St NW	BR	Class II	20099	19055	4	36100	43375	0.83
6818	BOCA RATON BLVD	20th St NW	28th St NW	BR	Class II	20794	18121	4	24700	43375	0.57
6886	BOCA RATON BLVD	28th St NW	Yamato Rd	BR	Class I	23928	19032	4	24400	43375	0.56
6884	BOCA RATON BLVD	Yamato Rd	Clint Moore Rd	BR	Class I	17870	17224	2	16500	33815	0.49
6882	BOCA RATON BLVD	Clint Moore Rd	Hidden Valley Blvd	BR	Uninterrupted	13608	13687	2	11600	41559	0.28
6302	BOCA RATON BLVD	Hidden Valley Blvd	C-15 Canal	BR	Uninterrupted	5464	3756	2	5600	41559	0.14
6418	BOCA RIO RD	SW 18th St	Palmetto Park Rd	PBC	Class I	13715	11678	2	18500	34318	0.54
6408	BOCA RIO RD	Palmetto Park Rd	Glades Rd	PBC	Class II	18152	15563	2	12800	34318	0.37
4676	BOUTWELL RD	2nd Ave N	10th Av N	PBC	Class I	10779	9404	2	6500	33815	0.19
5401	BOYNTON BEACH BLVD	SR 7	Lyons Rd	FDOT	Class I	15092	15744	4	23900	42898	0.56
5103	BOYNTON BEACH BLVD	Lyons Rd	Turnpike	FDOT	Class II	26352	37336	6	56700	61130	0.93
5201	BOYNTON BEACH BLVD	Turnpike	Hagen Ranch Rd	FDOT	Class II	41174	45665	6	60900	65062	0.94
5641	BOYNTON BEACH BLVD	Hagen Ranch Rd	Jog Rd	FDOT	Class I	44733	41599	6	43700	65062	0.67
5633	BOYNTON BEACH BLVD	Jog Rd	El Clair Ranch Rd	FDOT	Class I	44668	36849	6	35500	65062	0.55
5611	BOYNTON BEACH BLVD	El Clair Ranch Rd	Military Tr	FDOT	Class II	51515	43958	6	36500	65062	0.56
5613	BOYNTON BEACH BLVD	Military Tr	Lawrence Rd	FDOT	Class I	38992	37686	6	17500	65062	0.27
5601	BOYNTON BEACH BLVD	Lawrence Rd	Congress Ave	FDOT	Class II	45860	43122	6	22700	65062	0.35
5615	BOYNTON BEACH BLVD	Congress Ave	Old Boynton Rd	FDOT	Class I	39769	32870	6	29100	65062	0.45
5203	BOYNTON BEACH BLVD	Old Boynton Rd	I-95	FDOT	Class II	48405	48886	6	46000	65062	0.71
5301	BOYNTON BEACH BLVD	I-95	Seacrest Blvd	FDOT	Class I	34557	33915	4	35300	43375	0.81
5807	BOYNTON BEACH BLVD	Seacrest Blvd	US-1	FDOT	Class II	17887		4	16600	41206	0.40
3812	BROADWAY	25th St	36th St	FDOT	Class I	13197		4	36800	43375	0.85
3804	BROADWAY	36th St	45th St	FDOT	Class II	20849		4	40500	43375	0.93
3882	BROADWAY	45th St	59th St	FDOT	Class I	28985		4	24300	43375	0.56
3304	BROADWAY	59th St	MLK Blvd	FDOT	Class II	32003		4	26600	43375	0.61
2818	BROADWAY	MLK Blvd	Blue Heron Blvd	FDOT	Class II	32546		4	24000	41206	0.58
3829	BUNKER RD	US 1	Parker Ave	WPB	Class II	7041		2	3600	30975	0.12
2305	BURNS RD	SR 811	Military Tr	PBC	Class II	22681	17294	4	27900	43375	0.64
2835	BURNS RD	Sandalwood Ct	SR-811	PBC	Class II	20527	17657	4	14800	43375	0.34
2839	BURNS RD	Prosperity Farms Rd	Sandalwood Cir	PBC	Class II	7122	8709	4	8200	43375	0.19
6638	BUTTS RD	Glades Rd	Town Center Rd	BR	Class II	11749	11929	4	10100	30201	0.33
6627	BUTTS RD	Military Tr	Glades Rd	BR	Class I	10082	9796	2	8200	33815	0.24
6422	CAIN BLVD	W Kimberly Blvd	Glades Rd	PBC	Class I	16875	15173	2	12800	33815	0.38
6426	CAIN BLVD	Yamato Rd	W Kimberly Blvd	PBC	Class I	9846	9235	2	11100	33815	0.33
6839	CAMINO GARDENS	SW 9th Ave	SW 2nd Ave	BR	Class I	4048	3720	2	5900	33815	0.17
6619	CAMINO REAL	Powerline Rd	Camino del Mar	PBC	Class I	11873	10595	4	27300	42898	0.64

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Station	Roadway	From	To	Resp Agency	FacType	2005 Vol	2013 Vol	Model Lanes	2040 Adj. Model Vol	LOS E Capacity	V/C Ratio
6636	CAMINO REAL	Camino del Mar	Military Tr	PBC	Class I	15548	12642	4	22800	42898	0.53
6311	CAMINO REAL	Military Tr	12th Ave SW	PBC	Class I	17192	15048	4	30100	42898	0.70
6849	CAMINO REAL	12th Ave SW	3rd Ave SW	PBC	Class I	14052	12921	4	15400	42898	0.36
6853	CAMINO REAL	3rd Ave SW	Old Dixie Hwy	PBC	Class II	21519	21135	4	30000	42898	0.70
6855	CAMINO REAL	Old Dixie Hwy	US 1	PBC	Class II	17110	15196	4	12500	43375	0.29
6857	CAMINO REAL	US 1	ICWW Bridge	PBC	Class II	14090	12893	4	17400	42898	0.40
6859	CAMINO REAL	ICWW Bridge	A1A	PBC	Class II	7429	8487	2	7900	30975	0.26
1603	CENTER ST	Indiantown Rd	Loxahatchee River Rd	PBC	Class I	16388	15174	2	12100	34689	0.35
1803	CENTER ST	Loxahatchee River Rd	Alt. A1A	PBC	Class I	18228	16011	2	11900	34318	0.35
2608	CENTRAL BLVD	PGA Blvd	Hood Rd	PBC	Class I	14647	14149	4	33900	42965	0.79
2210	CENTRAL BLVD	Hood Rd	Donald Ross Rd	PBC	Class I	13761	14298	4	18500	42965	0.43
1206	CENTRAL BLVD	Donald Ross Rd	Frederick Small Rd	PBC	Class I	15708	16224	4	18800	42965	0.44
1614	CENTRAL BLVD	Frederick Small Rd	Indian Creek Pkwy	PBC	Class I	10954	13326	4	15800	42965	0.37
1606	CENTRAL BLVD	Indian Creek Pkwy	Indiantown Rd	PBC	Class I	27217	27405	4	27300	42898	0.64
1612	CENTRAL BLVD	Indiantown Rd	Church St	PBC	Class II	19245	15390	2	15300	30975	0.49
6403	CLINT MOORE RD	SR 7	Lyons Rd	PBC	Class I	13291	15851	4	25200	42898	0.59
6201	CLINT MOORE RD	Lyons Rd	Jog Rd	PBC	Class I	21809	21585	4	37700	42898	0.88
6607	CLINT MOORE RD	Jog Rd	Military Tr	PBC	Class II	29949	29676	4	31000	43375	0.72
6601	CLINT MOORE RD	Military Tr	Congress Ave	BR	Class II	30737	28210	6	42600	65062	0.65
6301	CLINT MOORE RD	Congress Ave	NW 2nd Ave	BR	Class I	13712	10694	4	18200	42898	0.42
2104	COCONUT BLVD	Persimmon Bl	Orange Bl	PBC	Uninterrupted	3986	2859	2	11900	42633	0.28
2412	COCONUT BLVD	Orange Bl	Temple Blvd	PBC	Uninterrupted	13365	11194	2	11100	42633	0.26
2404	COCONUT BLVD	Temple Blvd	Northlake Blvd	PBC	Uninterrupted	14104	11788	2	17800	42633	0.42
3641	COMMUNITY DR	Haverhill Rd	Military Tr	PBC	Class II	16206	12988	4	6300	38848	0.16
3659	COMMUNITY DR	Military Tr	Village Blvd	PBC	Class I	17204	14785	4	14800	22651	0.65
6614	CONGRESS AVE	Yamato Rd	Clint Moore Rd	BR	Class II	25198	29036	6	41200	64347	0.64
6644	CONGRESS AVE	Clint Moore Rd	NW 82nd St	BR	Class II	28805	28327	6	65000	64347	1.01
6204	CONGRESS AVE	NW 82nd St	Linton Blvd	BR	Class I	24665		6	46500	64347	0.72
5650	CONGRESS AVE	Linton Blvd	Lowson Blvd	PBC	Class I	26965	22308	6	28000	64347	0.43
5612	CONGRESS AVE	Lowson Blvd	Atlantic Ave	PBC	Class II	30312	24345	6	25100	64347	0.39
5630	CONGRESS AVE	Atlantic Ave	Lake Ida Rd	PBC	Class I	32662	32430	6	46700	64347	0.73
5602	CONGRESS AVE	Lake Ida Rd	35th Ave SW	PBC	Class II	31948	27264	6	54700	64347	0.85
5626	CONGRESS AVE	35th Ave SW	Golf Rd	PBC	Class II	38852	32933	6	54200	64347	0.84
5624	CONGRESS AVE	Golf Rd	Woolbright Rd	PBC	Class II	41510	34227	6	43500	65062	0.67
5610	CONGRESS AVE	Woolbright Rd	Boynton Beach Blvd	PBC	Class II	38259	31226	6	30200	65062	0.46
5658	CONGRESS AVE	Boynton Beach Blvd	Old Boynton Rd	PBC	Class II		39094	6	39000	65062	0.60
5206	CONGRESS AVE	Old Boynton Rd	Gateway Blvd	PBC	Class II	48285	38728	6	47300	65062	0.73
4610	CONGRESS AVE	Gateway Blvd	Hypoluxo Rd	PBC	Class I	36348	27877	6	44500	64347	0.69
4600	CONGRESS AVE	Hypoluxo Rd	Lantana Rd	PBC	Class I	29993	23464	4	39200	42898	0.91
4624	CONGRESS AVE	Lantana Rd	JFK Dr	FDOT	Class I	41814	31708	6	42500	64347	0.66
4626	CONGRESS AVE	JFK Dr	6th Ave S	FDOT	Class I	44492	34916	6	48900	64347	0.76
4622	CONGRESS AVE	6th Ave S	Lake Worth Rd	FDOT	Class II	43176	35938	6	72900	65062	1.12
4620	CONGRESS AVE	Lake Worth Rd	French Ave	FDOT	Class II	45274	34031	6	33500	65062	0.51
4604	CONGRESS AVE	French Ave	10th Ave N	FDOT	Class I	47387	39201	6	50400	65062	0.78

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Station	Roadway	From	To	Resp Agency	FacType	2005 Vol	2013 Vol	Model Lanes	2040 Adj. Model Vol	LOS E Capacity	V/C Ratio
4210	CONGRESS AVE	10th Ave N	Forest Hill Blvd	FDOT	Class II	44674	34116	6	46000	65062	0.71
3644	CONGRESS AVE	Forest Hill Blvd	Summit Blvd	FDOT	Class II	35421	26780	6	31200	65062	0.48
3674	CONGRESS AVE	Summit Blvd	Gun Club Rd	FDOT	Class II	40820	31798	6	66700	65062	1.03
3618	CONGRESS AVE	Gun Club Rd	Southern Blvd	FDOT	Class I	44515	32070	6	65900	65062	1.01
3668	CONGRESS AVE	Turnage Blvd (PBI)	Belvedere Rd	PBC	Class I	7890	5147	2	4600	33815	0.14
3606	CONGRESS AVE	Belvedere Rd	Okeechobee Blvd	PBC	Class II	24328	13978	4	21400	42898	0.50
3305	CONGRESS AVE	Okeechobee Blvd	Palm Beach Lakes Blvd	PBC	Class II	25375	16175	4	23500	39720	0.59
3930	CONGRESS AVE	Palm Beach Lakes Blvd	Presidential Way	PBC	Class I	29729	15575	4	40500	39853	1.02
3928	CONGRESS AVE	Presidential Way	45th St	PBC	Class I	28624	15622	4	38200	39853	0.96
2308	CONGRESS AVE	45th St	MLK Blvd	PBC	Class II	34417	23241	6	64400	64347	1.00
2618	CONGRESS AVE	MLK Blvd	Blue Heron Blvd	PBC	Class II	27055	17541	4	34600	42898	0.81
2622	CONGRESS AVE	Blue Heron Blvd	Silverbeach Rd	PBC	Class II	24398	21667	4	30900	42898	0.72
2620	CONGRESS AVE	Silverbeach Rd	Northlake Blvd	PBC	Class I	25819	23181	4	39300	17349	2.26
8001	CONGRESS AVE EXT	Northlake Blvd	Alt. A1A	PBC	Class II			2	17400	34697	0.50
7011	CR-717	State Market Rd SR-729	SR-700, US-98	PBC	Uninterrupted	3171	2249	2	3500	41924	0.08
7024	CR-880	Duda Rd	MLK Bl	PBC	Class I	6410	4755	2	7600	34318	0.22
7001	CR-880	Airport Rd	SR-80	PBC	Uninterrupted	4210	1645	2	7000	41924	0.17
4641	CRESTHAVEN BLVD	Jog Rd	Sherwood Forest Blvd	PBC	Class I	9192	7809	2	6700	33815	0.20
4633	CRESTHAVEN BLVD	Sherwood Forest Blvd	Haverhill Rd	PBC	Class I	8305		2	5200	33815	0.15
4635	CRESTHAVEN BLVD	Haverhill Rd	Military Tr	PBC	Class I	9195	7687	2	13000	33815	0.38
3428	CRESTWOOD BLVD	Southern Blvd	Folsom Rd	PBC	Class I	30361	24702	6	32200	59589	0.54
3444	CRESTWOOD BLVD	Folsom Rd	Sparrow Rd	PBC	Class I	#N/A		4	29400	42591	0.69
3440	CRESTWOOD BLVD	Folsom Rd	Okeechobee Bl	PBC	Class I	23291	17641	4	32700	42591	0.77
3464	CRESTWOOD BLVD	Okeechobee Bl	Royal Palm Beach Bl	RPB	Uninterrupted	17443	14737	4	20800	58595	0.35
4816	DIXIE HWY	Lantana Rd	6th Ave S	FDOT	Class I	16559		4	13800	41206	0.34
4820	DIXIE HWY	6th Ave S	Lake/Lucerne	FDOT	Class I	24439	17243	4	26100	41206	0.63
4800	DIXIE HWY	Lake/Lucerne	10th Ave N	FDOT	Class II	21271	19248	4	23900	30982	0.77
4822	DIXIE HWY	10th Ave N	17th Ave N	FDOT	Class I	25153	17887	4	23900	41206	0.58
3306	DIXIE HWY	17th Ave N	Alhambra Pl	FDOT	Class II	28528		4	24500	30982	0.79
3922	DIXIE HWY	Alhambra Pl	Forest Hill Blvd	FDOT	Class II	28357		4	29900	30982	0.97
3908	DIXIE HWY	Forest Hill Blvd	Nottingham Blvd	FDOT	Class I	27878		4	35900	41206	0.87
3890	DIXIE HWY	Nottingham Blvd	Southern Blvd	FDOT	Class II	21472		4	33600	30982	1.09
3878	DIXIE HWY	Southern Blvd	Monroe Dr	FDOT	Class II	22278		4	35800	30982	1.16
3866	DIXIE HWY	Monroe Dr	Belvedere Rd	FDOT	Class II	21348	17638	4	34900	30982	1.13
3862	DIXIE HWY	Belvedere Rd	Okeechobee/Lakeview	FDOT	Class I	18761	16559	4	39200	41468	0.95
3834	DIXIE HWY	Banyan Blvd	Loftin St	FDOT	Class II	12641	7814	4	14300	28691	0.50
3828	DIXIE HWY	Loftin St	Palm Beach Lakes Blvd	FDOT	Class II	17879	18945	4	27700	38719	0.71
3822	DIXIE HWY	Palm Beach Lakes Blvd	15th St	FDOT	Class II	15778		4	33000	28691	1.15
3846	DIXIE HWY (SB)	Okeechobee/Lakeview	Banyan Blvd	FDOT	Class II	12848	6905	2	18600	36241	0.51
1105	DONALD ROSS RD	Jog Rd	I-95 Interchange	PBC	Class I	13058	13861	4	17100	42986	0.40
1219	DONALD ROSS RD	I-95	Parkside Dr	PBC	Class II		34814	6	43900	65062	0.67
1205	DONALD ROSS RD	Parkside Dr	Central Blvd	PBC	Class I	29489	30002	6	24800	65062	0.38
1211	DONALD ROSS RD	Central Blvd	SR 811	PBC	Class I	30818	28240	6	21600	65062	0.33
1805	DONALD ROSS RD	SR 811	Prosperity Farms Rd	PBC	Class I	27409	27767	6	19400	65062	0.30

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Station	Roadway	From	To	Resp Agency	FacType	2005 Vol	2013 Vol	Model Lanes	2040 Adj. Model Vol	LOS E Capacity	V/C Ratio
1801	DONALD ROSS RD	Prosperity Farms Rd	Ellison-Wilson Rd	PBC	Class II	27337	27540	4	18900	43375	0.44
3638	DREXEL RD	Okeechobee Bl	Belvedere Rd	PBC	Class I	10638	9975	2	17600	33815	0.52
5634	EL CLAIR RANCH RD	Lake Ida Rd	W Atlantic Ave	PBC	Class I	6566	5295	2	3200	34318	0.09
5636	EL CLAIR RANCH RD	Woolbright Rd	Piper's Glen Blvd	PBC	Class I	8001	6963	2	4000	34318	0.12
5632	EL CLAIR RANCH RD	Boynton Beach Blvd	Woolbright Rd	PBC	Class I	5562	5206	2	8700	34318	0.25
2844	ELLISON-WILSON RD	PGA Blvd	Universe Blvd	PBC	Class I	11653	10891	2	13400	33815	0.40
2304	ELLISON-WILSON RD	Universe Blvd	Donald Ross Rd	PBC	Class I	6147	6237	2	10300	33815	0.30
3661	ELMHURST RD	Haverhill Rd	Military Tr	PBC	Class I	10363	8752	2	12100	33815	0.36
6850	FAU BLVD	Glades Rd	20th St NW	BR	Class II	9953	14081	4	1200	42591	0.03
6876	FAU BLVD	20th St NW	Spanish River Blvd	BR	Class I	11757	13472	4	16900	33976	0.50
6312	FEDERAL HWY	PBC / Broward County Line	SW 18th St	BR	Class I	31785	32426	6	66300	65785	1.01
6828	FEDERAL HWY	SW 18th St	Camino Real	FDOT	Class I	28416	25795	6	65100	65062	1.00
6810	FEDERAL HWY	Camino Real	Palmetto Park Rd	FDOT	Class II	28120	23957	4	43500	43375	1.00
6808	FEDERAL HWY	Palmetto Park Rd	Mizner Blvd	FDOT	Class II	29043		4	23900	43375	0.55
6806	FEDERAL HWY	Mizner Blvd	Glades Rd	BR	Class II	34464	32108	4	25000	43375	0.58
6804	FEDERAL HWY	Glades Rd	20th St NW	BR	Class II	32117	30694	4	30400	43375	0.70
6814	FEDERAL HWY	20th St NW	Spanish River Blvd	FDOT	Class II	35313	33024	4	40900	43375	0.94
6802	FEDERAL HWY	Spanish River Blvd	Yamato Rd	BR	Class I	32334	32480	4	48800	43375	1.13
6858	FEDERAL HWY	Yamato Rd	Newcastle St	BR	Class I	35153	28995	4	48300	43375	1.11
6854	FEDERAL HWY	Newcastle St	Hidden Valley Blvd	FDOT	Class I	34319		4	47500	43375	1.10
6306	FEDERAL HWY	Hidden Valley Blvd	Lindell Blvd	BR	Class I	29921	26441	4	44000	43375	1.01
5840	FEDERAL HWY	Lindell Blvd	Linton Blvd	FDOT	Class I	37735	30209	4	47400	43375	1.09
5838	FEDERAL HWY	Linton Blvd	Lowson Blvd	FDOT	Class II	32284	30686	4	24000	43375	0.55
5824	FEDERAL HWY	23rd Ave	NE 6th Ave	FDOT	Class I	26630		4	22600	42898	0.53
5822	FEDERAL HWY	Woolbright Rd	S of Woolbright Rd	FDOT	Class II	31509	26912	4	24100	42898	0.56
5818	FEDERAL HWY	Ocean Ave	Woolbright Rd	FDOT	Class I	27164	19573	4	14600	42898	0.34
5816	FEDERAL HWY	Boynton Beach Blvd	Ocean Ave	FDOT	Class II	27765		4	14500	42898	0.34
5304	FEDERAL HWY	Gateway Blvd	Boynton Beach Blvd	FDOT	Class I	26666		4	11700	42898	0.27
4826	FEDERAL HWY	Gateway Blvd	Miner Rd	FDOT	Class I	20509	15232	4	10200	42898	0.24
4818	FEDERAL HWY	E Ocean Ave	Hypoluxo Rd	FDOT	Class II	26541	15343	4	21100	40753	0.52
4804	FEDERAL HWY	Dixie/Federal Jct	Lantana Rd	FDOT	Class II	27273	20549	4	24100	40753	0.59
4824	FEDERAL HWY	Lake Ave (LW)	6th Ave S	FDOT	Class I	13121		2	7400	34318	0.22
4802	FEDERAL HWY	6th Ave N	Lucerne Ave	FDOT	Class II	14217	11126	2	11700	34318	0.34
3912	FLAGLER DR	Forest Hill Blvd	Plymouth Rd	WPB	Class I	2609		2	1500	33815	0.04
3894	FLAGLER DR	Plymouth Rd	Southern Blvd	WPB	Class I	3162		2	1300	33815	0.04
3870	FLAGLER DR	Southern Blvd	Barcelona Rd	WPB	Class I	7006		2	7800	33815	0.23
3854	FLAGLER DR	Barcelona Rd	Okeechobee Bl	WPB	Class I	13375		4	12200	40753	0.30
3852	FLAGLER DR	Okeechobee Bl	Banyan Blvd	WPB	Class II	17558		4	5200	30201	0.17
3838	FLAGLER DR	Banyan Blvd	Loftin St	WPB	Class II	15587		4	7700	30201	0.25
3832	FLAGLER DR	Loftin St	Palm Beach Lakes Blvd	WPB	Class II	17980		4	16900	28691	0.59
3824	FLAGLER DR	Palm Beach Lakes Blvd	26th St	WPB	Class II	17973		4	11000	28691	0.38
3808	FLAGLER DR	26th St	36th St	WPB	Class II	11294		2	6500	30975	0.21
5663	FLAVOR PICT RD	Hagen Ranch Rd	Jog Rd	PBC	Class I		6490	2	10900	33815	0.32
5654	FLAVOR PICT RD	Jog Rd	Military Tr	PBC	Class I	5725	7252	2	13800	33815	0.41

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Station	Roadway	From	To	Resp Agency	FacType	2005 Vol	2013 Vol	Model Lanes	2040 Adj. Model Vol	LOS E Capacity	V/C Ratio
8003	FLAVOR PICT RD	SR 7	Lyons Rd	PBC	Uninterrupted			2	3600	41943	0.08
4212	FLORIDA MANGO RD	10th Ave N	Forest Hill Blvd	PBC	Class I	14340	10066	2	11100	33815	0.33
3646	FLORIDA MANGO RD	Forest Hill Blvd	Summit Blvd	PBC	Class I	8650	6098	2	9600	33815	0.28
6108	FLORIDA TURNPIKE	Broward County Line	Glades Rd	FDOT	Freeway	98400		6	147000	176616	0.83
6104	FLORIDA TURNPIKE	Glades Rd	Atlantic Ave	FDOT	Freeway	91400		6	126600	178267	0.71
5106	FLORIDA TURNPIKE	Atlantic Ave	Boynton Beach Blvd	FDOT	Freeway	84600		6	109600	176616	0.62
5104	FLORIDA TURNPIKE	Boynton Beach Blvd	Lake Worth Rd	FDOT	Freeway	71900		4	80600	112242	0.72
4104	FLORIDA TURNPIKE	Lake Worth Rd	Southern Blvd	FDOT	Freeway	69800		4	83500	112242	0.74
3470	FLORIDA TURNPIKE	Southern Blvd	Jog Rd	FDOT	Freeway			4	96100	112242	0.86
3472	FLORIDA TURNPIKE	Jog Rd	Okeechobee Bl	FDOT	Freeway			4	96700	112242	0.86
3102	FLORIDA TURNPIKE	Okeechobee Bl	Beeline Highway	FDOT	Freeway	63739		4	108300	112242	0.96
2422	FLORIDA TURNPIKE	Beeline Highway	PGA Blvd	FDOT	Freeway			4	104900	112242	0.93
2102	FLORIDA TURNPIKE	PGA Blvd	Indiantown Rd	FDOT	Freeway	46641		4	83800	112242	0.75
1102	FLORIDA TURNPIKE	Indiantown Rd	Martin County Line	FDOT	Freeway	33269		4	75200	115543	0.65
3438	FOLSOM RD	Crestwood Blvd	Okeechobee Bl	PBC	Class I	4989	4944	2	5400	36590	0.15
3402	FOREST HILL BLVD	Southern Blvd	Wellington Trace	WEL	Class II	39091	35910	6	52300	64347	0.81
3430	FOREST HILL BLVD	Wellington Trc	South Shore Blvd	WEL	Class I	36110	28996	4	37600	42898	0.88
3407	FOREST HILL BLVD	South Shore Blvd	SR 7	WEL	Class II	57143	48508	6	76300	65062	1.17
3423	FOREST HILL BLVD	SR-7	Lyons Rd	FDOT	Class I	45075	37330	6	40000	65062	0.61
3221	FOREST HILL BLVD	Lyons Rd	Pinehurst Dr	FDOT	Class I	45428	35709	6	55400	65062	0.85
3666	FOREST HILL BLVD	Pinehurst Dr	Jog Rd	FDOT	Class II	52443	37757	6	43000	65062	0.66
3636	FOREST HILL BLVD	Jog Rd	Sherwood Forest Blvd	FDOT	Class I	46699	38590	6	33000	65062	0.51
3667	FOREST HILL BLVD	Sherwood Forest Blvd	Haverhill Rd	FDOT	Class II	45119	40153	6	53300	65062	0.82
3625	FOREST HILL BLVD	Haverhill Rd	Military Tr	FDOT	Class I	47087	43400	6	44800	65062	0.69
3627	FOREST HILL BLVD	Military Tr	Kirk Rd	FDOT	Class I	49154	42265	6	43400	65062	0.67
3629	FOREST HILL BLVD	Kirk Rd	Congress Ave	FDOT	Class II	48676	42153	6	44900	65062	0.69
3219	FOREST HILL BLVD	Congress Ave	I-95	FDOT	Class I	44735	42204	6	54200	65062	0.83
3317	FOREST HILL BLVD	I-95	Parker Ave	FDOT	Class II	27803	26868	4	36900	41206	0.90
3831	FOREST HILL BLVD	Parker Ave	Dixie Hwy	FDOT	Class II	22693	18115	4	29100	41206	0.71
3841	FOREST HILL BLVD	Dixie Hwy	Olive Ave	FDOT	Class II	6517	5006	4	2000	38848	0.05
1217	FREDERICK SMALL RD	Military Tr	Central Blvd	PBC	Class I	7600	8410	4	14100	43692	0.32
1215	FREDERICK SMALL RD	Alt A1A	Military Tr	PBC	Class I	9569	9294	2	23700	45043	0.53
4663	GATEWAY BLVD	Hagen Ranch Rd	Jog Rd	PBC	Class I	7102	5991	2	4400	34318	0.13
4659	GATEWAY BLVD	Jog Rd	Military Tr	PBC	Class I	18312	17117	4	14300	42898	0.33
4649	GATEWAY BLVD	Military Tr	Lawrence Rd	PBC	Class I	25969	23252	6	13500	65062	0.21
4625	GATEWAY BLVD	Lawrence Rd	Congress Ave	PBC	Class I	33304	31021	6	26700	65062	0.41
4667	GATEWAY BLVD	Congress Ave	High Ridge Rd	BB	Class II	40166	38048	6	37800	65062	0.58
4213	GATEWAY BLVD	High Ridge Rd	I-95	BB	Class II	41163	46593	6	60000	65062	0.92
4315	GATEWAY BLVD	I-95	Seacrest Blvd	BB	Class II	26276	24946	4	48000	43375	1.11
5803	GEORGE BUSH BLVD	SR A1A	US-1	FDOT	Class I	7786	7020	2	1900	33815	0.06
3906	GEORGIA AVE	Bunker Rd	Forest Hill Blvd	WPB	Class I	6119		2	600	33815	0.02
3900	GEORGIA AVE	Southern Blvd	Bunker Rd	WPB	Class I	6939		2	2000	33815	0.06
3876	GEORGIA AVE	Belvedere Rd	Southern Blvd	WPB	Class I	6827		2	8200	33815	0.24
3860	GEORGIA AVE	Park Pl	Belvedere Rd	WPB	Class I	1150		2	3600	33815	0.11

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Station	Roadway	From	To	Resp Agency	FacType	2005 Vol	2013 Vol	Model Lanes	2040 Adj. Model Vol	LOS E Capacity	V/C Ratio
3844	GEORGIA AVE	Banyan Blvd	Lakeview Ave	WPB	Class I	4474		2	5400	33815	0.16
6429	GLADES RD	Palmetto Park Rd	Cain Blvd	PBC	Class I	7468	7632	4	2900	42591	0.07
6411	GLADES RD	Cain Blvd	SR-7	PBC	Class I	30928	29220	4	18500	43375	0.43
6415	GLADES RD	SR-7	Lyons Rd	FDOT	Class II	46600	39719	6	21600	65062	0.33
6413	GLADES RD	Lyons Rd	Boca Rio Rd	FDOT	Class II	50638	41602	6	40500	65062	0.62
6101	GLADES RD	Boca Rio Rd	Turnpike Entrance	FDOT	Class II	60318	47712	6	50100	65062	0.77
6205	GLADES RD	Turnpike Entrance	Jog/Powerline Rd	FDOT	Class II	65077	57983	6	45900	65062	0.71
6615	GLADES RD	Jog/Powerline Rd	St. Andrews Blvd	FDOT	Class I	56754	51554	6	44500	65062	0.68
6207	GLADES RD	St. Andrews Blvd	I-95	FDOT	Class II	69770	63311	6	75400	65062	1.16
6307	GLADES RD	I-95	Perimeter Rd	FDOT	Class II	69258	75291	6	64700	65062	0.99
6821	GLADES RD	Perimeter Rd	FAU Entrance(10th Ave NW)	FDOT	Class I	70373	59069	6	52400	65062	0.81
6831	GLADES RD	FAU Entrance(10th Ave NW)	Boca Raton Blvd	FDOT	Class I	40979	38995	6	34000	65062	0.52
6833	GLADES RD	Boca Raton Blvd	Old Dixie Hwy	FDOT	Class II	31340	29810	6	17800	65062	0.27
6837	GLADES RD	Old Dixie Hwy	US-1 (Federal Hwy)	FDOT	Class II	21142	20249	6	4000	65062	0.06
3432	GREENVIEW SHORES	Wellington Trc	South Shore Blvd	WEL	Class I	21269	18882	4	21500	43692	0.49
3649	GUN CLUB RD	Jog Rd	Haverhill Rd	PBC	Class I	6740	3776	2	6000	34318	0.17
3651	GUN CLUB RD	Haverhill Rd	Military Tr	PBC	Class I	16087	10083	4	20100	39853	0.50
3653	GUN CLUB RD	Military Tr	Kirk Rd	PBC	Class I	17196	10250	4	20100	39853	0.50
3655	GUN CLUB RD	Kirk Rd	Congress Ave	PBC	Class I	16544	10903	4	30100	39853	0.76
5604	HAGEN RANCH RD	W Atlantic Ave	Lake Ida Rd	PBC	Class I	16979	15678	4	16800	43692	0.39
5646	HAGEN RANCH RD	Lake Ida Rd	Pipers Glen Blvd	PBC	Class I	15607	13404	4	19300	43692	0.44
5600	HAGEN RANCH RD	Pipers Glen Blvd	Boynton Beach Blvd	PBC	Class II	17772	19180	4	27000	39720	0.68
5214	HAGEN RANCH RD	Boynton Beach Blvd	Gateway Blvd	PBC	Class I	11636	9783	2	15300	34318	0.45
4666	HAGEN RANCH RD	Gateway Blvd	Hypoluxo Rd	PBC	Uninterrupted	10877	10286	2	17500	42633	0.41
4668	HAGEN RANCH RD	Hypoluxo Rd	Lantana Rd	PBC	Class II	13573	9788	2	18100	34318	0.53
4674	HAVERHILL RD	Hypoluxo Rd	Lantana Rd	PBC	Class I	10625	10265	2	5500	33815	0.16
4672	HAVERHILL RD	Lantana Rd	Melaleuca Ln	PBC	Class II	13960	13314	4	23700	40753	0.58
4646	HAVERHILL RD	Melaleuca Ln	Lake Worth Rd	PBC	Class I	15646	12531	4	18500	40753	0.45
4638	HAVERHILL RD	Lake Worth Rd	10th Ave N	PBC	Class I	18150	15967	4	24100	39853	0.60
4656	HAVERHILL RD	10th Ave N	Cresthaven Blvd	PBC	Class II	22083	20660	4	28300	39853	0.71
4642	HAVERHILL RD	Cresthaven Blvd	Purdy Ln	PBC	Class I	21452	20569	4	25900	39853	0.65
4224	HAVERHILL RD	Purdy Ln	Forest Hill Blvd	PBC	Class I	23092		4	26300	39853	0.66
3640	HAVERHILL RD	Forest Hill Blvd	Summit Blvd	PBC	Class I	28896	25573	4	29800	39853	0.75
3634	HAVERHILL RD	Summit Blvd	Southern Blvd	PBC	Class I	22876	21075	4	27100	39853	0.68
3608	HAVERHILL RD	Southern Blvd	Belvedere Rd	PBC	Class II	22051	20571	4	38600	40753	0.95
3604	HAVERHILL RD	Belvedere Rd	Okeechobee Blvd	PBC	Class II	24162	19241	4	36000	42898	0.84
3600	HAVERHILL RD	Okeechobee Blvd	Community Dr	PBC	Class II	33155	22595	4	33600	40753	0.82
3672	HAVERHILL RD	Community Dr	Roebuck Rd	PBC	Class I	30533	19200	4	25000	39853	0.63
3622	HAVERHILL RD	Roebuck Rd	45th St	PBC	Class I	35118	24592	4	29500	39853	0.74
3202	HAVERHILL RD	45th St	Beeline Hwy	PBC	Class I	20202	13335	4	19400	40753	0.48
6861	HIDDEN VALLEY BLVD	Boca Raton Blvd	Old Dixie Hwy	BR	Class II	8517	6119	4	7600	38719	0.20
4648	HIGH RIDGE RD	Gateway Blvd	Hypoluxo Rd	PBC	Class I	7646	6335	2	11600	33815	0.34
2307	HOLLY DR	Military Tr	SR 811	PBC	Class I	7971	6572	2	6300	33815	0.19
2105	HOOD RD	Jog Road	Central Blvd	PBC	Uninterrupted	4541	7751	4	6400	59110	0.11

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Station	Roadway	From	To	Resp Agency	FacType	2005 Vol	2013 Vol	Model Lanes	2040 Adj. Model Vol	LOS E Capacity	V/C Ratio
2611	HOOD RD	Central Blvd	Military Tr	PBC	Class II	9158	10676	4	34700	42653	0.81
2213	HOOD RD	Military Tr	SR 811	PBC	Class I	9346	14255	4	33000	42965	0.77
2613	HOOD RD	SR-811	Prosperity Farms Rd	PBC	Class I	4481	5512	2	4700	33815	0.14
7041	HOOKE RD	SR 715	SR 80	FDOT	Class I			2	3000	34112	0.09
4411	HYPOLUXO RD	SR-7	Lyons Rd	PBC	Class I	4021	9276	4	15300	42898	0.36
4683	HYPOLUXO RD	Lyons Rd	FI Turnpike	PBC	Class I		15248	4	29900	39395	0.76
4685	HYPOLUXO RD	FI Turnpike	Hagen Ranch Rd	PBC	Class I		21075	4	29900	39395	0.76
4671	HYPOLUXO RD	Hagen Ranch Rd	Jog Rd	PBC	Class I	17166	23608	4	25400	43375	0.59
4629	HYPOLUXO RD	Jog Rd	Haverhill Rd	PBC	Class I	25902	27476	6	30800	65062	0.47
4681	HYPOLUXO RD	Haverhill Rd	Military Tr	PBC	Class I	33644	35378	6	36100	65062	0.55
4607	HYPOLUXO RD	Military Tr	Lawrence Rd	PBC	Class I	39120	39679	6	64200	65062	0.99
4621	HYPOLUXO RD	Lawrence Rd	Congress Ave	PBC	Class II	41223	36229	6	46600	65062	0.72
4211	HYPOLUXO RD	Congress Ave	I-95	PBC	Class I	40625	40517	6	52300	65062	0.80
4313	HYPOLUXO RD	I-95	Seacrest Blvd	PBC	Class II	36245	31273	4	35900	43375	0.83
4809	HYPOLUXO RD	Seacrest Blvd	Dixie Hwy	PBC	Class II	18774	13959	4	10700	43375	0.25
6212	I-95	Broward County Line	Palmetto Park Rd	FDOT	Freeway	194088		10	304400	314539	0.97
6214	I-95	Palmetto Park Rd	Glades Rd	FDOT	Freeway	190507		10	293400	314546	0.93
6206	I-95	Glades Rd	Yamato Rd	FDOT	Freeway	183242		10	280600	314539	0.89
6208	I-95	Yamato Rd	Congress Ave Interchange	FDOT	Freeway	191326		10	318000	314540	1.01
6218	I-95	Congress Ave Interchange	Linton Blvd	FDOT	Freeway	187291		10	328400	314529	1.04
5212	I-95	Linton Blvd	Atlantic Ave	FDOT	Freeway	166234		12	329500	314546	1.05
5210	I-95	Atlantic Ave	Woolbright Rd	FDOT	Freeway	168268		10	61900	57270	1.08
5208	I-95	Woolbright Rd	Boynton Beach Blvd	FDOT	Freeway	170303		12	329700	314496	1.05
4222	I-95	Boynton Beach Blvd	Gateway Blvd	FDOT	Freeway	159770		12	331500	314540	1.05
3218	I-95	Gateway Blvd	Hypoluxo Rd	FDOT	Freeway	142414		12	327500	314534	1.04
4220	I-95	Hypoluxo Rd	Lantana Rd	FDOT	Freeway	157728		12	328100	314532	1.04
4218	I-95	Lantana Rd	6th Ave N	FDOT	Freeway	161347		12	323800	314532	1.03
4216	I-95	6th Ave N	10th Ave N	FDOT	Freeway	177036		10	332600	314537	1.06
3214	I-95	10th Ave N	Forest Hill Blvd	FDOT	Freeway	162361		12	331500	314529	1.05
3216	I-95	Forest Hill Blvd	Southern Blvd	FDOT	Freeway	172757		12	336100	314529	1.07
3212	I-95	Southern Blvd	Belvedere Rd	FDOT	Freeway	161032		10	240200	314537	0.76
3210	I-95	Belvedere Rd	Okeechobee Bl	FDOT	Freeway	173346		10	271500	314537	0.86
3208	I-95	Okeechobee Bl	Palm Beach Lakes Blvd	FDOT	Freeway	152966		10	245700	314537	0.78
3206	I-95	Palm Beach Lakes Blvd	45th St	FDOT	Freeway	175500		10	249100	314537	0.79
2206	I-95	45th St	Blue Heron Blvd	FDOT	Freeway	167246		10	240200	314537	0.76
2204	I-95	Blue Heron Blvd	Northlake Blvd	FDOT	Freeway	134280		10	228400	314537	0.73
2202	I-95	Northlake Blvd	PGA Blvd	FDOT	Freeway	115395		10	248800	314537	0.79
2610	I-95	PGA Blvd	Military Tr	FDOT	Freeway	99721		10	194000	314537	0.62
2200	I-95	Military Tr	Donald Ross Rd	FDOT	Freeway	96304		10	199700	314537	0.63
1204	I-95	Donald Ross Rd	Indiantown Rd	FDOT	Freeway	93406		10	163700	314537	0.52
1200	I-95	Indiantown Rd	Martin County Line	FDOT	Freeway	75861		6	125600	189427	0.66
1605	INDIAN CREEK BLVD	Central Blvd	Military Tr	PBC	Class I	8988	11887	4	16100	43692	0.37
1615	INDIAN CREEK BLVD	Toney Penna Dr	Maplewood Dr	PBC	Class I	20727	20153	4	32000	43703	0.73
1613	INDIAN CREEK PKWY	Central Blvd	Maplewood Dr	PBC	Class I	16530	16911	4	19700	43703	0.45

Year 2040 Socio-Economic Data on Existing-Plus-Committed Model - Volume to Capacity Ratios (As of Spring 2014)

Station	Roadway	From	To	Resp Agency	FacType	2005 Vol	2013 Vol	Model Lanes	2040 Adj. Model Vol	LOS E Capacity	V/C Ratio
1405	INDIANTOWN RD	Bee Line Hwy	Pratt-Whitney Rd	PBC	Uninterrupted	2058	1754	2	11300	41924	0.27
1403	INDIANTOWN RD	Pratt-Whitney Rd	130th Ave N	PBC	Uninterrupted	5427	4748	2	25700	41924	0.61
1409	INDIANTOWN RD	130th Ave N	Alexander Run	PBC	Class I	0	12940	4	33900	42965	0.79
1407	INDIANTOWN RD	Alexander Run	Jupiter Farms Rd	PBC	Class I	23149	21311	4	28900	42965	0.67
1103	INDIANTOWN RD	Jupiter Farms Rd	Florida Turnpike	PBC	Class I	30925	28738	6	55700	95383	0.58
1201	INDIANTOWN RD	Florida Turnpike	I-95 Interchange	FDOT	Class I	49557		6	108300	65062	1.67
1213	INDIANTOWN RD	I-95 Interchange	Island Way	FDOT	Class I	58622	57817	6	56200	65062	0.86
1617	INDIANTOWN RD	Island Way	Central Blvd	FDOT	Class II	0	54116	6	48400	65062	0.74
1203	INDIANTOWN RD	Central Blvd	Center St	FDOT	Class II	53810	53037	6	42500	65062	0.65
1601	INDIANTOWN RD	Center St	Military Tr	FDOT	Class II	49724	45165	6	38600	65062	0.59
1209	INDIANTOWN RD	Military Tr	SR 811	FDOT	Class II	41434	41726	6	39600	65062	0.61
1807	INDIANTOWN RD	SR 811	US 1	FDOT	Class II	32354	28524	6	30200	65062	0.46
1811	INDIANTOWN RD	US 1	SR A1A	PBC	Class I	13683	15678	4	9700	43375	0.22
2215	INVESTMENT LN	Military Tr	Garden Rd	PBC	Class I		7610	2	15400	33815	0.45
1620	ISLAND WAY	Indiantown Rd	Church St	JUP	Class I		11066	4	14000	42586	0.33
6618	JOG RD	Glades Rd	Potomac Rd	PBC	Class I	32533	28482	4	34900	43375	0.80
6634	JOG RD	Potomac Rd	Yamato Rd	PBC	Class II	33100	28166	4	29300	43375	0.68
6616	JOG RD	Yamato Rd	Clint Moore Rd	PBC	Class II	35230	30287	6	46300	65062	0.71
6200	JOG RD	Clint Moore Rd	C-15 Canal	PBC	Class II	40921	33680	6	52900	65062	0.81
5622	JOG RD	C-15 Canal	Linton Blvd	PBC	Class II	33218	31536	6	47800	65062	0.73
5620	JOG RD	Linton Blvd	Normandy Ln	PBC	Class II	44546	35794	6	56200	65062	0.86
5616	JOG RD	Normandy Ln	Atlantic Ave	PBC	Class II	44315	37238	6	53400	65062	0.82
5642	JOG RD	Atlantic Ave	Lake Ida Rd	PBC	Class II	33623	30024	6	29600	65062	0.45
5648	JOG RD	Lake Ida Rd	Flavor Pict Rd	PBC	Class I	28463	25870	6	24500	61130	0.40
5656	JOG RD	Flavor Pict Rd	Pipers Glen Blvd	PBC	Class II	31057	26239	6	30500	61130	0.50
5640	JOG RD	Pipers Glen Blvd	Woolbright Rd	PBC	Class II	30603	24061	6	24900	61130	0.41
5644	JOG RD	Woolbright Rd	Boynton Beach Blvd	PBC	Class I	34641	29877	6	44100	61130	0.72
5200	JOG RD	Boynton Beach Blvd	Gateway Blvd	PBC	Class I	37603	31876	6	53500	64347	0.83
4660	JOG RD	Gateway Blvd	Le Chalet Blvd	PBC	Class I	38805	36143	6	53900	64347	0.84
4640	JOG RD	Le Chalet Blvd	Hypoluxo Rd	PBC	Class II	40540	38143	6	55900	64347	0.87
4670	JOG RD	Hypoluxo Rd	Winston Trails Bl	PBC	Class I	38636	32739	6	59900	64347	0.93
4628	JOG RD	Winston Trails Bl	Lantana Rd	PBC	Class I	39902	34926	6	62800	64347	0.98
4612	JOG RD	Lantana Rd	Melaleuca Ln	PBC	Class I	42362	34331	6	61800	64347	0.96
4634	JOG RD	Melaleuca Ln	Lake Worth Rd	PBC	Class II	50395	39442	6	53100	64347	0.83
4616	JOG RD	Lake Worth Rd	10th Ave N	PBC	Class I	41595	35055	6	49600	64347	0.77
4204	JOG RD	10th Ave N	Forest Hill Blvd	PBC	Class II	48296	40658	6	69400	64347	1.08
3650	JOG RD	Forest Hill Blvd	Summit Blvd	PBC	Class II	49007	37895	6	63700	64347	0.99
3624	JOG RD	Summit Blvd	Southern Blvd	PBC	Class I	38464	34122	6	64800	64347	1.01
3654	JOG RD	Southern Blvd	Belvedere Rd	PBC	Class II	32010	29868	6	57200	64347	0.89
3220	JOG RD	Belvedere Rd	Turnpike Int	PBC	Class II	26334	23499	6	34800	64347	0.54
3104	JOG RD	Turnpike Int	Okeechobee Blvd	PBC	Class II		26696	4	29600	64347	0.46
3458	JOG RD	Okeechobee Bl	Roebuck Rd	PBC	Class I	25482	25613	4	28700	64362	0.45
2414	JOG RD	45th St	Beeline Hwy	PBC	Uninterrupted		5742	2	9500	41924	0.23
2416	JOG RD	Beeline Hwy	Turnpike Int	PBC	Class I		14123	4	16400	51865	0.32

Year 2040 Socio-Economic Data on Existing-Plus-Committed Model - Volume to Capacity Ratios (As of Spring 2014)

Station	Roadway	From	To	Resp Agency	FacType	2005 Vol	2013 Vol	Model Lanes	2040 Adj. Model Vol	LOS E Capacity	V/C Ratio
2107	JOG RD	PGA Bl	Hood Rd	PBC	Uninterrupted		7140	2	6300	41559	0.15
2106	JOG RD	Hood Rd	Donald Ross Rd	PBC	Uninterrupted		3111	2	5000	41559	0.12
8008	JOG RD EXT	Roebuck Rd	45th Street	PBC	Uninterrupted			4	44000	60124	0.73
1404	JUPITER FARMS RD	Indiantown Rd	South of Indiantown Rd	PBC	Uninterrupted	10932	10369	2	17400	42633	0.41
6417	KIMBERLY BLVD	SR-7	Lyons Rd	PBC	Class I	7469	6057	4	12300	42591	0.29
4652	KIRK RD	Melaleuca Ln	Lake Worth Rd	PBC	Class I	8586	6886	2	4700	33815	0.14
4630	KIRK RD	Lake Worth Rd	10th Ave N	PBC	Class I	10197	8858	2	10000	34318	0.29
4664	KIRK RD	10th Ave N	Purdy Ln	PBC	Class I	13660	12297	2	12800	34318	0.37
4208	KIRK RD	Purdy Ln	Forest Hill Blvd	PBC	Class I	18583	15964	4	23400	39853	0.59
3656	KIRK RD	Forest Hill Blvd	Summit Blvd	PBC	Class I	10851	9348	2	17600	34318	0.51
3662	KIRK RD	Summit Blvd	Gun Club Rd	PBC	Class I	8260	9277	2	13500	34318	0.39
3614	KIRK RD	Gun Club Rd	Southern Blvd	PBC	Class II	6871	9866	4	31800	39720	0.80
2617	KYOTO GARDENS DR	Military Tr	Alt A1A/SR 811	PBC	Class I	0	7677	4	4700	42591	0.11
2843	KYOTO GARDENS DR	Alt A1A/SR 811	Lake Victoria Gardens Ave	PBC	Class I	0	5747	2	6400	33815	0.19
3904	LAKE AVE	Bunker Rd	Forest Hill Blvd	WPB	Class I	1560		2	1300	33815	0.04
3898	LAKE AVE	Southern Blvd	Bunker Rd	WPB	Class I	3830		2	6900	33815	0.20
3874	LAKE AVE	Belvedere Rd	Southern Blvd	WPB	Class I	5304		2	10600	33815	0.31
3858	LAKE AVE	Park Pl	Belvedere Rd	WPB	Class I	1134		2	8900	33815	0.26
5649	LAKE IDA RD	Hagen Ranch Rd	Jog Rd	PBC	Class I	12238	7974	2	8800	34318	0.26
5653	LAKE IDA RD	Jog Rd	El Clair Ranch Rd	PBC	Class I	12383	10354	2	4700	34318	0.14
5651	LAKE IDA RD	El Clair Ranch Rd	Military Tr	PBC	Class I	13228	11164	2	7300	34318	0.21
5623	LAKE IDA RD	Military Tr	Barwick Rd	PBC	Class I	20410	17741	4	8700	42898	0.20
5605	LAKE IDA RD	Barwick Rd	Congress Ave	PBC	Class I	29688	26863	4	18600	42898	0.43
5307	LAKE IDA RD	Congress Ave	Swinton Ave	PBC	Class I	19839	18919	4	29200	42898	0.68
3445	LAKE WORTH RD	South Shore Blvd	120th Av	PBC	Uninterrupted	15873	11928	2	12800	42633	0.30
4409	LAKE WORTH RD	120th Av	Isles Bl	PBC	Class I	20557	14670	4	25400	42898	0.59
4407	LAKE WORTH RD	Isles Bl	SR-7	PBC	Class I	31272	26599	4	43900	42898	1.02
4401	LAKE WORTH RD	SR 7	Lyons Rd	FDOT	Class II	36432	34794	6	33200	65062	0.51
4103	LAKE WORTH RD	Lyons Rd	Florida Turnpike	FDOT	Class I	#N/A		6	53600	65062	0.82
4201	LAKE WORTH RD	Florida Turnpike	Pinehurst Dr	FDOT	Class II	42905	32373	6	43100	65062	0.66
4645	LAKE WORTH RD	Pinehurst Dr	Jog Rd	FDOT	Class II	53067	45280	6	58500	65062	0.90
4609	LAKE WORTH RD	Jog Rd	Sherwood Forest Blvd	FDOT	Class I	45006	43942	6	33500	65062	0.51
4673	LAKE WORTH RD	Sherwood Forest Blvd	Haverhill Rd	FDOT	Class II	51532	42056	6	42700	65062	0.66
4627	LAKE WORTH RD	Haverhill Rd	Military Tr	FDOT	Class I	50676	42285	6	35200	65062	0.54
4611	LAKE WORTH RD	Military Tr	Kirk Rd	FDOT	Class II	47121	43355	6	43400	65062	0.67
4647	LAKE WORTH RD	Kirk Rd	Congress Ave	FDOT	Class I	43331	39516	6	39100	65062	0.60
4651	LAKE WORTH RD	Congress Ave	Boutwell Rd	FDOT	Class II	29118	24907	4	22700	43375	0.52
4305	LAKE WORTH RD	Boutwell Rd	Lake/Lucerne Split	FDOT	Class II	24924		4	26400	43375	0.61
4815	LAKE WORTH RD	Federal Hwy (US-1)	Dixie Hwy (SR 805)	FDOT	Class II	10042	8973	2	8800	30975	0.29
4811	LAKE WORTH RD	Federal Hwy	Dixie Hwy (SR 805)	FDOT	Class II	10669		2	8500	30975	0.28
4801	LAKE WORTH RD	A1A	Lucerne Ave	FDOT	Class II	15674		4	13800	43375	0.32
4817	LAKE WORTH RD (EB)	Dixie Hwy (SR 805)	'A' St	FDOT	Class II	9126		2	9400	36241	0.26
4813	LAKE WORTH RD (WB)	Dixie Hwy (SR 805)	'A' St	FDOT	Class II	10601		2	10200	36241	0.28
4403	LANTANA RD	SR-7	Lyons Rd	PBC	Class II	19621	15127	4	18600	42898	0.43

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Station	Roadway	From	To	Resp Agency	FacType	2005 Vol	2013 Vol	Model Lanes	2040 Adj. Model Vol	LOS E Capacity	V/C Ratio
4207	LANTANA RD	Lyons Rd	Hagen Ranch Rd	PBC	Class I	38436	24473	4	36600	40753	0.90
4669	LANTANA RD	Hagen Ranch Rd	Jog Rd	PBC	Class I	38587	30940	6	55300	64347	0.86
4619	LANTANA RD	Jog Rd	Haverhill Rd	PBC	Class I	40005	35509	6	32800	64347	0.51
4675	LANTANA RD	Haverhill Rd	Military Tr	PBC	Class I	43201	42968	6	37400	64347	0.58
4605	LANTANA RD	Military Tr	Lawrence Rd	PBC	Class I	42958	42888	6	58800	64347	0.91
4665	LANTANA RD	Lawrence Rd	Congress Ave	PBC	Class I	47796	44741	6	62800	64347	0.98
4623	LANTANA RD	Congress Ave	High Ridge Rd	PBC	Class I	42455	40899	6	36900	64347	0.57
4209	LANTANA RD	High Ridge Rd	I-95	PBC	Class II	42461	41998	4	36300	42898	0.85
4311	LANTANA RD	I-95	Redding Dr	PBC	Class II	41769	32881	4	29900	42898	0.70
4807	LANTANA RD	Redding Dr	Federal Hwy	PBC	Class II	21493	14547	4	10200	42898	0.24
5638	LAWRENCE RD	Woolbright Rd	Boynton Beach Blvd	PBC	Class I	7854	7439	2	12400	34318	0.36
5204	LAWRENCE RD	Boynton Beach Blvd	Gateway Blvd	PBC	Class I	16110	14278	4	18200	39853	0.46
4614	LAWRENCE RD	Gateway Blvd	Hypoluxo Rd	PBC	Class I	15435	15113	4	23100	42898	0.54
4608	LAWRENCE RD	Hypoluxo Rd	Lantana Rd	PBC	Class I	11828	10891	2	7400	34318	0.22
4661	LE CHALET BLVD	Jog Rd	Military Tr	PBC	Class I	10617	9344	4	8800	42898	0.21
5635	LINTON BLVD	Jog Rd	Sim Rd	PBC	Class II	26259	29386	4	25700	43375	0.59
5625	LINTON BLVD	Sim Rd	Military Tr	PBC	Class II	28004	27183	4	41400	43375	0.95
5607	LINTON BLVD	Military Tr	Homewood Blvd	PBC	Class I	36231	35670	6	45200	65062	0.69
5661	LINTON BLVD	Homewood Blvd	Congress Ave	PBC	Class I	29850	36859	6	48300	65062	0.74
5213	LINTON BLVD	Congress Ave	I-95	PBC	Class II	47845	40886	6	55500	65062	0.85
5313	LINTON BLVD	I-95	10th Ave SW	PBC	Class II	44067	45831	6	75000	65062	1.15
5819	LINTON BLVD	10th Ave SW	Old Dixie Hwy	PBC	Class II	38062	39478	6	52800	65062	0.81
5821	LINTON BLVD	Old Dixie Hwy	US 1	PBC	Class II	0	30202	6	49700	65062	0.76
5813	LINTON BLVD	US 1	Ocean Blvd	PBC	Class I	18958	17000	6	15900	54218	0.29
5311	LOWSON BLVD	Congress Ave	SW 10TH Ave	PBC	Class I	21862	14771	4	16200	22651	0.72
1610	LOXAHATCHEE RIVER	Indiantown Rd	Roebuck Rd	PBC	Class I	10471	9602	2	14100	33815	0.42
1202	LOXAHATCHEE RIVER	Roebuck Rd	PBC Boundary	PBC	Uninterrupted	5919	3025	2	6600	41559	0.16
6112	LYONS RD	Broward County Line	SW 18th St	PBC	Class II	31352	29768	6	66300	61964	1.07
6410	LYONS RD	SW 18th St	Palmetto Park Rd	PBC	Class II	34318	26735	4	46300	42898	1.08
6406	LYONS RD	Palmetto Park Rd	Glades Rd	PBC	Class I	30081	25974	4	34000	42898	0.79
6404	LYONS RD	Glades Rd	Kimberly Rd	PBC	Class I	34131	30523	6	41700	64347	0.65
6424	LYONS RD	Kimberly Rd	Yamato Rd	PBC	Class II	26568	24756	6	40000	64347	0.62
6416	LYONS RD	Yamato Rd	Clint Moore Rd	PBC	Class I	14896	15405	4	25100	42898	0.58
6114	LYONS RD	Clint Moore Rd	158 Rd S	PBC	Class I	7411	8068	4	28700	32173	0.89
5406	LYONS RD	158 Rd S	Atlantic Ave	PBC	Class I	8508	10137	4	14300	32173	0.44
5112	LYONS RD	Atlantic Ave	Canyon Lakes	PBC	Class I	#N/A		2	11000	34112	0.32
5110	LYONS RD	Canyon Lakes	Boynton Beach Blvd	PBC	Class I	#N/A		2	11100	34112	0.32
5108	LYONS RD	Boynton Beach Blvd	Hypoluxo Rd	PBC	Class I	14038	14752	4	26900	42965	0.63
4404	LYONS RD	Hypoluxo Rd	Lantana Rd	PBC	Class I	10644	9418	4	15700	42965	0.37
4405	LYONS RD	Lantana Rd	Lake Worth Rd	PBC	Class I	11768	10775	2	23900	34112	0.70
3462	LYONS RD	Stribling Way	Forest Hill Blvd	PBC	Class I	6691	7923	2	13900	32793	0.42
3460	LYONS RD	Forest Hill Blvd	Dillman Rd	PBC	Class I	0.1	10840	2	17800	34689	0.51
3466	LYONS RD	Dillman Rd	Southern Blvd	PBC	Class I	0.1	12070	2	14900	34689	0.43
1616	MAPLEWOOD DR	Indian Creek Blvd	Toney Penna Dr	JUP	Class I		9179	2	11400	33815	0.34

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Station	Roadway	From	To	Resp Agency	FacType	2005 Vol	2013 Vol	Model Lanes	2040 Adj. Model Vol	LOS E Capacity	V/C Ratio
1618	MAPLEWOOD DR	Toney Penna Dr	Indiantown Rd	JUP	Class I		13566	4	10100	42591	0.24
2313	MARTIN LUTHER KING	Military Tr	Congress Ave	FDOT	Class I	19137	16090	4	20600	41206	0.50
2841	MARTIN LUTHER KING	Congress Ave	Australian Ave	FDOT	Class I	19555		4	23400	28691	0.82
2813	MARTIN LUTHER KING	Australian Ave	Old Dixie Hwy	FDOT	Class II	7557	8070	4	13600	41206	0.33
2616	MC ARTHUR BLVD	Northlake Blvd	Holly Dr	PBC	Class II	7525	7213	2	7100	27878	0.25
4615	MELALEUCA LA	Jog Rd	Haverhill Rd	PBC	Class I	16217	14384	4	33200	40753	0.82
4657	MELALEUCA LA	Haverhill Rd	Military Tr	PBC	Class I	26036	23619	4	34200	40753	0.84
4617	MELALEUCA LA	Military Tr	Kirk Rd	PBC	Class I	26538	23960	4	30400	43375	0.70
4655	MELALEUCA LA	Kirk Rd	Congress Ave	PBC	Class I	28782	25964	4	28900	43375	0.67
6216	MILITARY TRL	Broward Co. Line	SW 18th St	PBC	Class II	31074	26113	4	48700	42898	1.13
6608	MILITARY TRL	SW 18th St	Camino Real	PBC	Class I	31577	28679	4	43800	42898	1.02
6606	MILITARY TRL	Camino Real	Palmetto Park Rd	PBC	Class II	36522	34557	6	64200	64347	1.00
6604	MILITARY TRL	Palmetto Park Rd	Town Center	PBC	Class II	41241	38256	6	54700	64347	0.85
6600	MILITARY TRL	Town Center	Butts Rd	PBC	Class II	37753	35242	6	36300	64347	0.56
6612	MILITARY TRL	Butts Rd	Yamato Rd	PBC	Class II	45284	42423	6	62100	64347	0.97
6630	MILITARY TRL	Yamato Rd	Clint Moore Rd	PBC	Class I	39365	37247	6	60600	64347	0.94
6202	MILITARY TRL	Clint Moore Rd	Linton Blvd	PBC	Class II	40161	32763	6	59000	64347	0.92
5618	MILITARY TRL	Linton Blvd	Atlantic Ave	PBC	Class II	45670	39147	6	56700	64347	0.88
5606	MILITARY TRL	Atlantic Ave	Lake Ida Rd	PBC	Class II	45683	42969	6	50800	64347	0.79
5652	MILITARY TRL	Lake Ida Rd	Flavor Pict Rd	PBC	Class I	37259	33471	6	58900	64347	0.92
5614	MILITARY TRL	Flavor Pict Rd	Woolbright Rd	PBC	Class I	42695	31362	6	59000	64347	0.92
5608	MILITARY TRL	Woolbright Rd	Boynton Beach Blvd	PBC	Class II	41207	33286	6	33200	64347	0.52
5202	MILITARY TRL	Boynton Beach Blvd	Gateway Blvd	PBC	Class I	42221	33884	6	51000	64347	0.79
4636	MILITARY TRL	Gateway Blvd	Hypoluxo Rd	PBC	Class I	42426	32946	6	50700	64347	0.79
4606	MILITARY TRL	Hypoluxo Rd	Lantana Rd	PBC	Class I	37560	31667	6	58900	64347	0.92
4632	MILITARY TRL	Lantana Rd	Melaleuca Ln	PBC	Class I	43758	36616	6	62000	64347	0.96
4602	MILITARY TRL	Melaleuca Ln	Lake Worth Rd	PBC	Class I	41024	35670	6	43400	64347	0.67
4618	MILITARY TRL	Lake Worth Rd	10th Ave N	FDOT	Class I	48517	41594	6	40700	64347	0.63
4650	MILITARY TRL	10th Ave N	Cresthaven Blvd	FDOT	Class II	49035	44174	6	49700	64347	0.77
4206	MILITARY TRL	Cresthaven Blvd	Forest Hill Blvd	FDOT	Class I	46776	45305	6	46800	64347	0.73
3642	MILITARY TRL	Forest Hill Blvd	Summit Blvd	FDOT	Class I	48328	41440	6	63800	64347	0.99
3664	MILITARY TRL	Summit Blvd	Gun Club Rd	FDOT	Class I	48875	41886	6	44600	64347	0.69
3612	MILITARY TRL	Gun Club Rd	Southern Blvd	FDOT	Class II	46230	38824	6	60000	64347	0.93
3628	MILITARY TRL	Southern Blvd	Belvedere Rd	FDOT	Class I	46485	41237	6	68400	64347	1.06
3648	MILITARY TRL	Belvedere Rd	Westgate Ave	FDOT	Class II	48837	39019	6	56000	64347	0.87
3602	MILITARY TRL	Westgate Ave	Okeechobee Bl	FDOT	Class II	43495	35177	6	46100	64347	0.72
3616	MILITARY TRL	Okeechobee Bl	Roebuck Rd	FDOT	Class I	47063	34113	6	49400	64347	0.77
3626	MILITARY TRL	Roebuck Rd	45th St	FDOT	Class II	34107	33187	6	65800	64347	1.02
3204	MILITARY TRL	45th St	SR-710	FDOT	Class II	33196	32702	6	54000	64347	0.84
2612	MILITARY TRL	SR-710	Blue Heron Blvd	FDOT	Class II	33852	28032	6	72900	64347	1.13
2614	MILITARY TRL	Blue Heron Blvd	Investment Lane	FDOT	Class II	32357	26398	6	55100	64347	0.86
2602	MILITARY TRL	Investment Lane	Northlake Blvd	FDOT	Class I	35413	28823	6	42400	64347	0.66
2600	MILITARY TRL	Northlake Blvd	Holly Dr	FDOT	Class I	43999	37207	6	60700	64347	0.94
2606	MILITARY TRL	Holly Dr	PGA Blvd	FDOT	Class I	44353	36393	6	57400	64347	0.89

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Station	Roadway	From	To	Resp Agency	FacType	2005 Vol	2013 Vol	Model Lanes	2040 Adj. Model Vol	LOS E Capacity	V/C Ratio
2624	MILITARY TRL	PGA Blvd	I-95	PBC	Class I	38882	36176	6	49200	64347	0.76
2604	MILITARY TRL	I-95	Hood Rd	PBC	Class I	27564	24535	6	42300	64347	0.66
2208	MILITARY TRL	Hood Rd	Donald Ross Rd	PBC	Class I	23883	24151	6	40600	64347	0.63
1602	MILITARY TRL	Donald Ross Rd	Frederick Small Rd	PBC	Class II	30572	34691	6	55500	64347	0.86
1608	MILITARY TRL	Frederick Small Rd	Indian Creek Blvd	PBC	Class II	28570	29341	6	44900	64347	0.70
1600	MILITARY TRL	Indian Creek Blvd	Indiantown Rd	PBC	Class I	25419	24121	6	34400	64347	0.54
4690	MINER RD	Congress Ave	High Ridge Rd	PBC	Class II	0	6275	2	14300	34318	0.42
6835	MIZNER BLVD	US-1 (Federal Hwy)	Palmetto Park Rd	BR	Class II	4895	10964	4	10600	43375	0.24
6834	MIZNER BLVD	Palmetto Park Rd	Federal Hwy	BR	Class II	10273	11531	4	12800	43375	0.29
2413	NORTHLAKE BLVD	Seminole Pratt Whitney Rd	140th Ave N	PBC	Class I	11089	10618	4	18700	42898	0.44
2421	NORTHLAKE BLVD	140th Ave N	Coconut Blvd	PBC	Class I	0	16608	4	37100	42898	0.86
2411	NORTHLAKE BLVD	Coconut Blvd	Ibis Rd	PBC	Class I	29704	27078	4	56200	42898	1.31
2407	NORTHLAKE BLVD	Ibis Rd	Beeline Hwy	PBC	Uninterrupted	36674	31736	4	76200	59110	1.29
2401	NORTHLAKE BLVD	Beeline Hwy	Ryder Cup Blvd	PBC	Class I	23949	21186	6	49500	63979	0.77
2205	NORTHLAKE BLVD	Ryder Cup Blvd	Steeplechase Dr / Ballen Isles	PBC	Class I	34280	30025	6	57900	65062	0.89
2605	NORTHLAKE BLVD	Steeplechase Dr / Ballen Isles	Military Tr	PBC	Class I	45285	41463	6	62100	65062	0.96
2207	NORTHLAKE BLVD	Military Tr	I-95	PBC	Class II	51985	48902	6	38300	65062	0.59
2309	NORTHLAKE BLVD	I-95	Congress Ave	PBC	Class II	53292	55036	6	46900	65062	0.72
2815	NORTHLAKE BLVD	Congress Ave	SR 811	PBC	Class II	44623	42618	6	32100	65062	0.49
2821	NORTHLAKE BLVD	SR 811	Prosperity Farms Rd	PBC	Class II	31068		6	26500	65062	0.41
2817	NORTHLAKE BLVD	Prosperity Farms Rd	Southwind Dr	PBC	Class I	36214	32430	6	18800	65062	0.29
2819	NORTHLAKE BLVD	Southwind Dr	US-1	PBC	Class I	27179	24111	6	12400	65062	0.19
5801	OCEAN AVE	Federal Hwy	N Ocean Blvd SR A1A	FDOT	Class I	6836		2	3400	33815	0.10
4803	OCEAN AVE	SR A1A	US-1	FDOT	Class II	17736		2	10900	30975	0.35
3419	OKEECHOBEE BLVD	Seminole Pratt Whitney Rd	140th	PBC	Uninterrupted	12520		2	8200	42633	0.19
3451	OKEECHOBEE BLVD	140th	Crestwood Blvd	PBC	Class I	19260	14243	2	14900	34318	0.43
3411	OKEECHOBEE BLVD	Crestwood Blvd	Royal Palm Beach Blvd	PBC	Class I	36631	27724	4	36300	42898	0.85
3453	OKEECHOBEE BLVD	Royal Palm Beach Blvd	Wildcat Way	PBC	Class II	63125	39608	6	73600	78900	0.93
3401	OKEECHOBEE BLVD	Wildcat Way	SR-7	PBC	Class II	60778	37653	8	71300	78900	0.90
3403	OKEECHOBEE BLVD	SR-7	Sansbury's Way	FDOT	Class II	51560	43990	8	62200	78900	0.79
3441	OKEECHOBEE BLVD	Sansbury's Way	Benoist Farms Rd	FDOT	Class II	57338	49796	8	83800	78900	1.06
3439	OKEECHOBEE BLVD	Benoist Farms Rd	Skees Rd	FDOT	Class II	61364	50527	8	87500	78900	1.11
3449	OKEECHOBEE BLVD	Skees Rd	Jog Rd	FDOT	Class II	66486	51971	8	103100	78900	1.31
3103	OKEECHOBEE BLVD	Jog Rd	Florida Turnpike	FDOT	Class II	74427	56155	8	81200	78900	1.03
3207	OKEECHOBEE BLVD	Florida Turnpike	Haverhill Rd	FDOT	Class II	70171	58801	8	112400	78900	1.42
3671	OKEECHOBEE BLVD	Haverhill Rd	Military Tr	FDOT	Class II	72815	65417	8	90900	78900	1.15
3633	OKEECHOBEE BLVD	Military Tr	Palm Beach Lakes Blvd	FDOT	Class II	76634	65758	8	73300	80254	0.91
3603	OKEECHOBEE BLVD	Palm Beach Lakes Blvd	Congress Ave	FDOT	Class II	55226	48119	8	44900	80235	0.56
3209	OKEECHOBEE BLVD	Congress Ave	I-95	FDOT	Class II	64108	58823	8	62800	80254	0.78
3307	OKEECHOBEE BLVD	I-95	Australian Ave	FDOT	Class II	66047	70757	8	76900	80235	0.96
3813	OKEECHOBEE BLVD	Australian Ave	Tamarind Ave	FDOT	Class II	60094	63380	8	80400	80235	1.00
3837	OKEECHOBEE BLVD	Tamarind Ave	Dixie Hwy	FDOT	Class II	48094	40687	8	82400	80235	1.03
5639	OLD BOYNTON RD	Military Tr	Lawrence Rd	PBC	Class I	18880	15330	4	23100	39853	0.58
5627	OLD BOYNTON RD	Lawrence Rd	Congress Ave	PBC	Class II	23624	17854	4	23400	42898	0.55

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Station	Roadway	From	To	Resp Agency	FacType	2005 Vol	2013 Vol	Model Lanes	2040 Adj. Model Vol	LOS E Capacity	V/C Ratio
5629	OLD BOYNTON RD	Congress Ave	Boynton Beach Blvd	PBC	Class I	13381	14413	2	12800	33815	0.38
6310	OLD DIXIE HWY	Broward County Line	SW 18th St	BR	Class I	16673	16356	4	51900	42898	1.21
6872	OLD DIXIE HWY	SW 18th St	Camino Real	BR	Class I	20247		4	39800	42898	0.93
6870	OLD DIXIE HWY	Camino Real	Palmetto Park Rd	BR	Class I	23207	18922	4	34700	42898	0.81
6900	OLD DIXIE HWY	Palmetto Park Rd	Glades Rd	BR	Class II	22049	22002	4	40800	42898	0.95
6866	OLD DIXIE HWY	Glades Rd	NE 20th St	BR	Class II	19172	23380	4	36700	42898	0.86
6860	OLD DIXIE HWY	NE 20th St	Spanish River Blvd	BR	Class I	18905	16897	4	31000	42898	0.72
6862	OLD DIXIE HWY	Spanish River Blvd	Yamato Rd	BR	Class I	17518	15727	4	23700	42898	0.55
6304	OLD DIXIE HWY	Lindell Blvd	Hidden Valley Blvd	BR	Class I	12946	12161	2	15000	34318	0.44
3302	OLD DIXIE HWY	45th St	MLK Jr Blvd	WPB	Class I	17011	11524	4	20400	42898	0.48
2810	OLD DIXIE HWY	MLK Blvd	Blue Heron Blvd	PBC	Class I	16407	12630	4	23600	39853	0.59
2808	OLD DIXIE HWY	Blue Heron Blvd	Silverbeach Rd	PBC	Class I	17101	14353	4	34800	42898	0.81
1806	OLD DIXIE HWY	SR-811/Beach Rd	Tequesta Dr	PBC	Class II	13863	11655	4	20200	42898	0.47
1814	OLD DIXIE HWY	Tequesta Dr	County Line Rd	PBC	Class I	6712	8783	2	3300	34318	0.10
3308	OLIVE AVE	S WPB City Limit	Alhambra Pl	WPB	Class I	10263	6408	2	5100	33815	0.15
3926	OLIVE AVE	Alhambra Pl	Forest Hill Blvd	NON	Class I	#N/A		2	6000	33815	0.18
3910	OLIVE AVE	Forest Hill Blvd	Essex Ln	WPB	Class I	11041		2	3700	33815	0.11
3892	OLIVE AVE	Essex Ln	Southern Blvd	WPB	Class I	12025		2	5500	33815	0.16
3880	OLIVE AVE	Southern Blvd	Monroe Dr	WPB	Class I	9870		2	5500	33815	0.16
3868	OLIVE AVE	Monroe Dr	Belvedere Rd	PBC	Class I	8907	3624	2	7000	33815	0.21
3864	OLIVE AVE	Belvedere Rd	Okeechobee Bl	WPB	Class I	14435	3190	2	20400	41039	0.50
3836	OLIVE AVE	Banyan Blvd	Loftin St	WPB	Class II	10191	3033	2	13500	30975	0.43
3848	OLIVE AVE (NB)	Okeechobee Bl	Banyan Blvd	WPB	Class I	13932		2	18500	36241	0.51
3830	OLIVE AVE (NB)	Loftin St	Palm Beach Lakes Blvd	FDOT	Class II	5943	2807	2	12800	36241	0.35
2417	ORANGE BLVD	Seminole Pratt Whitney Rd	140th Ave N	PBC	Class I		8875	4	8700	16907	0.51
2409	ORANGE BLVD	140th Ave N	Coconut Blvd	PBC	Class I	8513	8379	2	12800	33815	0.38
2415	ORANGE BLVD	Coconut Blvd	Royal Palm Beach Bl	PBC	Class I	13689	12925	2	8100	34318	0.24
6420	ORIOLE COUNTRY RD	Sandpoint Ter	SR 7	PBC	Class I	10553	10057	2	13000	85931	0.15
3601	PALM BEACH LAKES	Okeechobee Blvd	Village Blvd	PBC	Class II	37526	31653	6	55400	65062	0.85
3205	PALM BEACH LAKES	Village Blvd	I-95	PBC	Class II	60062	50780	6	66000	65077	1.01
3303	PALM BEACH LAKES	I-95	PB Mall Main Entrance	PBC	Class II	56760	46842	6	62400	65062	0.96
3809	PALM BEACH LAKES	PB Mall Main Entrance	Congress Ave	PBC	Class II	46761	43356	6	39900	65062	0.61
3847	PALM BEACH LAKES	Congress Ave	Australian Ave	PBC	Class II	46283	39788	6	40600	65062	0.62
3811	PALM BEACH LAKES	Australian Ave	Tamarind Ave	PBC	Class II	34055	28249	4	19900	38719	0.51
3807	PALM BEACH LAKES	Tamarind Ave	Dixie Hwy	PBC	Class II	20954	21160	4	20300	38719	0.52
6431	PALMETTO PARK RD	Glades Rd	Ponderosa Dr	PBC	Class I	14533	13080	4	11800	42898	0.28
6409	PALMETTO PARK RD	Ponderosa Dr	SR-7	PBC	Class I	25341	22903	4	31800	42898	0.74
6405	PALMETTO PARK RD	SR-7	Lyons Rd	PBC	Class I	37111	28897	6	51500	64347	0.80
6425	PALMETTO PARK RD	Lyons Rd	Boca Rio Rd	PBC	Class I	47481	41227	6	62600	64347	0.97
6211	PALMETTO PARK RD	Boca Rio Rd	Powerline Rd	PBC	Class I	57918	44644	6	67900	64347	1.06
6617	PALMETTO PARK RD	Powerline Rd	St Andrews Blvd	PBC	Class I	55184	44403	6	32200	65062	0.49
6609	PALMETTO PARK RD	St Andrews Blvd	Military Tr	PBC	Class II	58273	50371	6	61900	65062	0.95
6209	PALMETTO PARK RD	Military Tr	I-95	PBC	Class I	62369	55945	6	50600	65062	0.78
6309	PALMETTO PARK RD	I-95	12th St	PBC	Class II	57155	54475	6	40300	65062	0.62

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Station	Roadway	From	To	Resp Agency	FacType	2005 Vol	2013 Vol	Model Lanes	2040 Adj. Model Vol	LOS E Capacity	V/C Ratio
6871	PALMETTO PARK RD	12th St	Boca Raton Blvd	BR	Class II	38166	38124	4	16900	43375	0.39
6873	PALMETTO PARK RD	Boca Raton Blvd	Old Dixie Hwy	BR	Class I	31125		4	30500	42591	0.72
6875	PALMETTO PARK RD	Old Dixie Hwy	Federal Hwy	BR	Class II	16266	21031	4	25400	38719	0.65
6877	PALMETTO PARK RD	Federal Hwy	NE 5th Ave	BR	Class II	17969	15815	4	6500	38719	0.17
6803	PALMETTO PARK RD	NE 5th Ave	ICWW Bridge	BR	Class II	14853	14725	4	7300	38719	0.19
6817	PALMETTO PARK RD	ICWW Bridge	A1A	PBC	Class II	15119	16524	4	2300	38719	0.06
1310	PALMWOOD AVE	Frederick Small Rd	Donald Ross Rd	PBC	Class I	5991	4108	2	11100	34318	0.32
2833	PARK AVE	Federal Hwy	10TH St	PBC	Class I	6645	4817	2	8300	33815	0.25
3902	PARKER AVE	Forest Hill Blvd	Summit Blvd	WPB	Class I	7111		2	13400	32793	0.41
3896	PARKER AVE	Summit Blvd	Southern Blvd	WPB	Class I	14731		2	13500	32793	0.41
3872	PARKER AVE	Southern Blvd	Belvedere Rd	WPB	Class I	9957		2	11000	32793	0.34
3856	PARKER AVE	Belvedere Rd	Okeechobee Blvd	WPB	Class I	19454		2	14800	32793	0.45
3447	PERSIMMON BLVD	130th Ave N	Royal Palm Beach Bl	PBC	Uninterrupted	7621	6123	2	17300	41559	0.42
2405	PGA BLVD	Bee Line Hwy	Ryder Cup Blvd (Jog Rd)	FDOT	Uninterrupted	5801	3528	2	10300	41924	0.24
2103	PGA BLVD	Ryder Cup Blvd (Jog Rd)	Florida Turnpike	FDOT	Class I	24751	22859	4	49400	42965	1.15
2201	PGA BLVD	Florida Turnpike	Central Blvd	FDOT	Class II	46848	41271	6	60300	65062	0.93
2609	PGA BLVD	Central Blvd	Military Tr	FDOT	Class I	47793	43414	6	39400	65062	0.61
2203	PGA BLVD	Military Tr	I-95	FDOT	Class II	49342	45303	6	72400	65062	1.11
2303	PGA BLVD	I-95	SR 811	FDOT	Class II	61761		8	55700	80235	0.69
2829	PGA BLVD	SR 811	Gardens Mall	FDOT	Class II	57253	51188	6	61900	65062	0.95
2805	PGA BLVD	Gardens Mall	Prosperity Farms Rd	FDOT	Class II	44137	37346	6	39300	65062	0.60
2803	PGA BLVD	Prosperity Farms Rd	Ellison Wilson Rd	FDOT	Class II	45667	39097	6	53100	65062	0.82
2837	PGA BLVD	Ellison Wilson Rd	Federal Hwy	FDOT	Class II	30962	25880	6	47400	65062	0.73
3448	PIKE RD	Southern Blvd	Fla Turnpike Entrance	PBC	Class II	13697	14424	4	13100	34847	0.37
3450	PIKE RD	Fla Turnpike Entrance	Belvedere Rd	PBC	Class II	5745	4942	2	7900	30975	0.26
4214	PINE TREE LN	Forest Hill Blvd	Keller Rd	PBC	Class I	2383	2234	2	4400	33815	0.13
4662	PINEHURST DR	10th Ave N	Lake Worth Rd	PBC	Class I	10323	9111	2	12700	34318	0.37
4202	PINEHURST DR	Forest Hill Blvd	10TH Ave N	PBC	Class I	10475	8894	2	17400	34318	0.51
5657	PIPERS GLEN BLVD	El Clair Ranch Rd	Military Tr	PBC	Class I	5869	5073	2	8200	33815	0.24
3814	POINSETTIA AVE	36TH St	25TH St	WPB	Class I	4725		2	5700	33815	0.17
3806	POINSETTIA AVE	45th St	36th St	WPB	Class I	11188		2	4600	33815	0.14
3800	POINSETTIA AVE	45TH St	N End	WPB	Class I	2837		2	3700	33815	0.11
6423	PONDEROSA DR	Glades Rd	Palmetto Park Rd	PBC	Uninterrupted	4734	5229	2	5500	41559	0.13
6625	POTOMAC RD	Jog Rd	St Andrews Blvd	BR	Class I	7812	7835	4	20900	42898	0.49
6623	POTOMAC RD	St Andrews Blvd	Military Tr	BR	Class I	10902	11444	2	13100	45043	0.29
6210	POWERLINE RD	Broward County Line	SW 18th St	FDOT	Class II	37025	34431	4	59300	43375	1.37
6632	POWERLINE RD	SW 18th St	Camino Real	FDOT	Class II	35270	30307	4	39100	43375	0.90
6626	POWERLINE RD	Camino Real	Palmetto Park Rd	FDOT	Class II	43555	38023	4	38600	43375	0.89
6622	POWERLINE RD	Palmetto Park Rd	Sunstream Blvd	FDOT	Class II	29310	27109	4	24300	43375	0.56
6602	POWERLINE RD	Sunstream Blvd	Glades Rd	FDOT	Class II	31736	25850	4	30100	43375	0.69
1402	PRATT-WHITNEY RD	Indiantown Rd	Bee Line Hwy	PBC	Uninterrupted	3556	4404	2	11600	41924	0.28
1104	PRATT-WHITNEY RD	Indiantown Rd	Martin County Line	PBC	Uninterrupted	2711	3030	2	7900	41924	0.19
2806	PROSPERITY FARMS	Northlake Blvd	Lighthouse Dr	PBC	Class I	19199	17435	2	15300	34318	0.45
2836	PROSPERITY FARMS	Lighthouse Dr	Burns Rd	PBC	Class II	20604	17814	2	13100	34318	0.38

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Station	Roadway	From	To	Resp Agency	FacType	2005 Vol	2013 Vol	Model Lanes	2040 Adj. Model Vol	LOS E Capacity	V/C Ratio
2804	PROSPERITY FARMS	Burns Rd	PGA Blvd	PBC	Class II	27931	26053	4	21800	39853	0.55
2802	PROSPERITY FARMS	PGA Blvd	Hood Rd	PBC	Class I	17850	18725	4	15200	42898	0.35
2302	PROSPERITY FARMS	Hood Rd	Donald Ross Rd	PBC	Class I	11672	9064	2	6100	34318	0.18
4637	PURDY LN	Jog Rd	Haverhill Rd	PBC	Class I	7532	6672	2	4300	34318	0.13
4639	PURDY LN	Haverhill Rd	Military Tr	PBC	Class I	13248		2	11100	34318	0.32
3938	QUADRILLE BLVD	Okeechobee Blvd	Fern St	WPB	Class II	9895		4	29200	32531	0.90
3936	QUADRILLE BLVD	Fern St	Clematis St	WPB	Class II	14807		4	13600	32531	0.42
3934	QUADRILLE BLVD	Clematis St	SR-5	WPB	Class II	14089		4	10400	32531	0.32
2831	RCA BLVD	Alt A1A	Prosperity Farms Rd	PBC	Class I	10090	8490	2	12000	34318	0.35
1611	ROEBUCK RD	Loxahatchee River Rd	Central Blvd	PBC	Uninterrupted	8579	5167	2	4700	41559	0.11
3107	ROEBUCK RD	Jog Rd	Haverhill Rd	PBC	Class I	18602	18295	2	16300	34318	0.47
3681	ROEBUCK RD	Haverhill Rd	Military Trail	PBC	Class II		9334	2	12000	34318	0.35
8015	ROEBUCK RD	SR 7	Jog Rd	PBC	Uninterrupted			4	19300	60124	0.32
3412	ROYAL PALM BEACH	Southern Blvd	Okeechobee Blvd	RPB	Class II	15190	13952	2	11500	30975	0.37
3410	ROYAL PALM BEACH	Okeechobee Blvd	RPB North City Limits	RPB	Class I	38067	21996	4	20000	42898	0.47
3426	ROYAL PALM BEACH	RPB North City Limits	M Canal	PBC	Class I	32722	14621	4	22300	43692	0.51
2402	ROYAL PALM BEACH	M Canal	Orange Blvd	PBC	Class I	17113	16300	2	13000	34318	0.38
3819	ROYAL PALM BRIDGE	County Rd	Olive Ave	FDOT	Class II	22925		4	27800	38719	0.72
3833	ROYAL POINCIANA	N Flagler Dr	Royal Poinciana Wy	FDOT	Class II	24543		4	31300	30201	1.04
3414	SANSBURYS WAY	Southern Blvd	Belvedere Rd	PBC	Class I	5869	10945	2	15700	34318	0.46
3454	SANSBURYS WAY	Belvedere Rd	Okeechobee Bl	PBC	Class I	4803	6287	2	9900	34318	0.29
5802	SEACREST BLVD	23rd Ave	Woolbright Rd	PBC	Class I	22554	19995	4	23400	39853	0.59
5800	SEACREST BLVD	Woolbright Rd	Boynton Beach Blvd	PBC	Class I	17989	12680	4	23600	39853	0.59
5302	SEACREST BLVD	Boynton Beach Blvd	Gateway Blvd	PBC	Class I	14795	11621	4	20000	39853	0.50
4806	SEACREST BLVD	Gateway Blvd	Hypoluxo Rd	PBC	Class I	14029	11543	4	18600	39853	0.47
3420	SEMINOLE PRATT-	Southern Blvd	Okeechobee Blvd	PBC	Class I	18769	14444	4	17800	42965	0.41
3424	SEMINOLE PRATT-	Okeechobee Blvd	Sycamore Dr E	PBC	Class I	22377		4	24300	42965	0.56
3442	SEMINOLE PRATT-	Sycamore Dr E	60TH ST N	PBC	Class I	18742	16344	4	16700	42965	0.39
2408	SEMINOLE PRATT-	60TH ST N	Orange Bl	PBC	Class I	14646	12959	4	15600	42965	0.36
2406	SEMINOLE PRATT-	Orange Bl	Northlake Blvd	PBC	Class I	15781	11479	4	16800	43692	0.38
4644	SHERWOOD FOREST	Lake Worth Rd	10th Ave N	PBC	Class I	7677	7391	2	7900	34318	0.23
4654	SHERWOOD FOREST	10th Ave N	Cresthaven Blvd	PBC	Class II	9095	8145	2	18100	34318	0.53
4200	SHERWOOD FOREST	Cresthaven Blvd	Forest Hill Blvd	PBC	Class I	7434		2	13000	34318	0.38
2615	SILVER BEACH RD	Congress Ave	Old Dixie Hwy	PBC	Class I		11598	2	10800	33815	0.32
2807	SILVER BEACH RD	Old Dixie Hwy	US-1	PBC	Class I	13451	10795	2	10800	33815	0.32
3418	SKEES RD	Okeechobee Bl	Belvedere Rd	PBC	Class I	5651	4673	2	15000	33815	0.44
3446	SOUTH SHORE DR	Lake Worth Rd	Greenview Shores Bl	WEL	Class I	18874	15592	2	12700	34318	0.37
3429	SOUTH SHORE DR	Greenview Shores Bl	Big Blue Trace	WEL	Class I	20318	20364	4	9600	42898	0.22
3421	SOUTH SHORE DR	Big Blue Trace	Forest Hill Blvd	WEL	Class I	26822	24709	4	23700	42898	0.55
3101	SOUTHERN BLVD	CR 880	Lion Country Safari	FDOT	Uninterrupted	17567	15476	4	19800	59110	0.33
3467	SOUTHERN BLVD	Lion Country Safari	Seminole Pratt Whitney Rd	FDOT	Class I		19744	6	43800	66141	0.66
3443	SOUTHERN BLVD	Seminole Pratt Whitney Rd	Binks Forest Drive	FDOT	Class I	37182	28400	6	55100	64347	0.86
3431	SOUTHERN BLVD	Binks Forest Drive	Big Blue Trace	FDOT	Class I	35256	32256	6	46400	64347	0.72
3413	SOUTHERN BLVD	Big Blue Trace	Forest Hill/Crestwood	FDOT	Class I	45385	45548	6	66900	64347	1.04

Year 2040 Socio-Economic Data on Existing-Plus-Committed Model - Volume to Capacity Ratios (As of Spring 2014)

Station	Roadway	From	To	Resp Agency	FacType	2005 Vol	2013 Vol	Model Lanes	2040 Adj. Model Vol	LOS E Capacity	V/C Ratio
3417	SOUTHERN BLVD	Forest Hill/Crestwood	Cypress Head	FDOT	Class I	42335	56449	6	56500	64347	0.88
3437	SOUTHERN BLVD	Cypress Head	Royal Palm Beach Blvd	FDOT	Class I	45352	54435	6	58100	64347	0.90
3405	SOUTHERN BLVD	Royal Palm Beach Blvd	Lamstein Ln	FDOT	Class I	48779		8	76500	85796	0.89
3409	SOUTHERN BLVD	Lamstein Ln	SR-7	FDOT	Class I	51263	66355	8	76900	85796	0.90
3415	SOUTHERN BLVD	SR 7	Sansbury's Way	FDOT	Class I	38854	62335	8	59300	85796	0.69
3105	SOUTHERN BLVD	Sansbury's Way	Pike Rd	FDOT	Class I	43644	63709	8	66000	85796	0.77
3215	SOUTHERN BLVD	Pike Rd	Fla Turnpike Entrance	FDOT	Class I	45951		8	60800	85796	0.71
3223	SOUTHERN BLVD	Fla Turnpike Entrance	Jog Rd	FDOT	Class I	39180	64572	8	49600	85796	0.58
3643	SOUTHERN BLVD	Jog Rd	Haverhill Rd	FDOT	Class I	32658	66973	6	44700	85796	0.52
3635	SOUTHERN BLVD	Haverhill Rd	Military Tr	FDOT	Class I	30884		6	46300	85816	0.54
3637	SOUTHERN BLVD	Military Tr	Kirk Rd	FDOT	Class I	26961	65389	8	61400	85796	0.72
3673	SOUTHERN BLVD	Kirk Rd	Congress Ave	FDOT	Class I	33449	61462	8	46100	85796	0.54
3639	SOUTHERN BLVD	Congress Ave SB	Congress Ave NB	FDOT	Class I	#N/A		8	26200	85816	0.31
3675	SOUTHERN BLVD	Congress Ave NB	Gem Lake	FDOT	Class I	#N/A		8	24300	85796	0.28
3217	SOUTHERN BLVD	Gem Lake	I-95	FDOT	Class I	31292	60088	8	46500	85796	0.54
3313	SOUTHERN BLVD	I-95	Parker Ave	FDOT	Class II	30197	31008	4	45800	39720	1.15
3823	SOUTHERN BLVD	Parker Ave	Dixie Hwy	FDOT	Class II	22160	23852	4	30100	41206	0.73
3825	SOUTHERN BLVD	Dixie Hwy	Flagler Dr	FDOT	Class II	13377	12110	2	14700	38848	0.38
3827	SOUTHERN BLVD	Flagler Dr	Ocean Blvd	FDOT	Class I	14504	12598	2	14700	33815	0.44
6605	SPANISH RIVER BLVD	Military Tr	IBM Access	BR	Class I	24618	25309	4	20100	41206	0.49
6305	SPANISH RIVER BLVD	IBM Access	Perimeter Rd	BR	Class II	22776	24839	2	13500	32793	0.41
6811	SPANISH RIVER BLVD	Perimeter Rd	Old Dixie Hwy	BR	Class II	21491	22441	4	15800	38719	0.41
6813	SPANISH RIVER BLVD	Old Dixie Hwy	Federal Hwy	BR	Class II	16980	17185	4	7000	43375	0.16
6801	SPANISH RIVER BLVD	Federal Hwy	Ocean Blvd	BR	Class I	18419	18920	4	16500	43375	0.38
7013	SR-15	State Market Rd SR-729	Section 20 Rd	FDOT	Uninterrupted	8040	7941	2	9300	41924	0.22
7012	SR-15	McClure Rd	State Market Rd SR-729	FDOT	Uninterrupted	7300		2	10000	41559	0.24
7009	SR-15	W Main St	McClure Rd	FDOT	Class I	4113		2	2400	33815	0.07
7008	SR-15	W Main St	N State Market Rd SR-729	FDOT	Uninterrupted	6149		2	2700	42643	0.06
7007	SR-15	SR-729	Muck City Rd SR-700	FDOT	Uninterrupted	6379		2	4800	42643	0.11
7005	SR-15	Old Connors Hwy	Amons Rd	FDOT	Uninterrupted	5270		2	5100	42643	0.12
6110	SR-7	Broward County Line	SW 18 St	FDOT	Class II	51123	50835	6	84700	64347	1.32
6414	SR-7	SW 18 St	Palmetto Park Rd	FDOT	Class II	53733	48843	6	59900	64347	0.93
6400	SR-7	Palmetto Park Rd	Glades Rd	FDOT	Class I	58692	52539	6	52700	64347	0.82
6402	SR-7	Glades Rd	Yamato Rd	FDOT	Class I	51532	43826	6	45300	64347	0.70
6412	SR-7	Yamato Rd	Clint Moore Rd	FDOT	Class I	37804	34077	6	63200	63979	0.99
6102	SR-7	Clint Moore Rd	Winner's Cir	FDOT	Class I	32366	25376	6	56800	63979	0.89
5404	SR-7	Winner's Cir	W Atlantic Ave	FDOT	Class I	28073	24260	4	52100	42965	1.21
5400	SR-7	W Atlantic Ave	Lee Rd	FDOT	Uninterrupted	25797	23010	4	49900	59138	0.84
5402	SR-7	Lee Rd	Boynton Beach Blvd	FDOT	Uninterrupted	27483	23639	4	47400	59138	0.80
5102	SR-7	Boynton Beach Blvd	Hypoluxo Rd	FDOT	Uninterrupted	32692	26364	6	58900	88535	0.66
4402	SR-7	Hypoluxo Rd	Lantana Rd	FDOT	Class I	31171	31546	6	53600	63979	0.84
4400	SR-7	Lantana Rd	Lake Worth Rd	FDOT	Class I	42465	41864	6	75100	63979	1.17
4406	SR-7	Lake Worth Rd	Stribling Way	FDOT	Class II		59916	8	56300	78900	0.71
4102	SR-7	Stribling Way	Forest Hill Blvd	FDOT	Class II	51821	47483	8	62800	78900	0.80

Year 2040 Socio-Economic Data on Existing-Plus-Committed Model - Volume to Capacity Ratios (As of Spring 2014)

Station	Roadway	From	To	Resp Agency	FacType	2005 Vol	2013 Vol	Model Lanes	2040 Adj. Model Vol	LOS E Capacity	V/C Ratio
3452	SR-7	Forest Hill Blvd	Pioneer Rd	FDOT	Class II	55024	54973	8	63300	78900	0.80
3408	SR-7	Pioneer Rd	Southern Blvd	FDOT	Class II	55628	55870	8	67700	78900	0.86
3406	SR-7	Southern Blvd	Belvedere Rd	FDOT	Class II	59099	49924	8	62100	80235	0.77
3404	SR-7	Belvedere Rd	Okeechobee Bl	FDOT	Class II	47176	38237	6	35100	65062	0.54
3468	SR-7	Okeechobee Blvd	60th St	PBC	Uninterrupted		16657	4	39800	20779	1.92
8022	SR-7	60th St	Northlake Blvd	FDOT	Uninterrupted			4	17200	59138	0.29
7006	SR-700	Muck City Rd	US-98 SR-700	FDOT	Uninterrupted	1966		2	1900	41943	0.05
7038	SR-700	CR 717	Hatton Hwy	FDOT	Class I	2466		2	5300	34128	0.15
7004	SR-700	Hatton Hwy	SR-80	FDOT	Uninterrupted	2923	4308	2	5400	41943	0.13
7002	SR-700	SR-80	CR-880	FDOT	Uninterrupted	#N/A		4	19800	59138	0.33
7026	SR-715	SR 80	Ave E	FDOT	Class II	14046	12799	2	10000	34689	0.29
7028	SR-715	Ave E	W Canal St	FDOT	Class I	10318		2	6800	34689	0.20
7042	SR-715	W Canal St	Hooker Hwy	FDOT	Class I	11178	6477	2	5900	34112	0.17
7014	SR-715	Hooker Hwy	Wilder Rd	FDOT	Uninterrupted	7159		2	3500	41924	0.08
7019	SR-717	SR 715	Main St	FDOT	Class I	4224		4	3300	26132	0.13
7021	SR-717	Main St	MLK Bl	FDOT	Class I	2862		2	2400	33815	0.07
7010	SR-729	E Main St SR-15, US-441	Muck City Rd CR-717	FDOT	Uninterrupted	3798		2	4300	41924	0.10
7029	SR-80	US 27	SR 715	FDOT	Class I	26355	17529	4	24800	42898	0.58
7025	SR-80	SR 715	CR 827a	FDOT	Class I	17275		4	16600	42898	0.39
7036	SR-80	CR 827a	Ave G	FDOT	Class I	21417		4	32500	42898	0.76
7023	SR-80	Ave G	MLK Blvd	FDOT	Class I	29505		4	18900	42898	0.44
7020	SR-80	MLK Blvd	Gator Blvd	FDOT	Class II	20799		4	19900	42898	0.46
7016	SR-80	Gator Blvd	Hooker Hwy	FDOT	Class I	13309	14901	4	19100	42898	0.45
7015	SR-80	N Main St	Hatton Hwy	FDOT	Uninterrupted	11374	9777	4	5600	60110	0.09
7003	SR-80	Hatton Hwy	US-98	FDOT	Uninterrupted	8935		4	6000	59110	0.10
2814	SR-811	Northlake Blvd	Lighthouse Dr	FDOT	Class II	23192	21020	4	28700	42898	0.67
2828	SR-811	Lighthouse Dr	Burns Rd	FDOT	Class I	23538	22332	4	47800	42898	1.12
2826	SR-811	Burns Rd	RCA Blvd	FDOT	Class I	26262	26048	4	36900	42898	0.86
2824	SR-811	RCA Blvd	PGA Blvd	FDOT	Class II	23755	24655	4	28300	42898	0.66
2820	SR-811	PGA Blvd	Hood Rd	FDOT	Class II	29957	41975	6	41100	64347	0.64
2830	SR-811	Hood Rd	Donald Ross Rd	FDOT	Class I	21258	29497	6	43000	64347	0.67
1308	SR-811	Donald Ross Rd	Toney Penna Dr	FDOT	Class I	23574	26238	6	27900	64347	0.43
1808	SR-811	Toney Penna Dr	Indiantown Rd	FDOT	Class I	32158	31267	6	45100	64347	0.70
1604	SR-811	Indiantown Rd	Center St	FDOT	Class II	33675	32238	6	49900	64347	0.78
1800	SR-811	Center St	US 1	FDOT	Class I	41973	40441	6	59800	64347	0.93
6620	ST ANDREWS BLVD	Palmetto Park Rd	Glades Rd	BR	Class II	23864	23986	4	37500	42898	0.87
6610	ST ANDREWS BLVD	Glades Rd	Potomac Rd	BR	Class II	24124	21142	4	42500	42898	0.99
6624	ST ANDREWS BLVD	Potomac Rd	Yamato Rd	BR	Class I	17163	15366	4	31400	42898	0.73
4415	STRIBLING WAY	Fairlane Farms	SR 7	WEL	Class I		11910	2	14200	33815	0.42
4413	STRIBLING WAY	SR 7	Lyons Rd	WEL	Class I		4309	2	13100	33815	0.39
3657	SUMMIT BLVD	Jog Rd	Haverhill Rd	PBC	Class I	18278	11988	4	29500	40753	0.72
3611	SUMMIT BLVD	Haverhill Rd	Military Tr	PBC	Class I	26132	19803	4	36500	39853	0.92
3613	SUMMIT BLVD	Military Tr	Kirk Rd	PBC	Class II	31106	21251	4	32200	40753	0.79
3615	SUMMIT BLVD	Kirk Rd	Davis Rd	PBC	Class II	28407	19436	4	37600	40753	0.92

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Station	Roadway	From	To	Resp Agency	FacType	2005 Vol	2013 Vol	Model Lanes	2040 Adj. Model Vol	LOS E Capacity	V/C Ratio
3617	SUMMIT BLVD	Davis Rd	Congress Ave	PBC	Class II	34174	23298	4	41100	40753	1.01
3619	SUMMIT BLVD	Congress Ave	Florida Mango Rd	PBC	Class I	17543	11862	4	22600	39853	0.57
3621	SUMMIT BLVD	Florida Mango Rd	I-95	PBC	Class I	17276	10236	4	24700	39853	0.62
3315	SUMMIT BLVD	I-95	Parker Ave	PBC	Class I	17275	10646	4	24700	39853	0.62
6401	SW 18TH ST	SR 7	Lyons Rd	PBC	Class I	16988	15047	4	28000	29128	0.96
6419	SW 18TH ST	Lyons Rd	Boca Rio Rd	PBC	Class I	26837	20966	4	37100	42898	0.86
6213	SW 18TH ST	Boca Rio Rd	Powerline Rd	PBC	Class I	32554	23915	6	44400	64347	0.69
6613	SW 18TH ST	Powerline Rd	Military Tr	PBC	Class I	27894	22884	4	23600	42898	0.55
6313	SW 18TH ST	Military Tr	12th Ave SW	BR	Class I	12282	9973	2	13600	33815	0.40
6863	SW 18TH ST	12th Ave SW	Old Dixie Hwy	BR	Class I	11571	8501	2	14500	33815	0.43
6841	SW 18TH ST	Old Dixie Hwy	Federal Hwy	BR	Class II	11424	11365	4	29500	38719	0.76
5808	SWINTON AVE	Atlantic Ave	10th St	PBC	Class II	11719	9834	2	9400	32793	0.29
5806	SWINTON AVE	Bush Blvd	Atlantic Ave	PBC	Class II	12465	13859	2	14200	32793	0.43
3842	TAMARIND AVE	Banyan St	Lakeview Ave	WPB	Class I	17984		4	28800	39853	0.72
3826	TAMARIND AVE	Palm Beach Lakes Blvd	Banyan Blvd	WPB	Class II	8500		2	5900	30975	0.19
3818	TAMARIND AVE	25TH St	Palm Beach Lakes Blvd	WPB	Uninterrupted	8147		2	9400	41559	0.23
1207	TEQUESTA DR	Old Dixie Hwy	West of Old Dixie Hwy	PBC	Uninterrupted	13687		2	18900	41559	0.45
1607	TONEY PENNA RD	Maplewood Dr	Military Tr	JUP	Class I	11552	11833	2	4600	33815	0.13
1609	TONEY PENNA RD	SR-811	Old Dixie Hwy	JUP	Class I	10722	9171	2	10900	37429	0.29
3647	TURNAGE BLVD	Australian Ave	Perimeter Rd	PBC	Uninterrupted	12584	6686	2	9400	42633	0.22
3677	TURNAGE BLVD (I95	PBIA	I-95	PBC	Uninterrupted	13072	15062	2	9400	42643	0.22
5812	US-1	Atlantic Ave	NE 4th St	FDOT	Class II	16469	13361	2	11600	38396	0.30
5810	US-1	Atlantic Ave	NE 4th St	FDOT	Class II	14612	13083	2	13400	38406	0.35
2800	US-1	Park Ave	Northlake Blvd	FDOT	Class I	30966	22811	4	30600	42898	0.71
2832	US-1	Northlake Blvd	Lighthouse Dr	FDOT	Class II	33144	25413	6	39800	64347	0.62
2838	US-1	Lighthouse Dr	PGA Blvd	FDOT	Class I	27583	21822	4	33500	42898	0.78
2822	US-1	PGA Blvd	Universe Blvd	FDOT	Class I	36642	28378	4	39600	42898	0.92
2840	US-1	Universe Blvd	Donald Ross Rd	FDOT	Class I	27406	19827	4	27600	42898	0.64
1312	US-1	Donald Ross Rd	Marcinski Rd	FDOT	Class I	32717	27703	4	26700	42898	0.62
1816	US-1	Marcinski Rd	Ocean Way	FDOT	Class I	0	20752	4	22900	42898	0.53
1810	US-1	Ocean Way	Indiantown Rd	FDOT	Class I	28832	24388	4	27100	42898	0.63
1802	US-1	Indiantown Rd	Beach Rd	FDOT	Class I	24992	20684	4	16700	22521	0.74
1304	US-1	Beach Rd	County Line Rd	FDOT	Class I	26617	24233	6	23700	64347	0.37
5842	US-1 (NB)	SE 10th St	Atlantic Ave	FDOT	Class II	14918	14298	2	11100	38396	0.29
5828	US-1 (NB)	NE 4th St	George Bush Blvd	FDOT	Class II	14725	13724	2	14300	38396	0.37
5844	US-1 (SB)	SE 10th St	Atlantic Ave	FDOT	Class II	14406	13118	2	13100	38396	0.34
5830	US-1 (SB)	NE 4th St	George Bush Blvd	FDOT	Class II	13852	12881	2	19100	38396	0.50
7032	US-27	Broward County Line	CR-827	FDOT	Uninterrupted	16240	10996	4	12500	59110	0.21
7030	US-27	CR-827	SR-80	FDOT	Uninterrupted	14884		4	10300	59110	0.17
7033	US-27	SR-80	Levee Rd	FDOT	Uninterrupted	26365	19149	4	20700	59110	0.35
7034	US-27	Levee Rd	Miami Canal Rd	FDOT	Uninterrupted	15359		4	18600	59110	0.32
7035	US-27	Miami Canal Rd	PB/Hendry Co Line	FDOT	Uninterrupted	19814		4	21400	59110	0.36
3632	VILLAGE BLVD	Community Dr	Palm Beach Lakes Blvd	PBC	Class II	30662	24171	4	42900	42898	1.00
3660	VILLAGE BLVD	Cumberland Dr	Shenandoah Dr	PBC	Class II	17264	13315	4	9000	42898	0.21

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Station	Roadway	From	To	Resp Agency	FacType	2005 Vol	2013 Vol	Model Lanes	2040 Adj. Model Vol	LOS E Capacity	V/C Ratio
3630	VILLAGE BLVD	45TH St	Cumberland Dr	PBC	Class I	21084	16152	4	13800	42898	0.32
3652	WABASSO DR	Okeechobee Bl	Westgate Ave	PBC	Class II	7233	5282	2	10700	30975	0.35
3932	WASHINGTON RD	Dyer St	Southern Blvd	WPB	Class I	7017		2	8500	33815	0.25
3435	WELLINGTON TRACE	Greenview Shores Bl	Big Blue Trace	WEL	Class I	26138	24475	4	36600	42591	0.86
3433	WELLINGTON TRACE	Big Blue Trace	Forest Hill Blvd	WEL	Class I	24900	22759	4	24000	42591	0.56
3663	WESTGATE AVE	Military Tr	Wabasso Dr	PBC	Class I	16940	12643	4	35100	42898	0.82
3669	WESTGATE AVE	Wabasso Dr	Congress Ave	PBC	Class II	12267	8534	4	22900	42898	0.53
5662	WOOLBRIGHT RD	Hagen Ranch Rd	Jog Rd	PBC	Class I		12904	4	10900	42898	0.25
5655	WOOLBRIGHT RD	Jog Rd	El Clair Ranch Rd	PBC	Class I	13029	18280	4	32500	42898	0.76
5647	WOOLBRIGHT RD	El Clair Ranch Rd	Military Tr	PBC	Class II	21972	21493	4	40300	42898	0.94
5645	WOOLBRIGHT RD	Military Tr	Congress Ave	PBC	Class I	25502	25279	4	16800	43375	0.39
5205	WOOLBRIGHT RD	Congress Ave	I-95	PBC	Class II	43617	42817	6	24900	61964	0.40
5303	WOOLBRIGHT RD	I-95	US-1	PBC	Class II	39243	40505	4	40900	43375	0.94
5809	WOOLBRIGHT RD	US-1	Ocean Blvd	PBC	Class II	12750	11141	2	15400	30735	0.50
6433	YAMATO RD	Coral Ridge Dr	Cain Blvd	PBC	Class I	6587	6700	2	9900	33811	0.29
6427	YAMATO RD	Cain Blvd	SR 7	PBC	Class II	15358	15555	4	14500	38719	0.37
6421	YAMATO RD	SR 7	Lyons Rd	PBC	Class I	18794	19872	4	12900	43375	0.30
6103	YAMATO RD	Lyons Rd	Boca West Dr	PBC	Class I	29204	28455	6	43300	65062	0.67
6631	YAMATO RD	Boca West Dr	Jog Rd	PBC	Class I	39171	32822	6	57000	65062	0.88
6611	YAMATO RD	Jog Rd	Military Tr	BR	Class I	35215	38168	6	29700	65062	0.46
6603	YAMATO RD	Military Tr	Congress Ave	BR	Class II	37040		8	55500	77587	0.72
6203	YAMATO RD	Congress Ave	I-95	FDOT	Class II	49571		8	64800	77587	0.84
6303	YAMATO RD	I-95	Dixie Hwy	FDOT	Class II	47582	51339	6	76300	65062	1.17
6807	YAMATO RD	Dixie Hwy	Federal Hwy	FDOT	Class II	25342	27509	6	44000	65062	0.68

Note: Presented for planning purposes only. This was just one of many tools used to review roadway improvements needs. Individual segments need to be evaluated based on supporting information.

**Palm Beach Metropolitan Planning Organization
Year 2040 Long Range Transportation Plan - Desires Plan
Urban Interchange Review**

Tier 1 Analysis

		Intersection Type	NB/SB No. of Lanes	EB/WB No. of Lanes	NB/SB 2040 Adjusted Volume	EB/WB 2040 Adjusted Volume	NB/SB+EB/WB 2040 Adjusted Volume	Max At-Grade Criteria	Tier 1: Exceed Max At-Grade Volume?	Vol to Max at Grade Ratio	Comments	To be analyzed in Tier 2
2035 Cost Feasible Plan												
Yes	SR 710/Beeline Hwy & Northlake Blvd	4 Leg	6	4	49,977	32,688	82,665	100,000	No	0.83	Include as special intersection, NB to WB flyover only	No
Yes	SR 7 & Okeechobee Blvd	4 Leg	6	8	41,177	70,381	111,558	140,000	No	0.80		No
Yes	Jog Rd & Okeechobee Blvd	4 Leg	6	8	47,531	80,000	127,531	140,000	Yes	0.91		No
Yes	Military Tr & Okeechobee Blvd	4 Leg	6	8	50,633	85,000	135,633	140,000	Yes	0.97		No
Yes	Palm Beach Lakes Blvd & Okeechobee Blvd	4 Leg	6	8	49,920	88,996	138,916	140,000	No	0.99		No
Yes	SR 7 & Forest Hill Blvd	4 Leg	8	6	80,144	55,890	136,034	140,000	No	0.97		No
2040 LRTP Proposed												
No	Indiantown Rd & Florida's Turnpike On/Off Ramp	"T"	4	6	54,061	66,953	121,014	100,000	Yes	1.21	I-95/Turnpike direct connect addresses this.	No
No	Central Blvd Indiantown Rd	4 Leg	4	6	40,654	60,547	101,201	100,000	Yes	1.01	Barely congested so do not advance to Tier 2. Also, Island Way South provides diversion.	No
No	Forest Hill Blvd/Crestwood Blvd & SR 80	4 Leg	6	6	58,348	80,030	138,378	120,000	Yes	1.15	Evaluate interchange vs. At grade:NB hot right and WB to SB triple lefts.	Yes
No	Congress Ave & 10th Ave	4 Leg	6	4	54,932	48,001	102,933	100,000	Yes	1.03	Barely congested so do not advance to Tier 2.	No
No	Hagen Ranch Rd & Boynton Beach Blvd	4 Leg	4	6	33,298	72,000	105,298	100,000	Yes	1.05	Barely congested so do not advance to Tier 2.	No
No	Glades Rd & Florida's Turnpike On/Off Ramp	"T"	4	6	46,404	70,161	116,565	100,000	Yes	1.17	Evaluate further interchange improvement options.	Yes
No	Jog Rd/Powerline Rd & Glades Rd	4 Leg	4	6	38,260	75,000	113,260	100,000	Yes	1.13	Glades Rd PD&E study recommends the TSM alternative.	No
No	St. Andrews Blvd & Glades Rd	4 Leg	4	6	33,266	68,051	101,317	100,000	Yes	1.01	Glades Rd PD&E study recommends the TSM alternative.	No

Max At-Grade Volume	
4L + 6L	100,000
4L + 8L	120,000
6L + 6L	120,000
6L + 8L	140,000
8L + 8L	160,000

	Volume to Max at Grade Criteria <1.1
	Volume to Max at Grade Criteria >1.1 and < 1.2
	Volume to Max at Grade Criteria >= 1.2

Tier 2 Analysis

In 2035 CF Plan?	Intersection	Existing 2013 Approach Turn Lanes w/ 2040 Thru Lanes														Total 2040 Daily Intersection Volume	2040 Daily Volume to Approach ratio	Tier 2: Ranking
		NB			SB			EB			WB			Total				
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right					
No	Glades Rd & Florida's Turnpike On/Off Ramp	1	1	1	2	1	1	2	3	1	1	2	1	17	116,565	6,857	1	
No	Forest Hill Blvd/Crestwood Blvd & SR 80	2	2	2	2	3	1	2	3	1	2	3	1	24	138,378	5,766	2	

Tier 3 Analysis

In 2035 CF Plan?	Intersection	Tier 2 Ranking	Quadrants Land Use Resid/Comm/Vacant				ROW Cost (L/M/H)	Community Impact (L/M/H)	Access Impact (L/M/H)	Comment	Tier 3: Recommend Interchange?
			NW	NE	SW	SE					
No	Glades Rd & Florida's Turnpike On/Off Ramp	1	Comm	Comm	Resid	Comm	H	L	H	Show major interchange improvement	Yes
No	Forest Hill Blvd/Crestwood Blvd & SR 80	2	Comm	Comm	Resid	Resid	M	H	L	Seek to add lanes at grade first	No

Directions 2040 Plan Highway Improvement Costs

From - To	Design	Right of Way	Construction	Total
0-2	\$1,708,327	\$705,613	\$3,713,755	\$6,127,695
2-3	\$1,402,519	\$579,301	\$3,048,955	\$5,030,776
2-4	\$1,870,026	\$772,402	\$4,065,273	\$6,707,701
4-6	\$1,736,310	\$717,171	\$3,774,587	\$6,228,068
6-8	\$1,967,327	\$812,592	\$4,276,798	\$7,056,717
8-10	\$1,955,189	\$807,578	\$4,250,411	\$7,013,178
0-4	\$2,592,170	\$1,070,679	\$5,635,152	\$9,298,001
2-6	\$2,837,527	\$1,172,022	\$6,168,537	\$10,178,086
4-8	\$2,634,630	\$1,088,217	\$5,727,457	\$9,450,304
6-10	\$2,985,170	\$1,233,005	\$6,489,499	\$10,707,673
0-6	\$2,946,038	\$1,216,842	\$6,404,431	\$10,567,311
2-8	\$3,224,890	\$1,332,020	\$7,010,631	\$11,567,541
4-10	\$2,994,295	\$1,236,774	\$6,509,337	\$10,740,406

Source: April 2013 FDOT

NOTE: Not Used for Interstates

FDOT Inflation Rates

FROM	TO	Annual Rate
2013 \$	2014 \$	3.1%
2014 \$	2015 \$	2.9%
2015 \$	2016 \$	2.9%
2016 \$	2017 \$	2.9%
2017 \$	2018 \$	2.9%
2018 \$	2019 \$	3.0%
2019 \$	2020 \$	3.1%
2020 \$	2021 \$ - Future	3.3% per year

Source: FDOT 2040 Revenue Forecast Handbook July 2013.pdf

YEAR 2040 PALM BEACH LONG RANGE TRANSPORTATION PLAN
YEAR 2040 COST FEASIBLE PLAN - HIGHWAY AND TRANSIT/FREIGHT
Adopted Palm Beach SIS and Turnpike Projects by Phase (In Millions of Dollars) - Phases I and II

No.	Facility Name	From	To	Improvement	Interim Phase I Year 2020 Cost					Interim Phase II Year 2021-2025 Cost				
					Design Cost (\$YOE)	ROW Cost (\$YOE)	Construct Cost (\$YOE)	Vehicle Purchase (\$YOE)	Total Capital Cost (\$YOE)	Design Cost (\$YOE)	ROW Cost (\$YOE)	Construct Cost (\$YOE)	Vehicle Purchase (\$YOE)	Total Capital Cost (\$YOE)
Proposed FDOT Funded Strategic Intermodal System Projects														
H-9	I-95	@ Donald Ross Rd		Interchange Improvement										
H-25	I-95	@ Blue Heron Blvd		Interchange Improvement										
H-65	I-95	@ Linton Blvd		Interchange Improvement										
H-63	I-95	@ Atlantic Ave		Interchange Improvement										
H-69	I-95	@ Spanish River Blvd		New Interchange										
H-44	Southern Blvd/SR 80	W of Lion Country Safari	Crestwood/Forest Hill Blvd	Widen 4L to 6L										
H-6	SR 710	Martin/PBC Line	W of Indiantown Rd	Widen 2L to 4L										
H-1	SR 710	W of Indiantown Rd	W of Pratt Whitney Rd	Widen 2L to 4L										
H-29	SR 710	W of Congress Ave	W of Australian Ave	Widen 2L to 4L										
	SR 710	Australian Ave	Old Dixie Hwy	Widen 2L to 4L										
H-67	I-95	Broward/PBC Line	Linton Blvd	Add Managed Lanes			\$36.000		\$36.000					\$0.000
H-57	I-95	@ Gateway Blvd		Interchange Improvement		\$6.020			\$6.020	\$1.000		\$80.843		\$81.843
H-46	I-95	@ SR 80		Interchange Improvement					\$0.000	\$7.645	\$5.828	\$103.205		\$116.678
H-20	SR 710	Northlake Blvd	Blue Heron Blvd	Widen 4L to 6L					\$0.000		\$5.530	\$29.770		\$35.300
H-15	SR 710	PGA Blvd	Northlake Blvd	Widen 4L to 6L					\$0.000			\$63.291		\$63.291
H-14	I-95	@ Central Blvd or PGA Blvd		Interchange Improvement					\$0.000		\$55.441			\$55.441
H-58	I-95	@ Boynton Beach Blvd		Interchange Improvement					\$0.000		\$5.530			\$5.530
H-42	I-95	@ Palm Beach Lakes Blvd		Interchange Improvement					\$0.000	\$0.619				\$0.619
H-48	I-95	@ 10th Ave N		Interchange Improvement					\$0.000	\$0.619				\$0.619
H-52	I-95	@ 6th Ave S		Interchange Improvement					\$0.000	\$0.619				\$0.619
H-56	I-95	@ Hypoluxo Rd		Interchange Improvement					\$0.000	\$0.619				\$0.619
H-54	I-95	@ Lantana Rd		Interchange Improvement					\$0.000		\$0.619			\$0.619
H-4	I-95 Managed Lanes	Indiantown Rd	Martin/PBC Line	Add Managed Lanes					\$0.000	\$4.083				\$4.083
H-11	SR 710	W of Seminole Pratt Whitney Rd	PGA Blvd	Widen 4L to 6L					\$0.000	\$4.010				\$4.010
Proposed Toll Funded Turnpike Projects														
H-27	Turnpike Mainline	Okeechobee Blvd/Jog Rd (Mile Post 98)	PGA Blvd (Mile Post 109)	Widen 4L to 6L					\$0.000	\$29.624		\$266.614		\$296.238
H-45	Turnpike Mainline	Boynton Bch Blvd (Mile Post 86)	Okeechobee Blvd/Jog Rd (Mile Post 98)	Widen 4L to 6L					\$0.000	\$27.489		\$247.401		\$274.890
H-59	Turnpike Mainline	Broward/PBC Line (Mile Post 73)	Boynton Bch Blvd (Mile Post 86)	Widen 6L to 8L					\$0.000	\$29.780		\$268.018		\$297.798
H-55	Turnpike	@ Hypoluxo Rd		New Interchange					\$0.000					\$0.000

CF SIS Project Total Cost
CF Turnpike Project Total Cost

\$42.020
\$0.000

\$369.271
\$868.926

YEAR 2040 PALM BEACH LONG RANGE TRANSPORTATION PLAN
YEAR 2040 COST FEASIBLE PLAN - HIGHWAY AND TRANSIT/FREIGHT
Adopted Palm Beach SIS and Turnpike Projects by Phase (In Millions of Dollars) - Phases III and IV

No.	Facility Name	From	To	Improvement	Interim Phase III Year 2026-2030 Cost					Interim Phase IV Year 2031-2040 Cost				
					Design Cost (\$YOE)	ROW Cost (\$YOE)	Construct Cost (\$YOE)	Vehicle Purchase (\$YOE)	Total Capital Cost (\$YOE)	Design Cost (\$YOE)	ROW Cost (\$YOE)	Construct Cost (\$YOE)	Vehicle Purchase (\$YOE)	Total Capital Cost (\$YOE)
Proposed FDOT Funded Strategic Intermodal System Projects														
H-9	I-95	@ Donald Ross Rd		Interchange Improvement										
H-25	I-95	@ Blue Heron Blvd		Interchange Improvement										
H-65	I-95	@ Linton Blvd		Interchange Improvement										
H-63	I-95	@ Atlantic Ave		Interchange Improvement										
H-69	I-95	@ Spanish River Blvd		New Interchange										
H-44	Southern Blvd/SR 80	W of Lion Country Safari	Crestwood/Forest Hill Blvd	Widen 4L to 6L										
H-6	SR 710	Martin/PBC Line	W of Indiantown Rd	Widen 2L to 4L										
H-1	SR 710	W of Indiantown Rd	W of Pratt Whitney Rd	Widen 2L to 4L										
H-29	SR 710	W of Congress Ave	W of Australian Ave	Widen 2L to 4L										
	SR 710	Australian Ave	Old Dixie Hwy	Widen 2L to 4L										
H-67	I-95	Broward/PBC Line	Linton Blvd	Add Managed Lanes					\$0.000					\$0.000
H-57	I-95	@ Gateway Blvd		Interchange Improvement					\$0.000					\$0.000
H-46	I-95	@ SR 80		Interchange Improvement					\$0.000					\$0.000
H-20	SR 710	Northlake Blvd	Blue Heron Blvd	Widen 4L to 6L					\$0.000					\$0.000
H-15	SR 710	PGA Blvd	Northlake Blvd	Widen 4L to 6L					\$0.000					\$0.000
H-14	I-95	@ Central Blvd or PGA Blvd		Interchange Improvement			\$31.228		\$31.228					\$0.000
H-58	I-95	@ Boynton Beach Blvd		Interchange Improvement	\$2.578	\$27.226	\$62.372		\$92.176					\$0.000
H-42	I-95	@ Palm Beach Lakes Blvd		Interchange Improvement	\$2.784	\$114.210	\$32.487		\$149.481					\$0.000
H-48	I-95	@ 10th Ave N		Interchange Improvement	\$2.887	\$4.303	\$45.484		\$52.674					\$0.000
H-52	I-95	@ 6th Ave S		Interchange Improvement	\$2.887	\$1.600	\$66.333		\$70.820					\$0.000
H-56	I-95	@ Hypoluxo Rd		Interchange Improvement	\$2.784	\$8.040	\$62.451		\$73.275					\$0.000
H-54	I-95	@ Lantana Rd		Interchange Improvement		\$3.464			\$3.464			\$82.617		\$82.617
H-4	I-95 Managed Lanes	Indiantown Rd	Martin/PBC Line	Add Managed Lanes					\$0.000			\$52.309		\$52.309
H-11	SR 710	W of Seminole Pratt Whitney Rd	PGA Blvd	Widen 4L to 6L					\$0.000		\$12.535	\$42.901		\$55.436
Proposed Toll Funded Turnpike Projects														
H-27	Turnpike Mainline	Okeechobee Blvd/Jog Rd (Mile Post 98)	PGA Blvd (Mile Post 109)	Widen 4L to 6L					\$0.000					\$0.000
H-45	Turnpike Mainline	Boynton Bch Blvd (Mile Post 86)	Okeechobee Blvd/Jog Rd (Mile Post 98)	Widen 4L to 6L					\$0.000					\$0.000
H-59	Turnpike Mainline	Broward/PBC Line (Mile Post 73)	Boynton Bch Blvd (Mile Post 86)	Widen 6L to 8L					\$0.000					\$0.000
H-55	Turnpike	@ Hypoluxo Rd		New Interchange					\$0.000	\$11.314		\$101.822		\$113.135

CF SIS Project Total Cost
CF Turnpike Project Total Cost

\$473.118
\$0.000

\$190.362
\$113.135

YEAR 2040 PALM BEACH LONG RANGE TRANSPORTATION PLAN
YEAR 2040 COST FEASIBLE PLAN - HIGHWAY AND TRANSIT/FREIGHT
Adopted MPO Funded Projects by Phase (In Millions of Dollars) - Phases I and II

No.	Facility Name	From	To	Improvement	Interim Phase I Year 2020 Cost					Interim Phase II Year 2021-2025 Cost				
					Design Cost (\$YOE)	ROW Cost (\$YOE)	Construct Cost (\$YOE)	Vehicle Purchase (\$YOE)	Total Capital Cost (\$YOE)	Design Cost (\$YOE)	ROW Cost (\$YOE)	Construct Cost (\$YOE)	Vehicle Purchase (\$YOE)	Total Capital Cost (\$YOE)
Proposed MPO Funded Tri-Rail Projects														
T-3	Tri-Rail Extension - New Service	West Palm Beach Station	New Jupiter Station	New Service to Jupiter on FEC corridor via Northwood Crossover with Preliminary Estimated 3 station locations noted below:		\$36.890			\$36.890		\$15.065	\$73.688		\$88.753
T-2	New Tri-Rail Station	Toney Penna Dr	Jupiter	Tri-Rail Coastal Link station on FEC corridor	Included	Included	Included	Included	Included	Included	Included	Included	Included	Included
T-4	New Tri-Rail Station	PGA Blvd	Palm Beach Gardens	Tri-Rail Coastal Link station on FEC corridor	Included	Included	Included	Included	Included	Included	Included	Included	Included	Included
T-11	New Tri-Rail Station	45th St	West Palm Beach	Tri-Rail Coastal Link station on FEC corridor	Included	Included	Included	Included	Included	Included	Included	Included	Included	Included
T-20	New Tri-Rail Station	PBIA	West Palm Beach	Additional Tri-Rail Station on CSX Corridor					\$0.000	\$1.664	\$15.720	\$5.109		\$22.493
T-24	Tri-Rail Park & Ride Expansion	Yamato Rd	Boca Raton	New parking garage (420 spaces)					\$0.000					\$0.000
T-8	Tri-Rail Extension - New Service	Mangonia Park Station	Blue Heron Blvd/VA Hospital	Extend existing service on CSX corridor. Includes new station noted below:					\$0.000					\$0.000
T-7	New Tri-Rail Station	Blue Heron Blvd	Riviera Beach	Additional Tri-Rail Station on CSX Corridor					\$0.000					\$0.000
T-10	Tri-Rail Park & Ride Expansion	45th Street	Mangonia Park	New parking garage (300 spaces) and improved bus circulation					\$0.000					\$0.000
T15	Tri-Rail Park & Ride Expansion	WPB Intermodal Center	West Palm Beach	New parking garage (450 spaces)					\$0.000					\$0.000
Proposed MPO Funded Palm Tran Projects														
T-12	Palm Tran North Bus Facilities Expansion	Electronics Way		Design and construction to accommodate expansion			\$4.165		\$4.165					\$0.000
T-19	Express Bus via US 1	Camino Real Rd	WPB Intermodal Center	New express bus service					\$0.000			\$0.262	\$3.668	\$3.930
T-17	Express Bus via Military Tr	Boca Intermodal Center	WPB Intermodal Center	New express bus service					\$0.000			\$0.262	\$3.668	\$3.930
T-25	Express Bus via Glades Rd	SR 7	US 1	New express bus service					\$0.000			\$0.262	\$3.668	\$3.930
T-1	Express Bus via I-95	Indiantown Rd	WPB Intermodal Center	New express bus service					\$0.000					\$0.000
T-18	Express Bus via SR 80/ Australian Ave	Glades Area Intermodal Center	WPB Intermodal Center	New express bus service					\$0.000					\$0.000
T-14	Express Bus via SR 7/Okeechobee Blvd	Mall at Wellington Green	WPB Intermodal Center	New express bus service					\$0.000					\$0.000
T-22	Express Bus via SR 7/Lake Worth Rd go US 1	Mall at Wellington Green	US 1 in Lake Worth	New express bus service					\$0.000					\$0.000
T-28	Glades Area Intermodal Center	@SR80/US441/Hooker Hwy/Main St	Belle Glade	Proposed passenger intermodal center					\$0.000					\$0.000
T-27	Boca Intermodal Center	At Tri-Rail Station near Glades Rd	Boca Raton	Proposed passenger intermodal center					\$0.000					\$0.000
T-21	Express Bus via SR 7	Broward Co	Mall at Wellington Green	New express bus service					\$0.000					\$0.000
T-5	Express Bus via Turnpike	Broward Co	Palm Beach Gardens	New express bus service					\$0.000					\$0.000
T-9	Express Bus via Persimmon Blvd /SR 7/Okeechobee Blvd	SPW/Persimmon Blvd	WPB Intermodal Center	New express bus service					\$0.000					\$0.000
T-6	Express Bus via SPW Rd/Northlake Blvd/Military Tr/PGA Blvd	SPW/Persimmon Blvd	Palm Beach Gardens Station	New express bus service					\$0.000					\$0.000
Proposed MPO Funded Highway Projects														
H-62	Atlantic Ave/SR 806	SR 7	W of Lyons Rd	Widen 2L to 4L	\$2.737				\$2.737		\$6.550	\$19.781		\$26.331
H-63	Atlantic Ave/SR 806	Lyons Rd	Jog Rd	Widen 4L to 6L					\$0.000	\$1.652	\$7.595	\$16.044		\$25.291
H-76	US 27 Connector	SR 80/US 27	SR 715	New 2L					\$0.000	\$1.493				\$1.493
H-70	Potomac Rd	E-3 Canal	Military Tr	Widen 2L to 4L					\$0.000	\$0.360				\$0.360
H-7	Island Way Southern Ext.	Indiantown Rd	Central Blvd	New 2L					\$0.000	\$0.707				\$0.707
H-73	Hooker Hwy/SR 812	SR 715	US 441	Widen 2L to 4L					\$0.000	\$1.441				\$1.441
H-77	Boutwell Rd	Lake Worth	10th Ave N	Widen 2L to 3L					\$0.000					\$0.000
H-43	SR 7	Okeechobee Blvd	Belvedere Rd	Widen 6L to 8L					\$0.000					\$0.000
H-74	SR 715	S Main St	Hooker Hwy	Widen 2L to 4L					\$0.000					\$0.000
H-13	PGA Blvd/SR 786	SR 710/Beeline Hwy	Ryder Cup Blvd	Widen 2L to 4L					\$0.000					\$0.000
H-39	Okeechobee Blvd Extension	SR 80/CR 880 Intersection	Seminole Pratt Whitney Rd	New 2L - MPO funded portion of total cost is shown					\$0.000					\$0.000
Annual Local Initiative Program Funding									\$18.12	\$97.79				

MPO Available Revenue:
MPO Project Total Cost:
REMAINING MPO FUNDS:

\$61.915
\$61.915
\$0.000

\$276.452
\$276.452
\$0.000

NOTE: MPO funding provided for the Capital investment of individual transit projects with the assumption that the O&M cost will be provided by the operator (e.g. either SFRTA or Palm Tran as applicable)

YEAR 2040 PALM BEACH LONG RANGE TRANSPORTATION PLAN
YEAR 2040 COST FEASIBLE PLAN - HIGHWAY AND TRANSIT/FREIGHT
Adopted MPO Funded Projects by Phase (In Millions of Dollars) - Phases III and IV

No.	Facility Name	From	To	Improvement	Interim Phase III Year 2026-2030 Cost					Interim Phase IV Year 2031-2040 Cost				
					Design Cost (\$YOE)	ROW Cost (\$YOE)	Construct Cost (\$YOE)	Vehicle Purchase (\$YOE)	Total Capital Cost (\$YOE)	Design Cost (\$YOE)	ROW Cost (\$YOE)	Construct Cost (\$YOE)	Vehicle Purchase (\$YOE)	Total Capital Cost (\$YOE)
Proposed MPO Funded Tri-Rail Projects														
T-3	Tri-Rail Extension - New Service	West Palm Beach Station	New Jupiter Station	New Service to Jupiter on FEC corridor via Northwood Crossover with Preliminary Estimated 3 station locations noted below:					\$0.000					\$0.000
T-2	New Tri-Rail Station	Toney Penna Dr	Jupiter	Tri-Rail Coastal Link station on FEC corridor					\$0.000					\$0.000
T-4	New Tri-Rail Station	PGA Blvd	Palm Beach Gardens	Tri-Rail Coastal Link station on FEC corridor					\$0.000					\$0.000
T-11	New Tri-Rail Station	45th St	West Palm Beach	Tri-Rail Coastal Link station on FEC corridor					\$0.000					\$0.000
T-20	New Tri-Rail Station	PBIA	West Palm Beach	Additional Tri-Rail Station on CSX Corridor					\$0.000					\$0.000
T-24	Tri-Rail Park & Ride Expansion	Yamato Rd	Boca Raton	New parking garage (420 spaces)			\$10.996		\$10.996					\$0.000
T-8	Tri-Rail Extension - New Service	Mangonia Park Station	Blue Heron Blvd/VA Hospital	Extend existing service on CSX corridor. Includes new station noted below:	\$3.542	\$18.480			\$22.022			\$41.370		\$41.370
T-7	New Tri-Rail Station	Blue Heron Blvd	Riviera Beach	Additional Tri-Rail Station on CSX Corridor	\$1.984	\$18.480			\$20.464			\$8.077		\$8.077
T-10	Tri-Rail Park & Ride Expansion	45th Street	Mangonia Park	New parking garage (300 spaces) and improved bus circulation					\$0.000			\$10.047		\$10.047
T15	Tri-Rail Park & Ride Expansion	WPB Intermodal Center	West Palm Beach	New parking garage (450 spaces)					\$0.000			\$15.071		\$15.071
Proposed MPO Funded Palm Tran Projects														
T-12	Palm Tran North Bus Facilities Expansion	Electronics Way	South of 36th St	Design and construction to accommodate expansion					\$0.000					\$0.000
T-19	Express Bus via US 1	Camino Real Rd	WPB Intermodal Center	New express bus service					\$0.000					\$0.000
T-17	Express Bus via Military Tr	Boca Intermodal Center	WPB Intermodal Center	New express bus service					\$0.000					\$0.000
T-25	Express Bus via Glades Rd	SR 7	US 1	New express bus service					\$0.000					\$0.000
T-1	Express Bus via I-95	Indiantown Rd	WPB Intermodal Center	New express bus service			\$0.308	\$4.312	\$4.620					\$0.000
T-18	Express Bus via SR 80/ Australian Ave	Glades Area Intermodal Center	WPB Intermodal Center	New express bus service					\$0.000			\$0.394	\$5.516	\$5.910
T-14	Express Bus via SR 7/Okeechobee Blvd	Mall at Wellington Green	WPB Intermodal Center	New express bus service			\$0.308	\$4.312	\$4.620					\$0.000
T-22	Express Bus via SR 7/Lake Worth Rd go US 1	Mall at Wellington Green	US 1 in Lake Worth	New express bus service					\$0.000			\$0.394	\$5.516	\$5.910
T-28	Glades Area Intermodal Center	@SR80/US441/Hooker Hwy/Main St	Belle Glade	Proposed passenger intermodal center	\$0.770	\$3.080	\$15.400		\$19.250					\$0.000
T-27	Boca Intermodal Center	At Tri-Rail Station near Glades Rd	Boca Raton	Proposed passenger intermodal center					\$0.000	\$0.985	\$3.940	\$19.700	\$0.000	\$24.625
T-21	Express Bus via SR 7	Broward Co	Mall at Wellington Green	New express bus service					\$0.000			\$0.394	\$5.516	\$5.910
T-5	Express Bus via Turnpike	Broward Co	Palm Beach Gardens	New express bus service					\$0.000			\$0.394	\$5.516	\$5.910
T-9	Express Bus via Persimmon Blvd /SR 7/Okeechobee Blvd	SPW/Persimmon Blvd	WPB Intermodal Center	New express bus service					\$0.000			\$0.394	\$5.516	\$5.910
T-6	Express Bus via SPW Rd/Northlake Blvd/Military Tr/PGA Blvd	SPW/Persimmon Blvd	Palm Beach Gardens Station	New express bus service					\$0.000			\$0.394	\$5.516	\$5.910
Proposed MPO Funded Highway Projects														
H-62	Atlantic Ave/SR 806	SR 7	W of Lyons Rd	Widen 2L to 4L					\$0.000					\$0.000
H-63	Atlantic Ave/SR 806	Lyons Rd	Jog Rd	Widen 4L to 6L					\$0.000					\$0.000
H-76	US 27 Connector	SR 80/US 27	SR 715	New 2L		\$14.236	\$10.866		\$25.102					\$0.000
H-70	Potomac Rd	E-3 Canal	Military Tr	Widen 2L to 4L		\$0.077	\$2.860		\$2.937					\$0.000
H-7	Island Way Southern Ext.	Indiantown Rd	Central Blvd	New 2L		\$3.326	\$6.237		\$9.563					\$0.000
H-73	Hooker Hwy/SR 812	SR 715	US 441	Widen 2L to 4L		\$3.388	\$6.607		\$9.995					\$0.000
H-77	Boutwell Rd	Lake Worth	10th Ave N	Widen 2L to 3L	\$1.078	\$0.462	\$7.700		\$9.240					\$0.000
H-43	SR 7	Okeechobee Blvd	Belvedere Rd	Widen 6L to 8L	\$2.402	\$0.200			\$2.603			\$12.293		\$12.293
H-74	SR 715	S Main St	Hooker Hwy	Widen 2L to 4L	\$3.973				\$3.973		\$0.847	\$34.438		\$35.285
H-13	PGA Blvd/SR 786	SR 710/Beeline Hwy	Ryder Cup Blvd	Widen 2L to 4L					\$0.000	\$1.773	\$1.773	\$27.186		\$30.732
H-39	Okeechobee Blvd Extension	SR 80/CR 880 Intersection	Seminole Pratt Whitney Rd	New 2L - MPO funded portion of total cost is shown					\$0.000	\$2.974	\$5.947	\$22.087		\$31.008
Annual Local Initiative Program Funding									\$116.06	\$327.97				

MPO Available Revenue:
MPO Project Total Cost:
REMAINING MPO FUNDS:

\$261.446
\$261.446
\$0.000

\$571.936
\$571.936
\$0.000

NOTE: MPO funding provided for the Capital investment of individual transit projects with the assumption that the O&M cost will be provided by the operator (e.g. either SFRTA or Palm Tran as applicable)

YEAR 2040 PALM BEACH LONG RANGE TRANSPORTATION PLAN
YEAR 2040 COST FEASIBLE PLAN - HIGHWAY AND TRANSIT/FREIGHT
Adopted Palm Beach County Funded Projects by Phase (In Millions of Dollars) - Phases I and II

No.	Facility Name	From	To	Improvement	Interim Phase I Year 2020 Cost					Interim Phase II Year 2021-2025 Cost				
					Design Cost (\$YOE)	ROW Cost (\$YOE)	Construct Cost (\$YOE)	Vehicle Purchase (\$YOE)	Total Capital Cost (\$YOE)	Design Cost (\$YOE)	ROW Cost (\$YOE)	Construct Cost (\$YOE)	Vehicle Purchase (\$YOE)	Total Capital Cost (\$YOE)
Proposed Palm Beach County Funded Highway Projects														
H-49	Lyons Rd	Lantana Rd	Lake Worth Rd	Widen 2L to 4L	\$1.571	\$1.309	\$5.322		\$8.201					\$0.000
H-47	Lyons Rd	Lake Worth Rd	Stribling Wy	New 2L	\$0.785	\$2.618	\$5.367		\$8.770					\$0.000
H-24	Silver Beach Rd	Old Dixie Hwy	US 1	Widen 2L to 3L					\$0.000	\$0.865	\$5.764	\$5.908		\$12.537
H-75	Avenue E Extension	US 27 Connector	SR 715	New 2L	\$0.595	\$5.789	\$4.420		\$10.804					\$0.000
H-35	45th St	I-95	Congress Ave	Widen 6L to 8L					\$0.000	\$0.472	\$2.751			\$3.223
H-3	Indiantown Rd	Jupiter Farms Rd	W of Florida's Turnpike	Widen 4L to 6L	\$0.238	\$0.000	\$5.593		\$5.831					\$0.000
H-34	45th St	Haverhill Rd	W of Military Tr	Widen 4L to 6L	\$0.417	\$1.190	\$2.499		\$4.106					\$0.000
H-22	Park Ave Extension	Old Dixie Highway	Congress Avenue	New 2L	\$0.476	\$0.476			\$0.952			\$2.620		\$2.620
H-41	Okeechobee Blvd	Crestwood Blvd	W of Royal Palm Beach Blvd	Widen 4L to 6L					\$0.000	\$0.629	\$0.786	\$2.201		\$3.616
H-40	Okeechobee Blvd	Seminole Pratt-Whitney Rd	West of Crestwood Blvd	Widen 2L to 4L					\$0.000	\$2.817	\$3.380	\$25.912		\$32.108
H-53	Lantana Rd	Lyons Rd	Hagen Ranch Rd	Widen 4L to 6L					\$0.000	\$1.493				\$1.493
H-50	Polo Road	Lake Worth Rd	Lyons Rd	New 2L					\$0.000	\$0.983	\$1.965	\$7.298		\$10.246
H-71	Boca Rio Rd	Palmetto Park Rd	Glades Rd	Widen 2L to 4L					\$0.000	\$0.943	\$8.372	\$7.231		\$16.547
H-2	Indiantown Rd	Pratt-Whitney Rd	131st Trail N	Widen 2L to 4L					\$0.000	\$2.201				\$2.201
H-31	60th St	Seminole Pratt Whitney Rd	140th Ave N	New 2L					\$0.000	\$1.965	\$2.555	\$16.899		\$21.419
H-61	Flavor Pict Rd	Lyons Rd	Hagen Ranch Rd	New 2L					\$0.000	\$1.467	\$0.419	\$10.690		\$12.576
H-30	Seminole Pratt-Whitney Rd	Persimmon Blvd	60th St	Widen 2L to 4L					\$0.000	\$1.729	\$4.323	\$13.257		\$19.309
H-10	Seminole Pratt Whitney Rd	N of Northlake Blvd	SR 710	New 2L					\$0.000	\$2.751				\$2.751
H-39	Okeechobee Blvd Extension	SR 80/CR 880 Intersection	Seminole Pratt Whitney Rd	New 2L - PBC portion of total cost is shown					\$0.000	\$2.346				\$2.346

PBC Available Revenue:
CF PBC Project Total Cost:
REMAINING PBC FUNDS:

\$38.832
\$38.664
\$0.168

\$142.278
\$142.990
-\$0.712

YEAR 2040 PALM BEACH LONG RANGE TRANSPORTATION PLAN
YEAR 2040 DESIRES PLAN HIGHWAY AND TRANSIT/FREIGHT PRIORITIZATION SCORING
Adopted Prioritized Projects - Funded with Private Revenue - Phases I and II

No.	Facility Name	From	To	Improvement	Interim Phase I Year 2020 Cost					Interim Phase II Year 2021-2025 Cost				
					Design Cost (\$YOE)	ROW Cost (\$YOE)	Construct Cost (\$YOE)		Total Capital Cost (\$YOE)	Design Cost (\$YOE)	ROW Cost (\$YOE)	Construct Cost (\$YOE)		Total Capital Cost (\$YOE)
Proposed Privately Funded Transit Projects														
T-17	New All Aboard Florida Station	Datura/Everina	WPB	Station and new high-speed service to Ft. Lauderdale,	n/a	n/a	n/a		n/a	n/a	n/a	n/a		n/a
Proposed Privately Funded Highway Projects														
H-32	Persimmon Blvd	Seminole Pratt Whitney Rd	140th Ave N	New 4L	n/a	n/a	n/a		n/a	n/a	n/a	n/a		n/a
Proposed Privately Funded Freight Projects														
T-28	Proposed Intermodal Logistic Ctr	W of SR 715	US 27	Freight Logistic Facility	n/a	n/a	n/a		n/a	n/a	n/a	n/a		n/a

YEAR 2040 PALM BEACH LONG RANGE TRANSPORTATION PLAN
YEAR 2040 COST FEASIBLE PLAN - HIGHWAY AND TRANSIT/FREIGHT
Adopted Palm Beach County Funded Projects by Phase (In Millions of Dollars) - Phases III and IV

No.	Facility Name	From	To	Improvement	Interim Phase III Year 2026-2030 Cost					Interim Phase IV Year 2031-2040 Cost				
					Design Cost (\$YOE)	ROW Cost (\$YOE)	Construct Cost (\$YOE)	Vehicle Purchase (\$YOE)	Total Capital Cost (\$YOE)	Design Cost (\$YOE)	ROW Cost (\$YOE)	Construct Cost (\$YOE)	Vehicle Purchase (\$YOE)	Total Capital Cost (\$YOE)
Proposed Palm Beach County Funded Highway Projects														
H-49	Lyons Rd	Lantana Rd	Lake Worth Rd	Widen 2L to 4L					\$0.000					\$0.000
H-47	Lyons Rd	Lake Worth Rd	Stribling Wy	New 2L					\$0.000					\$0.000
H-24	Silver Beach Rd	Old Dixie Hwy	US 1	Widen 2L to 3L					\$0.000					\$0.000
H-75	Avenue E Extension	US 27 Connector	SR 715	New 2L					\$0.000					\$0.000
H-35	45th St	I-95	Congress Ave	Widen 6L to 8L			\$4.620		\$4.620					\$0.000
H-3	Indiantown Rd	Jupiter Farms Rd	W of Florida's Turnpike	Widen 4L to 6L					\$0.000					\$0.000
H-34	45th St	Haverhill Rd	W of Military Tr	Widen 4L to 6L					\$0.000					\$0.000
H-22	Park Ave Extension	Old Dixie Highway	Congress Avenue	New 2L					\$0.000					\$0.000
H-41	Okeechobee Blvd	Crestwood Blvd	W of Royal Palm Beach Blvd	Widen 4L to 6L					\$0.000					\$0.000
H-40	Okeechobee Blvd	Seminole Pratt-Whitney Rd	West of Crestwood Blvd	Widen 2L to 4L					\$0.000					\$0.000
H-53	Lantana Rd	Lyons Rd	Hagen Ranch Rd	Widen 4L to 6L					\$0.000		\$18.508	\$15.721		\$34.229
H-50	Polo Road	Lake Worth Rd	Lyons Rd	New 2L					\$0.000					\$0.000
H-71	Boca Rio Rd	Palmetto Park Rd	Glades Rd	Widen 2L to 4L					\$0.000					\$0.000
H-2	Indiantown Rd	Pratt-Whitney Rd	131st Trail N	Widen 2L to 4L		\$0.431			\$0.431			\$25.374		\$25.374
H-31	60th St	Seminole Pratt Whitney Rd	140th Ave N	New 2L					\$0.000					\$0.000
H-61	Flavor Pict Rd	Lyons Rd	Hagen Ranch Rd	New 2L					\$0.000					\$0.000
H-30	Seminole Pratt-Whitney Rd	Persimmon Blvd	60th St	Widen 2L to 4L					\$0.000					\$0.000
H-10	Seminole Pratt Whitney Rd	N of Northlake Blvd	SR 710	New 2L		\$31.467	\$33.634		\$65.100					\$0.000
H-39	Okeechobee Blvd Extension	SR 80/CR 880 Intersection	Seminole Pratt Whitney Rd	New 2L - PBC portion of total cost is shown		\$5.515			\$5.515			\$26.200		\$26.200

PBC Available Revenue:
CF PBC Project Total Cost:
REMAINING PBC FUNDS:

\$76.933
\$75.666
\$1.267

\$84.939
\$85.802
-\$0.863

YEAR 2040 PALM BEACH LONG RANGE TRANSPORTATION PLAN
YEAR 2040 DESIRES PLAN HIGHWAY AND TRANSIT/FREIGHT PRIORITIZATION SCORING
Adopted Prioritized Projects - Funded with Private Revenue - Phases III and IV

No.	Facility Name	From	To	Improvement	Interim Phase III Year 2026-2030 Cost					Interim Phase IV Year 2031-2040 Cost				
					Design Cost (\$YOE)	ROW Cost (\$YOE)	Construct Cost (\$YOE)		Total Capital Cost (\$YOE)	Design Cost (\$YOE)	ROW Cost (\$YOE)	Construct Cost (\$YOE)		Total Capital Cost (\$YOE)
Proposed Privately Funded Transit Projects														
T-17	New All Aboard Florida Station	Datura/Everina	WPB	Station and new high-speed service to Ft. Lauderdale,	n/a	n/a	n/a		n/a	n/a	n/a	n/a		n/a
Proposed Privately Funded Highway Projects														
H-32	Persimmon Blvd	Seminole Pratt Whitney Rd	140th Ave N	New 4L	n/a	n/a	n/a		n/a	n/a	n/a	n/a		n/a
Proposed Privately Funded Freight Projects														
T-28	Proposed Intermodal Logistic Ctr	W of SR 715	US 27	Freight Logistic Facility	n/a	n/a	n/a		n/a	n/a	n/a	n/a		n/a

YEAR 2040 PALM BEACH LONG RANGE TRANSPORTATION PLAN
Year 2040 Desires Plan - Unfunded Projects (In Million Dollars)

MAP NO.	FACILITY NAME	FROM	TO	IMPROVEMENT	Design Cost	ROW Cost	Const Cost	Total Cost**
TRI-RAIL								
Illustrative	Tri-Rail Coastal Link - New Service	Boca/FAU	Miami*	Tri-Rail Coastal Link Project, Includes Total Regional Capital Cost and Operating Assistance	\$126.08	\$571.30	\$876.65	\$1,574.030
Illustrative	Tri-Rail Coastal Link - New Service	Jupiter	Ft Lauderdale*					
Illustrative	New Tri-Rail Station	Park Ave	Lake Park	Additional Tri-Rail Coastal Link Station on FEC corridor	\$2.42	\$23.64	\$6.70	\$32.761
Illustrative	New Tri-Rail Station	13th St	Riviera Beach	Additional Tri-Rail Coastal Link Station on FEC corridor	\$2.42	\$23.64	\$6.70	\$32.761
Illustrative	New Tri-Rail Station	Northwood/25 St	West Palm Beach	Additional Tri-Rail Coastal Link Station on FEC corridor	\$2.42	\$23.64	\$6.70	\$32.761
Illustrative	New Tri-Rail Station	S of Forest Hill Blvd	West Palm Beach	Additional Tri-Rail Coastal Link Station on FEC corridor	\$2.42	\$23.64	\$6.70	\$32.761
Illustrative	New Tri-Rail Station	Lake Worth Rd	Lake Worth	Tri-Rail Coastal Link station on FEC corridor	Included with Tri-Rail Coastal Link Project			
Illustrative	New Tri-Rail Station	Lantana Rd	Lantana	Additional Tri-Rail Coastal Link Station on FEC corridor	\$2.423	\$23.640	\$6.698	\$32.761
Illustrative	New Tri-Rail Station	Boynton Beach Blvd	Boynton Beach	Tri-Rail Coastal Link station on FEC corridor	Included with Tri-Rail Coastal Link Project			
Illustrative	New Tri-Rail Station	Atlantic Ave	Delray Beach	Tri-Rail Coastal Link station on FEC corridor	Included with Tri-Rail Coastal Link Project			
Illustrative	New Tri-Rail Station	20th St	Boca Raton	Additional Tri-Rail Coastal Link Station on FEC corridor	\$2.423	\$23.640	\$6.698	\$32.761
Illustrative	New Tri-Rail Station	Palmetto Park Rd	Boca Raton	Tri-Rail Coastal Link station on FEC corridor	Included	Included	Included	Included
FREIGHT								
Illustrative	New Freight Rail Corridor	Hendry/PB County Line	Port of Miami via US 27*	New Freight Rail Line via SR 80 in South Bay incl. Utility Relocation	\$54.587	\$87.531	\$600.452	\$742.570
MAJOR IMPROVEMENTS								
Desires	SR 80	Forest Hill/Crestwood	Royal Palm Beach Blvd	Widen 6L to 8L	\$1.084	\$12.141	\$9.268	\$22.492
INTERSTATE 9								
Desires	I-95	@ Northlake Blvd		Interchange Improvement	\$2.955	\$39.400	\$25.610	\$67.965
Desires	I-95	@ Glades Rd	Includes Auxillary Lanes between Executive Center Dr and NW13st St/FAU Blvd	Interchange Improvement	\$0.000	\$0.000	\$67.207	\$67.207
Desires	I-95	@ Indiantown Rd		Interchange Improvement	\$9.850	\$12.805	\$72.890	\$95.545
Desires	I-95	@ 45th St		Interchange Improvement	\$16.745	\$9.850	\$96.530	\$123.125
Desires	I-95	@ Okeechobee Blvd		Interchange Improvement	\$4.925	\$25.610	\$22.655	\$53.190
Desires	I-95	@ Belvedere Rd		Interchange Improvement	\$6.895	\$13.790	\$35.460	\$56.145
Desires	I-95	@ Forest Hill Blvd		Interchange Improvement	\$0.985	\$0.000	\$5.910	\$6.895
Desires	I-95	@ Woolbright Rd		Interchange Improvement	\$2.955	\$1.970	\$8.865	\$13.790
Desires	I-95 Managed Lanes	Linton Blvd	Southern Blvd	Add Managed Lanes	\$9.456	\$0.000	\$630.400	\$639.856
Desires	I-95 Managed Lanes	Southern Blvd	Indiantown Rd	Add Managed Lanes	\$13.002	\$0.000	\$866.800	\$879.802
I-95 AND/OR TURNPIKE								
Desires	Direct Connect from Turnpike to I-95 @ Indiantown Rd	Turnpike	I-95	New Direct Connector	\$9.850	\$1.970	\$98.500	\$110.320

Total Unfunded Desires Plan Projects in YOE:

\$4,649.498

* Extend outside of Palm Beach County boundaries

**Totals do not include vehicle replacement purchases

Note: Unfunded Desires Plan projects provided in 2040 Year of Expenditure (YOE) dollars

Directions 2040 Plan Adoption Website Comments

Date	Comments
October 10, 2014	We would like to see a much stronger emphasis on, and funding for, non-motorized (bike/ped) transportation infrastructure. We need a multi-modal transportation network that encourages biking and walking and public transportation, not just more roads and parking lots for cars.
October 10, 2014	This draft severely lacks funding and an emphasis on a non-motorized transportation infrastructure. This county needs to create and include more multi-modal transportation networks that encourages biking/walking/public transportation.
October 10, 2014	Any increase in Human powered Transportation will help our community on many levels. Including and not limited to: Better Health, Less Traffic Congestion, Reduced dependence on foreign oil, reduced carbon footprint and greater availability for parking. Our tax dollars should be used to expand this very positive initiative. I am strongly in support here.
October 10, 2014	We have reviewed the current draft of the 2040 Long Range Transportation Plan and would like to see a much stronger emphasis on, and funding for, non-motorized (bike/ped) transportation infrastructure. We need a multi-modal transportation network that encourages biking and walking and public transportation, not just more roads and parking lots for cars.
October 10, 2014	I have reviewed the draft of the 2040 Long Range Transportation Plan and believe that there should be much more funding and emphasis for non-motorized (bike/ped) transportation infrastructure. I used to live in Chicago and would ride my bike all over the North Side with no worries as Chicago had the foresight to make the city bike friendly. It was great! New York City is finally following Chicago's lead and is currently adding bike lanes and hundreds 'Citibike' stations all over the city. I do not feel safe riding my bike in or around Delray Beach. There are no bike lanes and drivers are unaware of bikers on roads or sidewalks. It is very dangerous and that is sad. Delray is a beautiful city and should promote and fund a bike and pedestrian friendly transportation system. If Delray does not see the importance of reducing our dependence on automobiles then it will lag behind and never become the best city to live in Florida that it has the potential to become.
October 10, 2014	The Directions 2040 Long Range Transportation Plan seems to lack a real commitment to funding bicycle and pedestrian improvements in Palm Beach County. The Goal 3 Targets are extremely low and frankly disappointing. The funding barely makes mention of any bicycle and pedestrian improvement projects. Numerous municipalities have or are creating bicycle and pedestrian plans and the MPO has a good plan as well. It is time to put some real funding behind these plans beyond the modest TAP program funds. Thank you.
October 10, 2014	i have reviewed the current draft of the 2040 Long Range Transportation Plan and would like to see a much stronger emphasis on, and funding for, non-motorized (bike/ped) transportation infrastructure. We need a multi-modal transportation network that encourages biking and walking and public transportation, not just more roads and parking lots for cars.
October 14, 2014	The report has very modest pedestrian and bicycle goals and would perpetuate dependence on automobiles rather than a multi-modal transportation network. Please plan to fund more non-motorized transportation (goal 3 of your report).
October 15, 2014	The 2040 Plan makes the same mistakes our grandparents made, the same mistakes of the 50s, by making the automobile central to our lives, economy, and enjoyment. Other communities and counties across the country have realized the need to sustain our environment, improve our health and create a living style that is not cocooned by two tons of steel and glass. The LRTP does not even include enough funds in bike and ped plans to keep pace with population growth. As stewards of the public realm, we can do much better. Palm Beach Country deserves better.

YEAR 2040 PALM BEACH LONG RANGE TRANSPORTATION PLAN

YEAR 2040 COST FEASIBLE PLAN REGIONALLY SIGNIFICANT PROJECTS

No.	Facility Name	From	To	Improvement
Proposed FDOT Funded Strategic Intermodal System Projects				
H-9	I-95	@ Donald Ross Rd		Interchange Improvement
H-25	I-95	@ Blue Heron Blvd		Interchange Improvement
H-65	I-95	@ Linton Blvd		Interchange Improvement
H-63	I-95	@ Atlantic Ave		Interchange Improvement
H-69	I-95	@ Spanish River Blvd		New Interchange
H-44	Southern Blvd/SR 80	W of Lion Country Safari	Crestwood/Forest Hill Blvd	Widen 4L to 6L
H-6	SR 710	Martin/PBC Line	W of Indiantown Rd	Widen 2L to 4L
H-1	SR 710	W of Indiantown Rd	W of Pratt Whitney Rd	Widen 2L to 4L
H-29	SR 710	W of Congress Ave	W of Australian Ave	Widen 2L to 4L
	SR 710	Australian Ave	Old Dixie Hwy	Widen 2L to 4L
H-67	I-95	Broward/PBC Line	Linton Blvd	Add Managed Lanes
H-57	I-95	@ Gateway Blvd		Interchange Improvement
H-46	I-95	@ SR 80		Interchange Improvement
H-20	SR 710	Northlake Blvd	Blue Heron Blvd	Widen 4L to 6L
H-15	SR 710	PGA Blvd	Northlake Blvd	Widen 4L to 6L
H-14	I-95	@ Central Blvd or PGA Blvd		Interchange Improvement
H-58	I-95	@ Boynton Beach Blvd		Interchange Improvement
H-42	I-95	@ Palm Beach Lakes Blvd		Interchange Improvement
H-48	I-95	@ 10th Ave N		Interchange Improvement
H-52	I-95	@ 6th Ave S		Interchange Improvement
H-56	I-95	@ Hypoluxo Rd		Interchange Improvement
H-54	I-95	@ Lantana Rd		Interchange Improvement
H-4	I-95 Managed Lanes	Indiantown Rd	Martin/PBC Line	Add Managed Lanes
H-11	SR 710	W of Seminole Pratt Whitney Rd	PGA Blvd	Widen 4L to 6L
Proposed Toll Funded Turnpike Projects				
H-27	Turnpike Mainline	Okeechobee Blvd/Jog Rd (Mile Post 98)	PGA Blvd (Mile Post 109)	Widen 4L to 6L
H-45	Turnpike Mainline	Boynton Bch Blvd (Mile Post 86)	Okeechobee Blvd/Jog Rd (Mile Post 98)	Widen 4L to 6L
H-59	Turnpike Mainline	Broward/PBC Line (Mile Post 73)	Boynton Bch Blvd (Mile Post 86)	Widen 6L to 8L
H-55	Turnpike	@ Hypoluxo Rd		New Interchange
Proposed MPO Funded Tri-Rail Projects				
T-3	Tri-Rail Extension - New Service	West Palm Beach Station	New Jupiter Station	New Service to Jupiter on FEC corridor via Northwood Crossover with Preliminary Estimated 3 station locations noted below:
T-2	New Tri-Rail Station	Toney Penna Dr	Jupiter	Tri-Rail Coastal Link station on FEC corridor
T-4	New Tri-Rail Station	PGA Blvd	Palm Beach Gardens	Tri-Rail Coastal Link station on FEC corridor
T-11	New Tri-Rail Station	45th St	West Palm Beach	Tri-Rail Coastal Link station on FEC corridor
T-20	New Tri-Rail Station	PBIA	West Palm Beach	Additional Tri-Rail Station on CSX Corridor
T-24	Tri-Rail Park & Ride Expansion	Yamato Rd	Boca Raton	New parking garage (420 spaces)
T-8	Tri-Rail Extension - New Service	Mangonia Park Station	Blue Heron Blvd/VA Hospital	Extend existing service on CSX corridor. Includes new station noted below:
T-7	New Tri-Rail Station	Blue Heron Blvd	Riviera Beach	Additional Tri-Rail Station on CSX Corridor
T-10	Tri-Rail Park & Ride Expansion	45th Street	Mangonia Park	New parking garage (300 spaces) and improved bus circulation
T15	Tri-Rail Park & Ride Expansion	WPB Intermodal Center	West Palm Beach	New parking garage (450 spaces)
Proposed MPO Funded Palm Tran Projects				
T-19	Express Bus via US 1	Camino Real Rd	WPB Intermodal Center	New express bus service
T-17	Express Bus via Military Tr	Boca Intermodal Center	WPB Intermodal Center	New express bus service
T-25	Express Bus via Glades Rd	SR 7	US 1	New express bus service
T-1	Express Bus via I-95	Indiantown Rd	WPB Intermodal Center	New express bus service
T-18	Express Bus via SR 80/ Australian Ave	Glades Area Intermodal Center	WPB Intermodal Center	New express bus service
T-14	Express Bus via SR 7/Okeechobee Blvd	Mall at Wellington Green	WPB Intermodal Center	New express bus service
T-22	Express Bus via SR 7/Lake Worth Rd go US 1	Mall at Wellington Green	US 1 in Lake Worth	New express bus service
T-28	Glades Area Intermodal Center	@SR80/US441/Hooker Hwy/Main St	Belle Glade	Proposed passenger intermodal center
T-27	Boca Intermodal Center	At Tri-Rail Station near Glades Rd	Boca Raton	Proposed passenger intermodal center
T-21	Express Bus via SR 7	Broward Co	Mall at Wellington Green	New express bus service
T-5	Express Bus via Turnpike	Broward Co	Palm Beach Gardens	New express bus service
T-9	Express Bus via Persimmon Blvd /SR 7/Okeechobee Blvd	SPW/Persimmon Blvd	WPB Intermodal Center	New express bus service
T-6	Express Bus via SPW Rd/Northlake Blvd/Military Tr/PGA Blvd	SPW/Persimmon Blvd	Palm Beach Gardens Station	New express bus service
Proposed MPO Funded Highway Projects				
H-62	Atlantic Ave/SR 806	SR 7	W of Lyons Rd	Widen 2L to 4L
H-63	Atlantic Ave/SR 806	Lyons Rd	Jog Rd	Widen 4L to 6L
H-76	US 27 Connector	SR 80/US 27	SR 715	New 2L
H-43	SR 7	Okeechobee Blvd	Belvedere Rd	Widen 6L to 8L
H-13	PGA Blvd/SR 786	SR 710/Beeline Hwy	Ryder Cup Blvd	Widen 2L to 4L
Proposed Palm Beach County Funded Highway Projects				
H-35	45th St	I-95	Congress Ave	Widen 6L to 8L
H-3	Indiantown Rd	Jupiter Farms Rd	W of Florida's Turnpike	Widen 4L to 6L
H-2	Indiantown Rd	Pratt-Whitney Rd	131st Trail N	Widen 2L to 4L
Proposed Privately Funded Transit Projects				
T-17	New All Aboard Florida Station	Datura/Everina	WPB	Station and new high-speed service to Ft. Lauderdale, Miami, and Orlando
Proposed Privately Funded Freight Projects				
T-28	Proposed Intermodal Logistic Ctr	W of SR 715	US 27	Freight Logistic Facility

APPENDIX D:

AIR QUALITY ANALYSIS

DIRECTIONS
2040

REFERENCE SOURCES

Directions 2040 LRTP Air Quality Analysis, Memorandum Dated January 15, 2015 ...349

Memorandum

TO: Palm Beach MPO

FROM: Suseel Indrakanti, David Kall, and Nikhil Puri, Cambridge Systematics

CC: Leftwich Consulting Engineers, Inc.

DATE: January 15, 2015

RE: Directions 2040 LRTP Air Quality Analysis

As part of Palm Beach County LRTP update, an inventory of emissions results for the 2005 Base Year and the 2040 Cost Feasible Plan have been generated using MOVES 2014, which is the EPA's latest vehicle emissions model. Pollutants considered as part of this inventory and forecast include ozone precursors (volatile organic compounds (VOC) and oxides of nitrogen (NO_x)) and greenhouse gases (GHG) - (carbon dioxide (CO₂), methane (CH₄), and nitrous oxide (N₂O)). Ozone precursors were chosen due to the area's previous ozone nonattainment and maintenance status, while greenhouse gases were chosen due to the state's greenhouse gas reduction goals.¹ It should be noted that the area is no longer subject to transportation conformity requirements, but improving the area's air quality is an important element of the Directions 2040 Plan. In fact, emissions reductions are part of the environmental goals and objectives of the Plan. Additional background on the area's history of nonattainment and maintenance status can be found in Section 11: Air Quality of the 2040 LRTP document.

MOVES Model Runs and Assumptions

Four runs were completed with MOVES 2014: Ozone 2005, Ozone 2040, GHG 2005, and GHG 2040. Table 1 below shows the general parameters used to set up the MOVES runs, while Table 2 shows the inputs used in the County Data Manager. As can be seen in Table 1, the ozone runs are for an average July weekday and the GHG runs are for an entire year. As can be seen in Table 2, total VMT for Palm Beach County is used from the travel demand model, while MOVES defaults are relied upon heavily for remaining inputs since this analysis is not for transportation conformity purposes. A factor of 341.9809 was used to convert annual average weekday VMT from the travel demand model into annual VMT, which is required for the MOVES input. This factor was developed based on MOVES defaults for month and day VMT fraction and accounts for less travel activity on weekends compared to weekdays.

¹ On July 13, 2007, Florida Governor Charlie Crist issued Executive Order 07-127, which established statewide GHG emission reduction targets of 2000 levels by 2017, 1990 levels by 2025, and 80 percent below 1990 levels by 2050. Source:
<http://www.c2es.org/sites/default/modules/usmap/pdf.php?file=5902>

Table 1. MOVES General Parameters

MOVES Screen	Input Item	Ozone Runs	Greenhouse Gas Runs
Description	Description	User Choice	User Choice
Scale	Domain/Scale	County	County
	Calculation Type	Inventory	Inventory
Time Spans	Time Aggregation Level	Hour	Hour
	Year*	2005, 2040	2005, 2040
	Months	July	Select All Months
	Days	Weekday	Weekday and Weekend
	Hours	Select All Hours	Select All Hours
Geographic Bounds	Geographic Bounds	Palm Beach County	Palm Beach County
Vehicles	Vehicles	All Gas, Diesel, and E-85 Combinations plus CNG transit buses	All Gas, Diesel, and E-85 Combinations plus CNG transit buses
Road Type	Road Type	Select All	Select All
Pollutants/Processes	Pollutants/Processes	VOC and NO _x	All processes for CO ₂ , CH ₄ , and N ₂ O
General Output	Database Name	PalmBeach_[year&scenario]_out	PalmBeach_[year&scenario]_out
	Units	Select "Grams" and "Miles" and "BTU"	Select "Grams" and "Miles" and "BTU"
	Activity	Select All	Select All
Output Emissions Detail	Time	24-Hour Day	Year
	On Road	Select "Source Use Type" and "Road Type"	Select "Source Use Type" and "Road Type"

Table 2. MOVES County Data Manager Inputs

County Data Manager Inputs	Tab Name	Ozone Runs	Greenhouse Gas Runs
Source (Vehicle) Type Population	sourceTypeYear	MOVES Defaults	MOVES Defaults
Vehicle Type VMT	HPMSVTypeYear	Palm Beach County VMT from Travel Demand Model. Vehicle type split from MOVES defaults.	Palm Beach County VMT from Travel Demand Model. Vehicle type split from MOVES defaults.
	MonthVMTFraction	MOVES Defaults	MOVES Defaults
	DayVMTFraction	MOVES Defaults	MOVES Defaults
	HourVMTFraction	MOVES Defaults	MOVES Defaults
Average Speed Distribution	avgSpeed Distribution	MOVES Defaults	MOVES Defaults
Road Type Distribution	roadType Distribution	MOVES Defaults	MOVES Defaults
Age Distribution	sourceTypeAge Distribution	MOVES Defaults	MOVES Defaults
Ramp Fraction	RoadType	MOVES Defaults	MOVES Defaults
Meteorology Data	ZoneMonthHour	MOVES Defaults	MOVES Defaults
Fuel	FuelFormulation	MOVES Defaults	MOVES Defaults
	FuelSupply	MOVES Defaults	MOVES Defaults

County Data Manager Inputs	Tab Name	Ozone Runs	Greenhouse Gas Runs
	avft	MOVES Defaults	MOVES Defaults
	fuel usage fraction	MOVES Defaults	MOVES Defaults
Starts	Starts Per Day	MOVES Defaults	MOVES Defaults
	Starts Hour Fraction	MOVES Defaults	MOVES Defaults
	Starts Source Type Fraction	MOVES Defaults	MOVES Defaults
	Starts Month Adjust	MOVES Defaults	MOVES Defaults
	Import Starts Op Mode Distribution	MOVES Defaults	MOVES Defaults
	Starts	MOVES Defaults	MOVES Defaults
Hotelling	Hotelling Activity Distribution	MOVES Defaults	MOVES Defaults
	Hotelling Hours	MOVES Defaults	MOVES Defaults
Retrofit Data	on Road Retrofit	MOVES Defaults	MOVES Defaults
I/M Program	IMCoverage	MOVES Defaults	MOVES Defaults

Results

Figure 1 shows the resulting emissions of greenhouse gases for the 2005 base year and 2040 Cost Feasible Plan scenario. VMT is also included for reference purposes. Despite a 35% increase in VMT between 2005 and 2040 predicted by the travel demand model, Palm Beach County greenhouse gas emissions decreased 14% from 6.43 to 5.52 million metric tonnes of CO₂ equivalent greenhouse gases (MMtCO₂e). Previously, greenhouse gas emissions would typically grow at about the same rate as VMT due to fuel economy being flat over time; however, recent Federal vehicle fuel economy/greenhouse gas regulations on new model year vehicles and fleet turnover over time have led to some areas projecting GHG reductions from vehicles even as VMT increased over time. Specifically, two Federal regulations are included in MOVES 2014, which were not included in the MOVES2010b, the previous version of MOVES:

- Heavy-duty engine and vehicle greenhouse gas (GHG) regulations that phase in during model years 2014-2018
- The second phase of light-duty vehicle GHG regulations that phase in for model years 2017-2025 cars and light trucks

Despite the results showing decreasing GHG emissions over time, it appears that additional reductions would be needed to get on track to meet the Florida statewide goal of 80% below 1990 levels by 2050. There is some uncertainty associated with the travel demand model predicting a 35% increase in VMT over a 35 year period and if VMT in 2040 actually turns out to be lower than that predicted by the travel demand model it would help lower GHG emissions further. The Palm Beach MPO and other stakeholders in the region can also take steps to lower greenhouse gas emissions through a wide range of strategies that could reduce VMT, improve roadway operational conditions, and/or lower the carbon intensity of driving through new vehicle and fuel technologies.

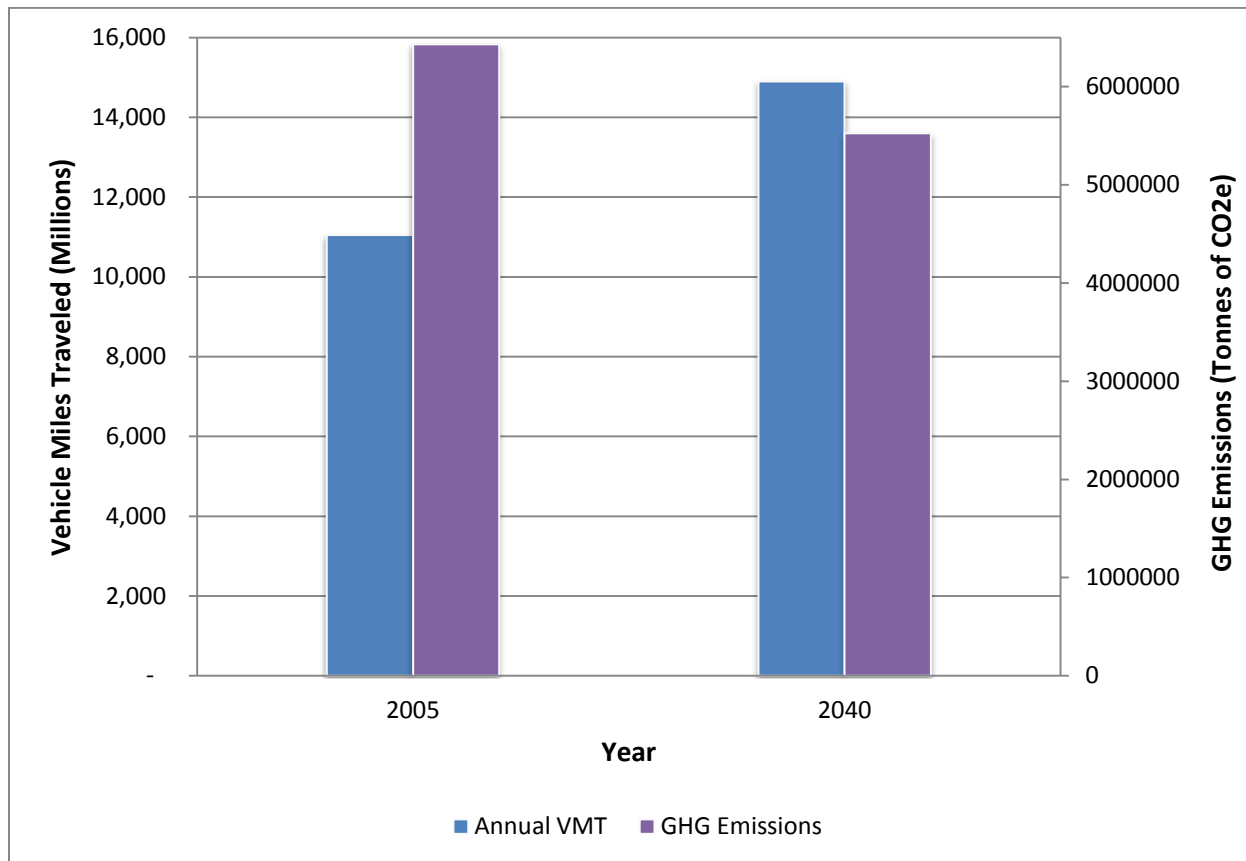


Figure 1. GHG emissions and VMT (2005 Base and 2040 Cost Feasible Plan Scenario)

Figure 2 shows the resulting emissions of ozone precursors NO_x and VOC for the 2005 base year and 2040 Cost Feasible Plan scenario. As expected, emissions of these criteria pollutants decrease considerably between 2005 and 2040 due to continually more stringent vehicle emission control technology regulations on newer model years and fleet turnover over time. This pattern has been typical for areas around the country due to the vehicle technology improvements to meet Federal regulations; however, the reductions in future years have become even more significant with the use of MOVES 2014, which includes the Tier 3 emissions and fuel standards that phase in beginning in 2017.²

As seen in Figure 2, NO_x emissions decrease by 92% (82.2 to 6.7 US short tons) and VOC emissions decrease by 83% (32.7 to 5.5 US short tons) from 2005 to 2040. This is an indication that less ozone will form over time as the emissions of its precursors go down, which will improve the quality of the air that the residents of Palm Beach County breathe.

² Tier 3 emissions standards phase in beginning in 2017 for cars, light-duty trucks, medium-duty passenger vehicles, and some heavy-duty trucks. Tier 3 fuel standards will require lower sulfur gasoline beginning in 2017.

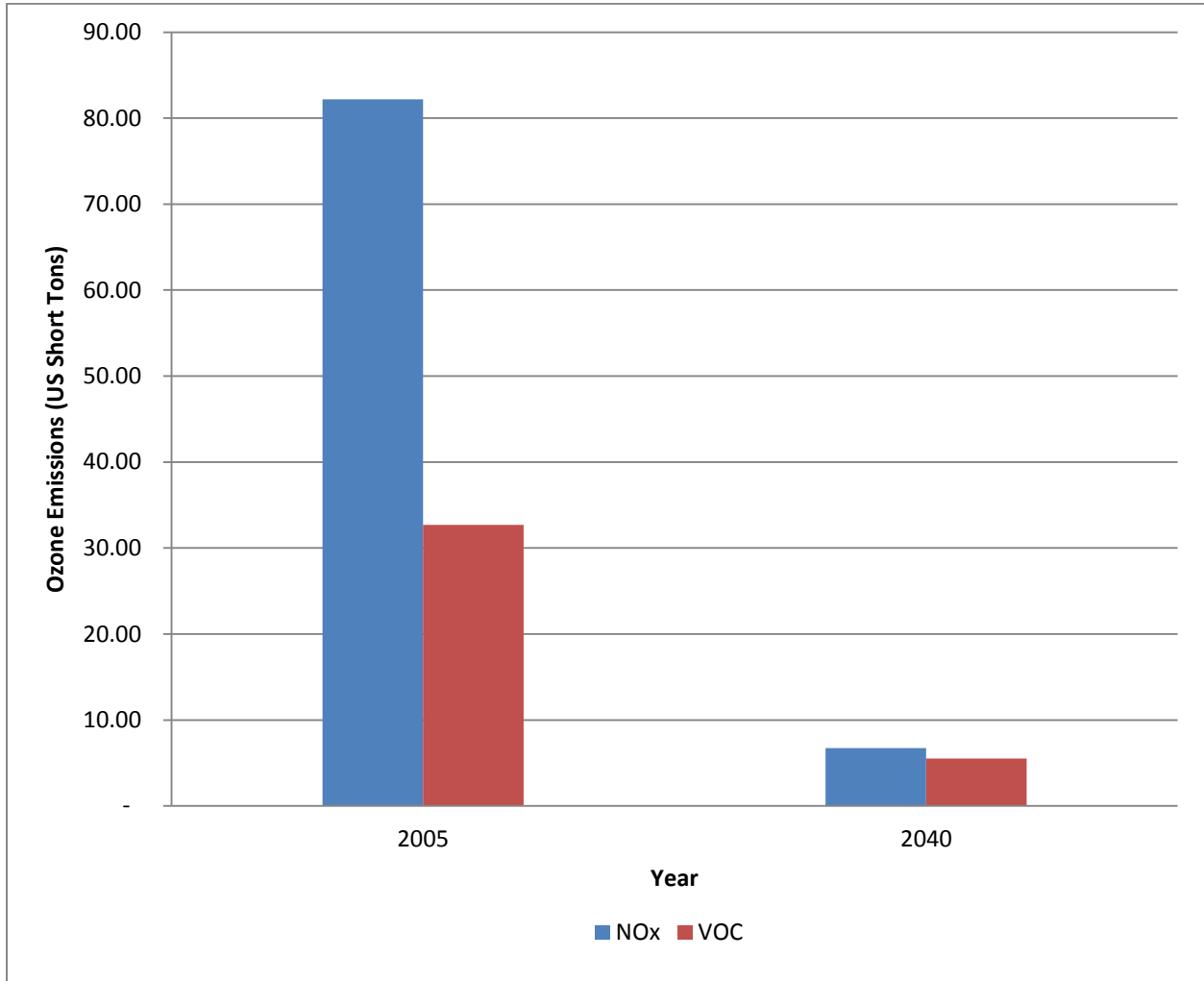


Figure 2. Ozone Precursor Emissions (2005 Base and 2040 Cost Feasible Plan Scenario)

APPENDIX E: ENVIRONMENTAL MITIGATION PROCESS

FEDERAL REGULATION

According to 23 CFR 450.322 (f), the metropolitan transportation plan shall, at a minimum, include:

(7) A discussion of types of potential environmental mitigation activities and potential areas to carry out these activities, including activities that may have the greatest potential to restore and maintain the environmental functions affected by the metropolitan transportation plan. The discussion may focus on policies, programs, or strategies, rather than at the project level. The discussion shall be developed in consultation with Federal, State, and Tribal land management, wildlife, and regulatory agencies. The MPO may establish reasonable timeframes for performing this consultation;

MITIGATION

The Palm Beach MPO utilizes the following approach sequence at the planning level when a transportation project may present a potential environmental concern:

- ◆ **Avoid impacts altogether**
- ◆ **Minimize a proposed activity/project size or its involvement**
- ◆ **Rectify the impact by repairing, rehabilitating, or restoring the affected environment**
- ◆ **Reduce or eliminate the impact over time by preservation and maintenance operations during the life of the action**
- ◆ **Compensate for environmental impacts by providing appropriate or alternate environmental resources of equivalent or greater value, on or off-site**

Areas of potential impacts that the MPO monitors include wetlands and water resources, forestry and habitats, streams and waterways, and threatened (or endangered) species. Potential mitigation challenges, on the other hand, include lack of funding for mitigation projects and programs, lack of available wetland mitigation bank credits, improperly assessing cumulative impacts of projects, and permitting issues with the county, local, state and federal regulatory agencies. These challenges are minimized through collaboration between the MPO and various stakeholders, including regulatory agencies, the public and other interested parties, and through the public involvement process.



Sample Mitigation Plan

For a project with potential environmental impacts, a Conceptual Mitigation Plan will be developed to document the potential to eliminate and/or reduce wetland impacts and to determine feasible mitigation options for unavoidable wetland and species habitat impacts associated with the project's construction. Mitigation of unavoidable direct, secondary and cumulative impacts is required for the issuance of Water Management District and U.S. Army Corps of Engineers (USACE) permits. The report will thoroughly examine a variety of mitigation options to avoid and minimize impacts to wetlands, surface waters, and protected species, including:

- ◆ Reduction of the project footprint (use of smaller facilities and/or associated drainage area)
- ◆ Application of retained earth walls (where feasible)
- ◆ Reduction in design speed or incorporation of design variances and/or exceptions
- ◆ Reduction in project lighting
- ◆ Alignment selection to maximize separation from environmental resources and reduce secondary impacts
- ◆ Inclusion of barrier fencing and wildlife crossings for species preservation

Mitigated vs Unmitigated Areas

When it is not possible to reduce or eliminate environmental impacts, compensating mitigation can serve to protect, preserve, and enhance the nearby land and water resources. The following graphic is a side-by-side comparison showing the differences between a mitigated natural area (Sweet Bay) and an unmitigated natural area (Avenir). The mitigation activities in the Sweet Bay natural preserve have significantly restored the area's natural habitat.



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