

2045

Long Range Transportation Plan

EXECUTIVE SUMMARY

Adopted December 12, 2019
Administrative Modification July 9, 2021



INTRODUCTION

The Palm Beach Transportation Planning Agency (TPA) is the designated Metropolitan Planning Organization (MPO) serving all of Palm Beach County, Florida. The Palm Beach TPA rebranded the organization from Palm Beach MPO in December 2017. Palm Beach County stretches from Lake Okeechobee in the Glades area to the Atlantic Ocean including 39 municipalities, 1,970 square miles of land, and 413 square miles of water.

Every five years, the TPA is required to review and update the Long Range Transportation Plan (LRTP). The LRTP provides a strategic 25-year outlook that leads investment and decision-making today to accomplish the TPA's vision. The TPA's transportation planning process encompasses all modes and users with in-depth consideration of non-motorized modes of transportation to promote equity, as well as an emphasis on both short- and long-term implementation. The 2045 LRTP details how Palm Beach County's multimodal transportation system will evolve throughout the 25 years between 2020 and 2045.

HENDRY COUNTY

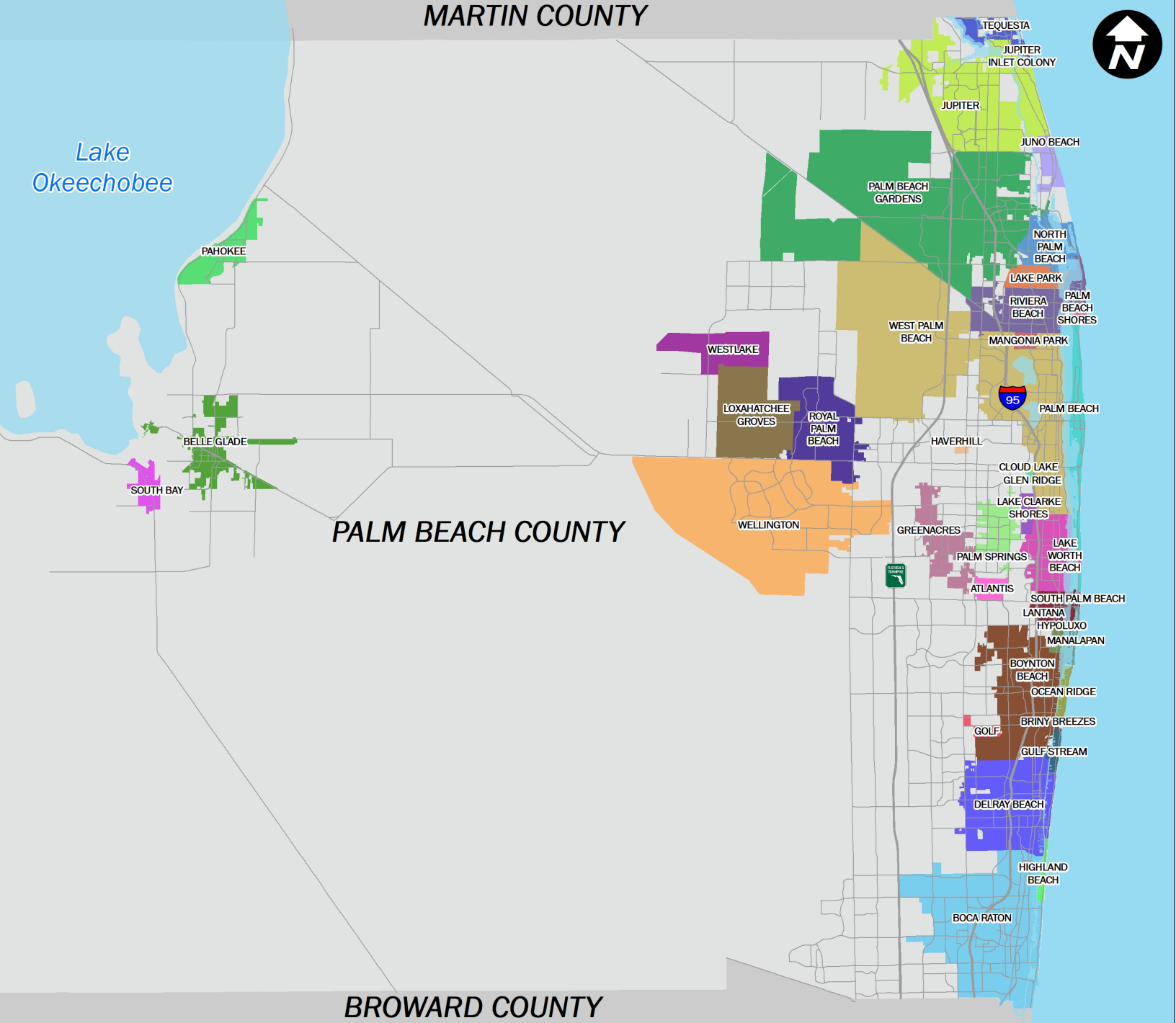
MISSION

To collaboratively plan, prioritize, and fund
the transportation system





Lake
Okeechobee



VISION

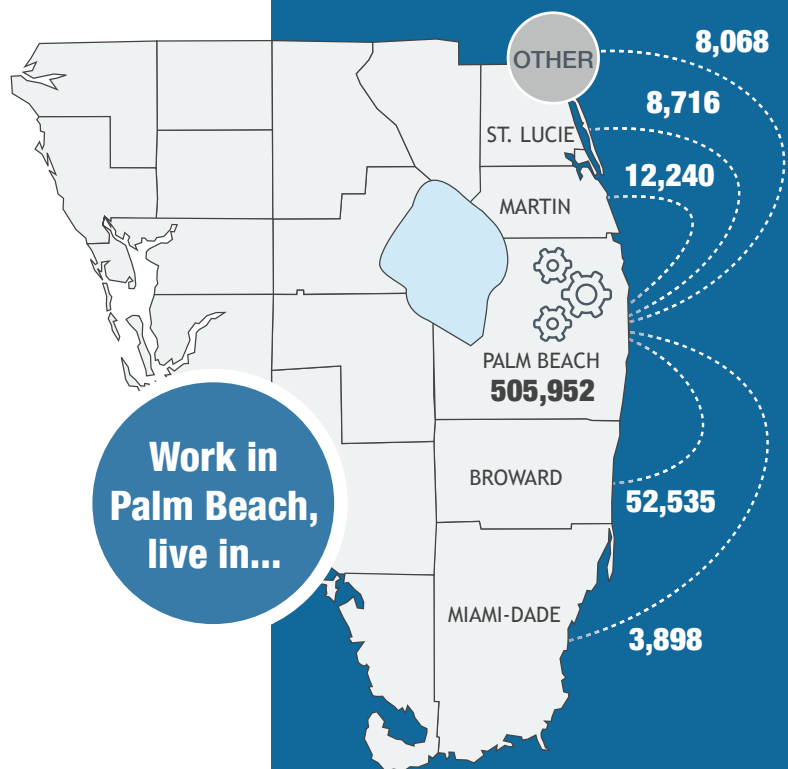
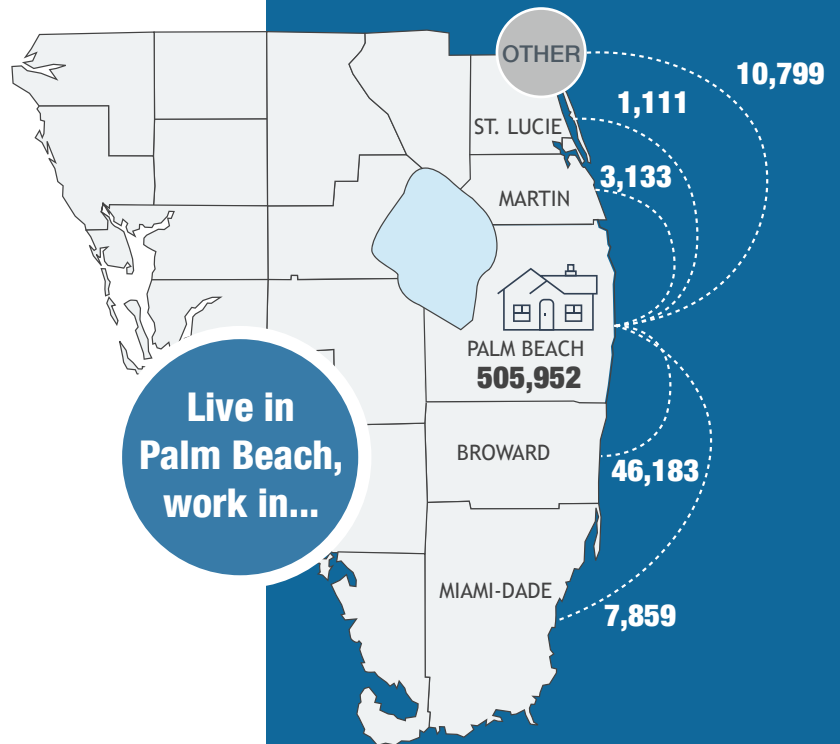
A safe, efficient, and connected
multimodal transportation system

...WHERE ARE WE?

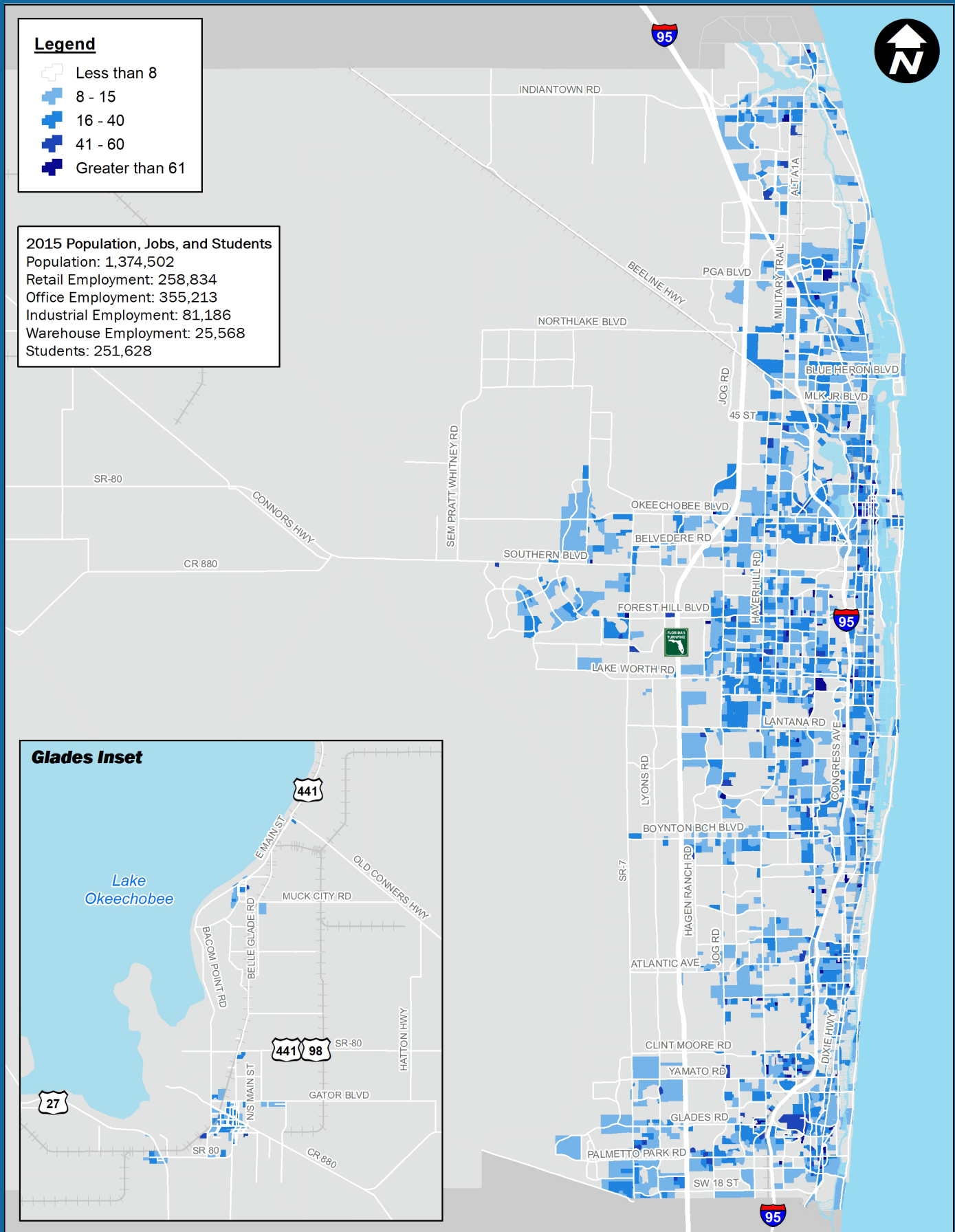
Palm Beach County was home to 1.43 million residents in 2017, with a total of 6.1 million residents in the greater Miami-Fort Lauderdale-West Palm Beach metropolitan area, making it the 7th largest metropolitan area in the country. The residents in Palm Beach County are diverse and becoming more so as nearly all recent population growth (95%) is from immigration.

Palm Beach County continues to grow rapidly and serves as a major employment and visitor destination. Over 7.5 million people visited Palm Beach County in 2018 and in addition to the over 500,000 people that live and work here, more people come into Palm Beach County for employment (85,000) than go out of the County (69,000).

As shown on the facing map, much of our people density is coastal reflecting the historic development patterns along major transportation corridors (FEC railway, then US 1, then I-95).



2015 Population and Job Density (People Per Acre)

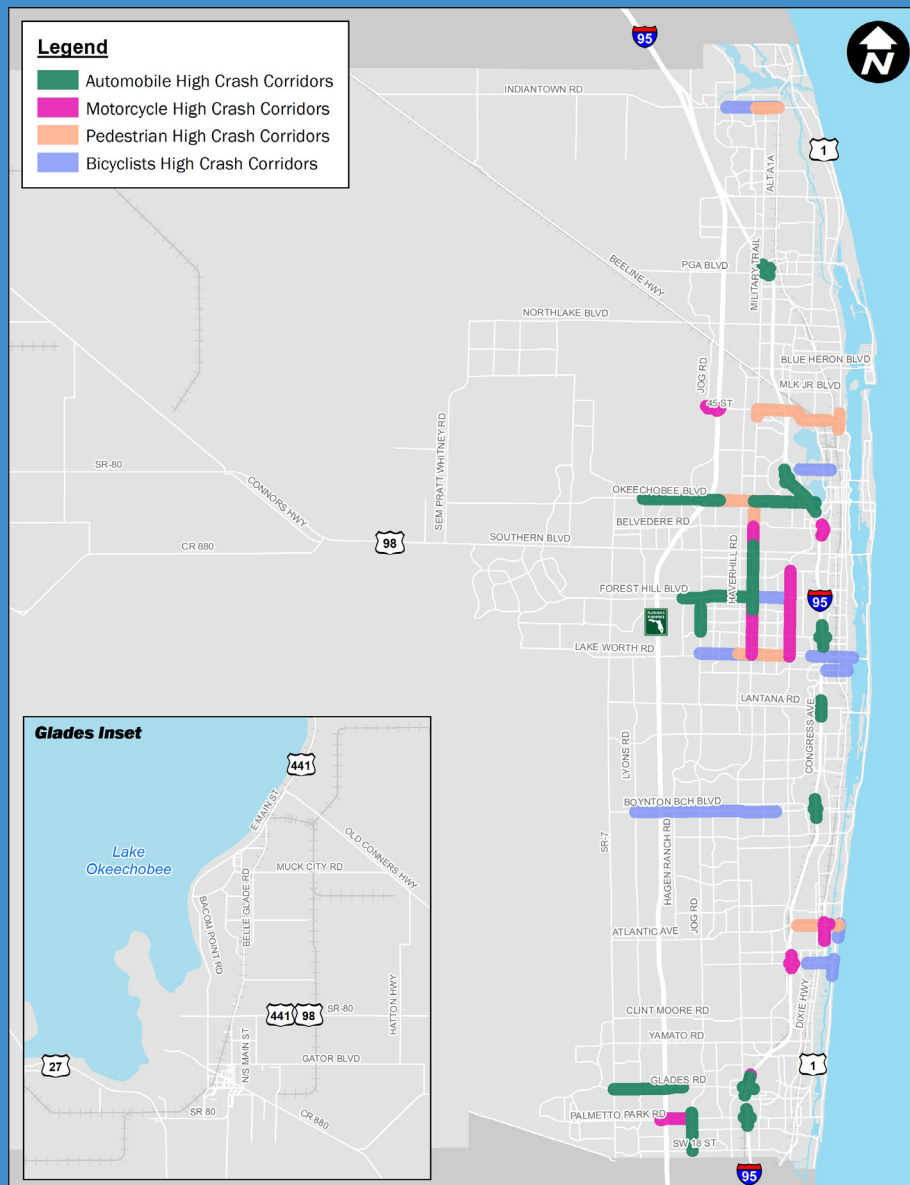


SAFETY/VISION ZERO

The Palm Beach TPA adopted a Vision Zero Action Plan in April 2019, analyzing 6,670 fatal and serious injury crashes for the years 2011 through 2017 in Palm Beach County. High crash locations for each mode (automobile, motorcycle, pedestrian, and bicyclists) were identified along with a series of actions that seek to reduce or eliminate traffic-related fatalities and serious injuries over time. The high crash locations represent either an intersection, a roadway segment, or a small network of parallel streets that exhibited a significant number of crashes within close proximity.

For more information, review the Vision Zero Action Plan at <https://www.palmbeachtpa.org/safety>

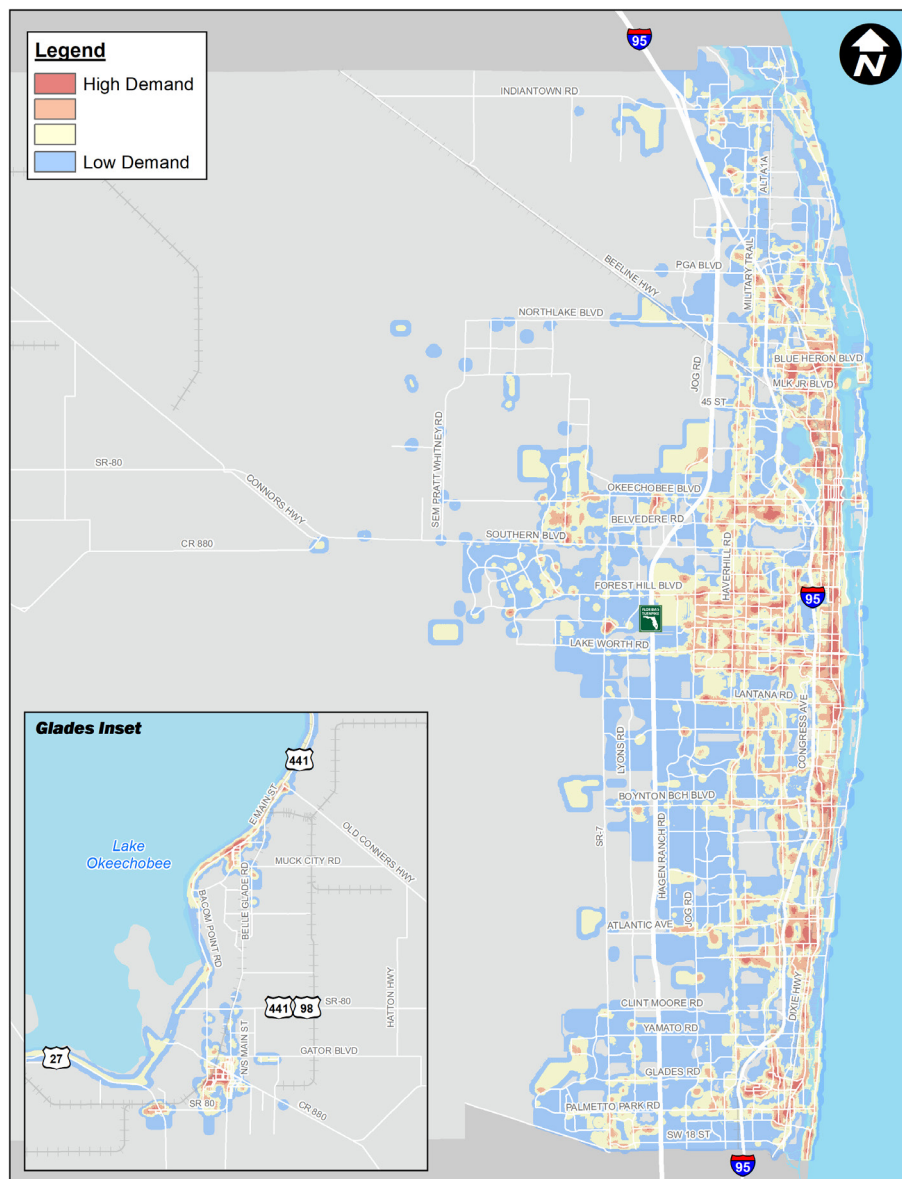
Countywide High Crash Corridors, 2011-2017



ACTIVE TRANSPORTATION

The TPA predicted the propensity for active transportation demand using a series of factors including where people live, work, play, learn, and access to transit. The cumulative results were used to inform project recommendations and prioritizations. The high demand areas on the map below indicate places where people may be willing to walk or bike and provide an indicator of potential locations for future investments in pedestrian and bicycle facilities.

Active Transportation Demand



PEDESTRIAN FACILITIES

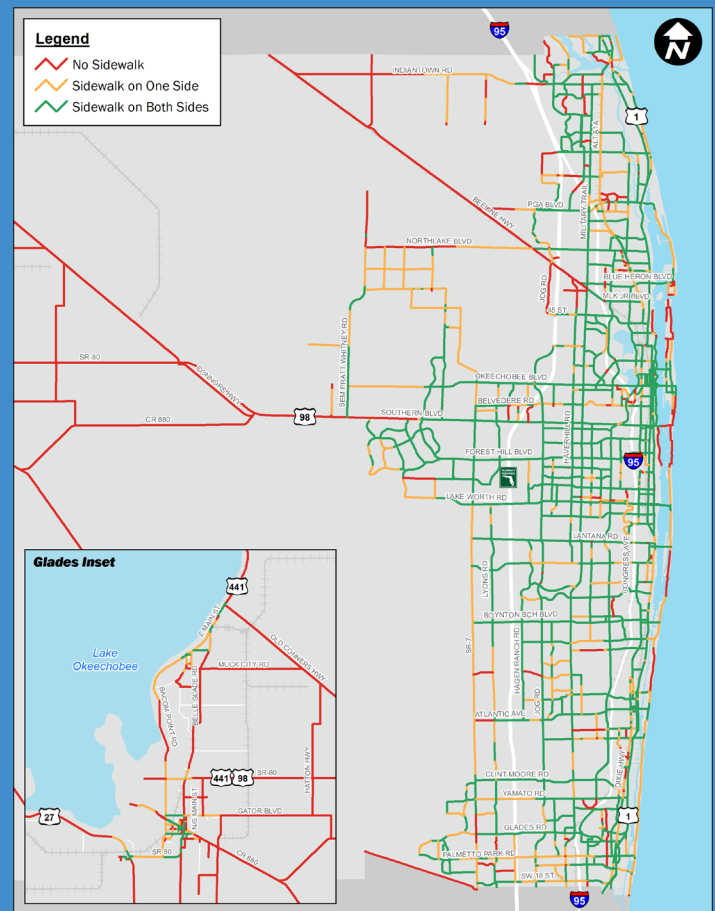
Every trip begins and ends as a pedestrian and the most vulnerable users are considered first during project design starting with pedestrians and followed by bicycles, public transit, commercial vehicles, and finally personal vehicles. The existing pedestrian facilities include 1,164 miles of sidewalks on Federal-Aid Eligible Roadways. On that roadway network, about 52% have a sidewalk on both sides of the roadway, 22% have a sidewalk along one side of the roadway, and 26% have no sidewalk at all.

WIDER PATHS

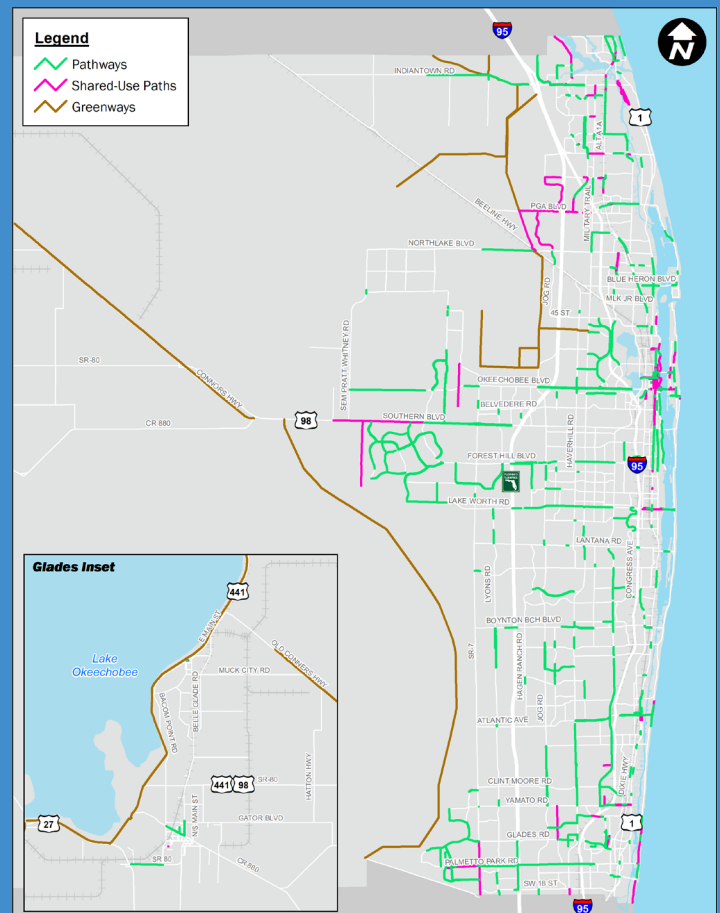
In addition to the pedestrian network, there are wider paved paths referred to as pathways (8' to 9') and shared-use paths (10'+) as well as greenways (unpaved paths). Pedestrians and bicyclists can use these facilities. The types of wider paths include the following mileage:

- Pathways - 294 miles
- Shared-Use Paths - 62 miles
- Greenways - 155 miles

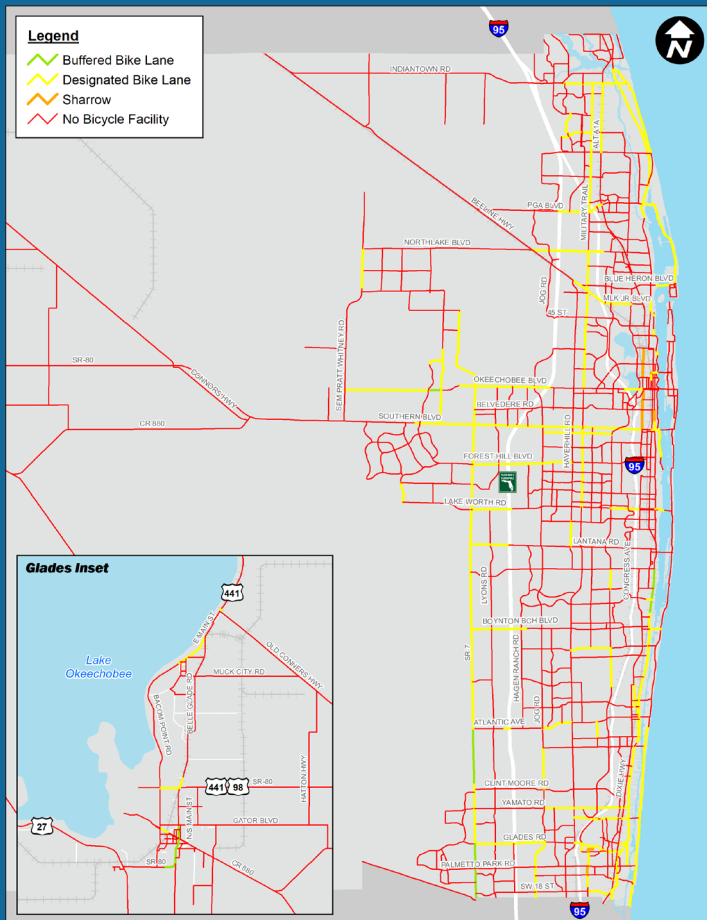
Existing Pedestrian Facilities



Existing Pathways, Shared-Use Paths, and Greenways



Existing Bicycle Facilities



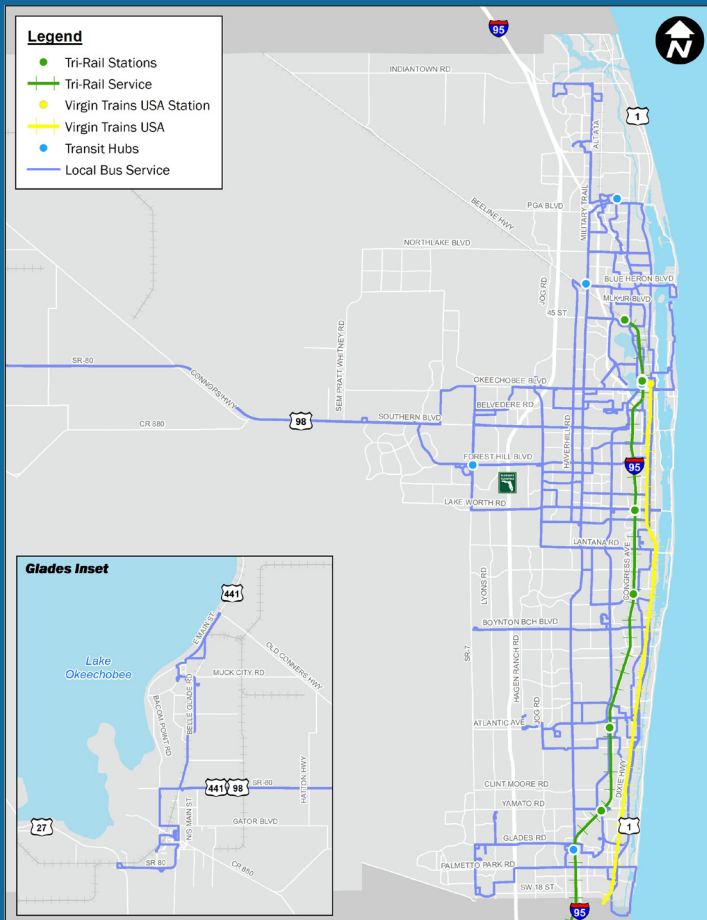
BICYCLE FACILITIES

Palm Beach County has an array of roadway bicycle facilities including shared lane markings (sharrows) and undesignated, designated, buffered, and separated bicycle lanes. There are bikeshare facilities in the City of West Palm Beach and other local municipalities are exploring having bikeshare as well. The type of bicycle facilities on Federal-Aid Eligible Roadways include the following mileage:

- Buffered Bicycle Lanes - 13 miles
- Designated Bicycle Lanes - 200 miles
- Sharrows - 6 miles

TRANSIT

Existing Transit Service



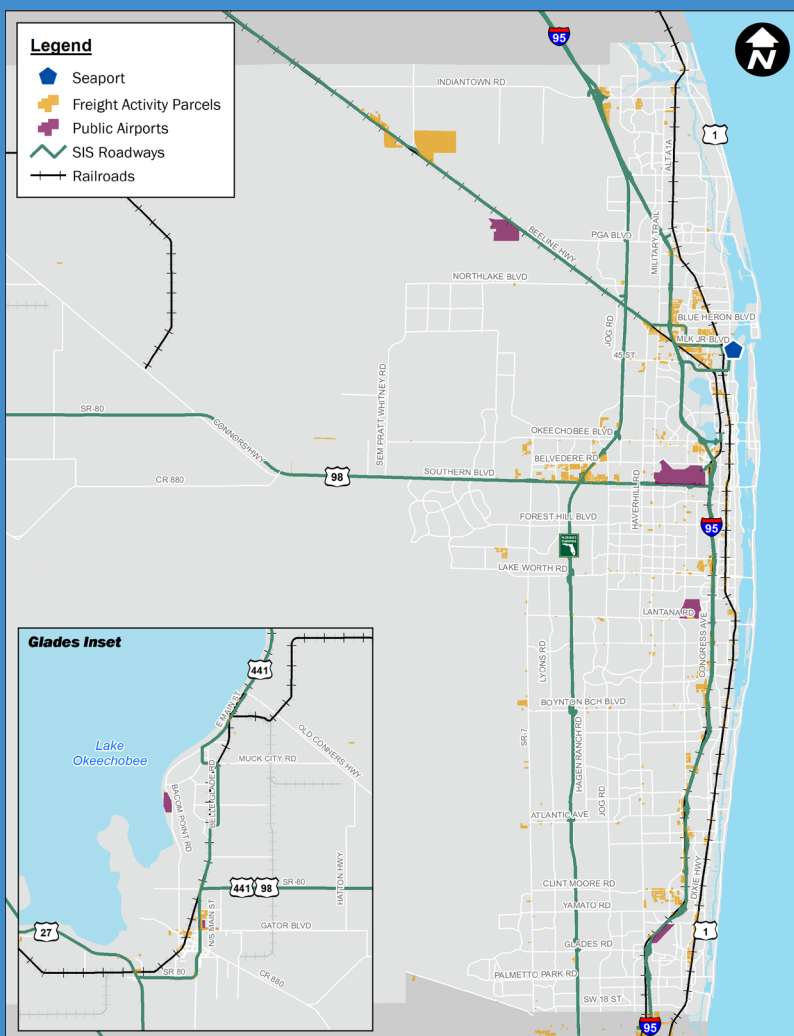
The transit network in Palm Beach County consists of three (3) main transit systems: Palm Tran, including fixed route and paratransit bus services, Tri-Rail, including commuter rail and passenger shuttle services, and Virgin Trains USA (formerly known as Brightline Trains, a privately operated intercity passenger rail service). The transit network includes bus and rail service as well as transit hubs where three (3) or more transit routes connect. Local circulator systems, such as trolleys and shuttles, are also provided in limited locations to supplement the regional transit system.

FREIGHT

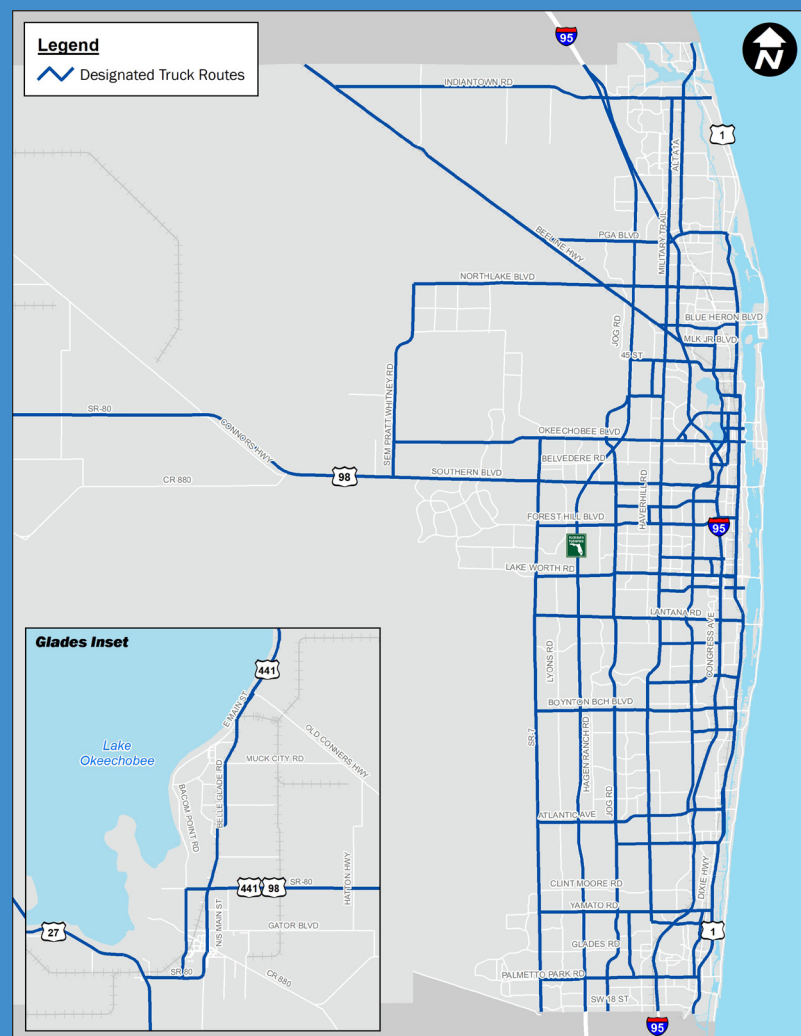
Airports and the Port of Palm Beach provide both passenger and freight transport for Palm Beach County. Railway corridors serve local, regional, and statewide freight and passenger movement. Freight activity parcels include warehouses, distribution centers, light/heavy manufacturers, and packaging plants.

Trucks delivering and picking up goods travel on most roadways within the county. The heavily traveled corridors that have the highest concentration of truck traffic are identified as “Designated Truck Routes” and represent roadways with more than 1,000 daily truck trips.

Freight Facilities



Designated Truck Routes



ROADWAY

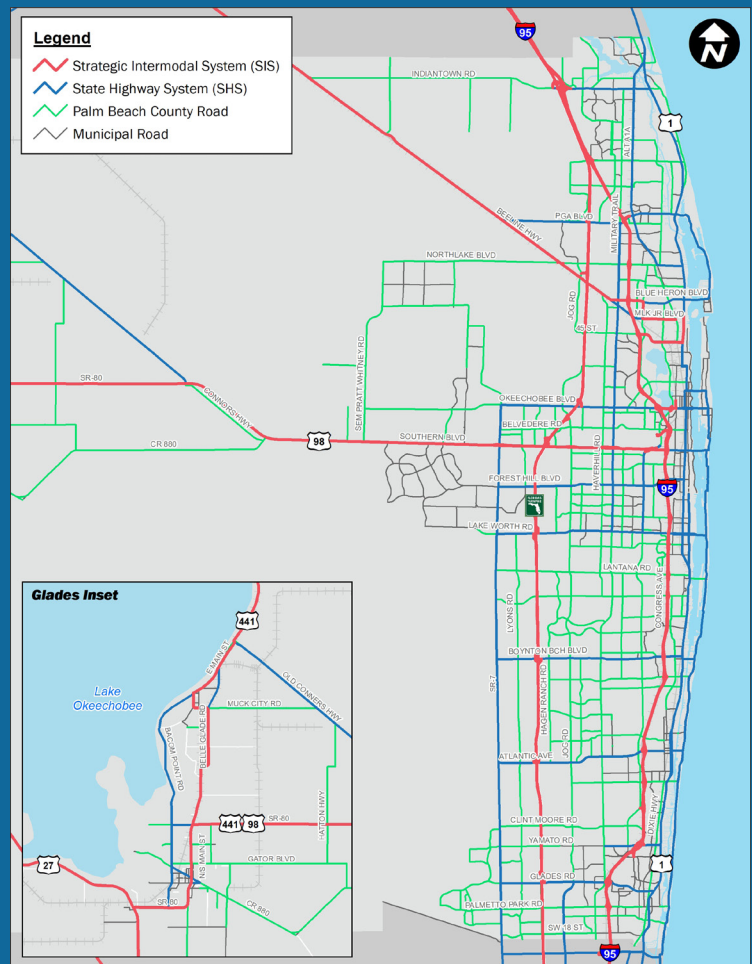
Palm Beach County contains 6,668 total centerline miles of roadways that handle 38.5 million vehicle miles traveled daily. The roadway network is a hierarchy of various classifications that balance the mobility and accessibility needs of users.

The roadway designation includes the Strategic Intermodal System (SIS) and National Highway System (NHS). SIS highway, rail, and waterways are categorized into three (3) types; Hubs, Corridors, and Connectors.

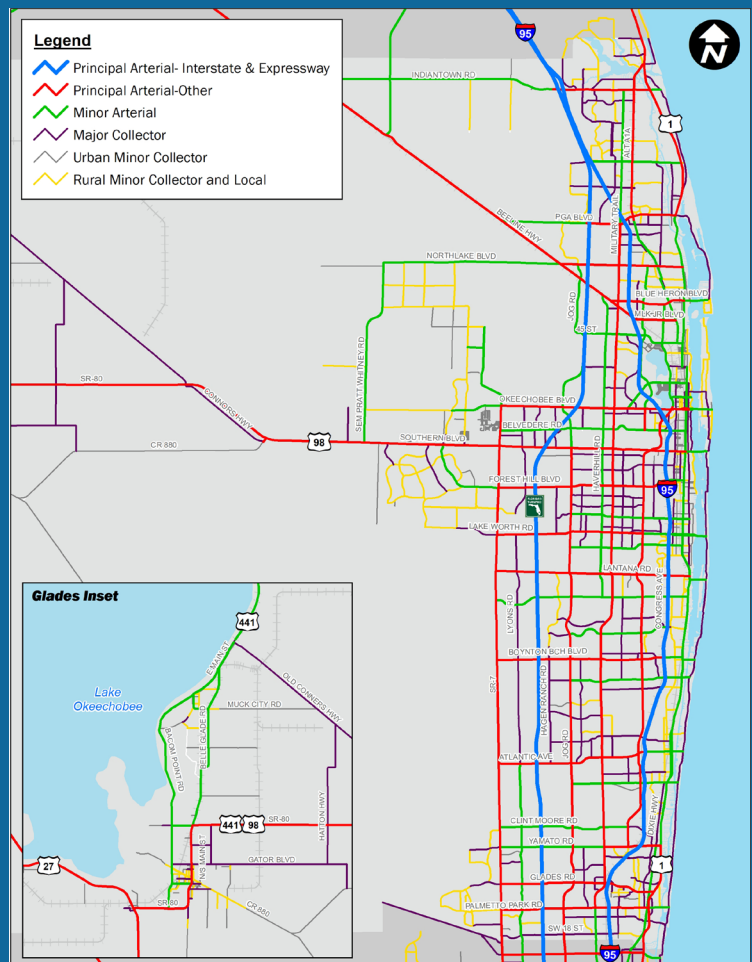
The roadway functional classification assigns roadways according to the character of service provided in relation to the total roadway network. Roadways with a higher functional classification, such as arterials, provide greater mobility with less accessibility while a local roadway provides greater accessibility with less mobility.

Only roadways functionally classified as urban minor collector or above are eligible for Federal Surface Transportation Funds - one of the primary federal funds available to FDOT and the TPA to construct projects.

Roadway Designation



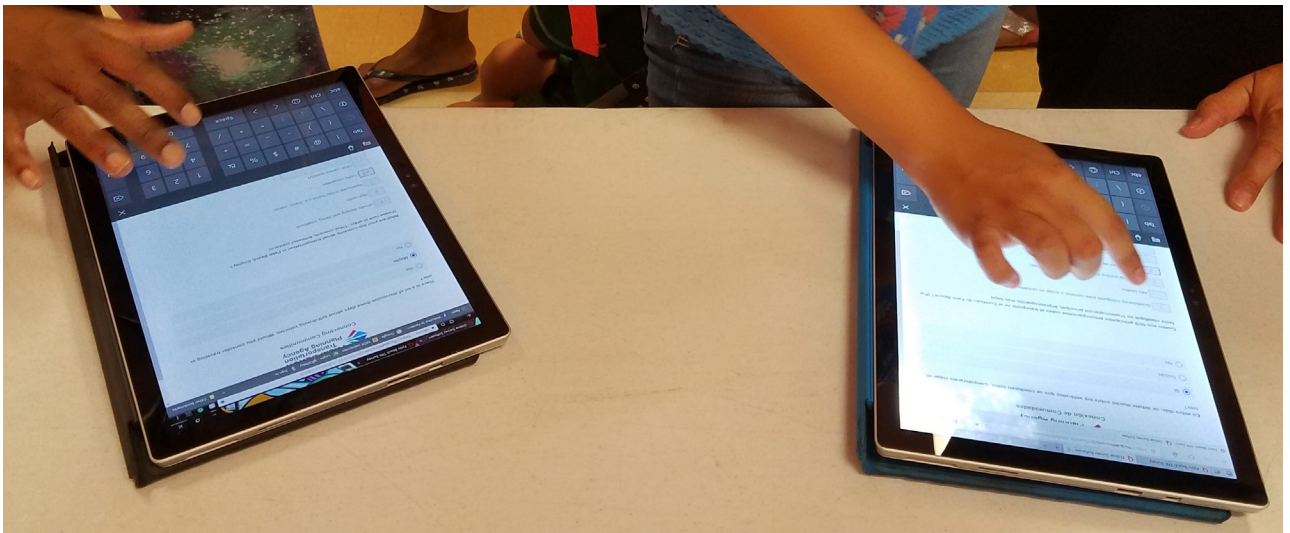
Functional Classification



PUBLIC INPUT & PARTICIPATION

Palm Beach County residents provided a higher level of direct input than ever before into the 2045 LRTP update, which resulted in almost 3,000 survey responses representative of the county's diverse demographics. The themes of the survey included the following:

- Prioritization of transportation project investments,
- Prioritization of transportation modes to balance safety and comfort for all users within constrained spaces, and
- Potential funding sources to maintain and improve the transportation network.



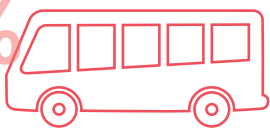


1.3% walk



1.7% bike

6.6% ride



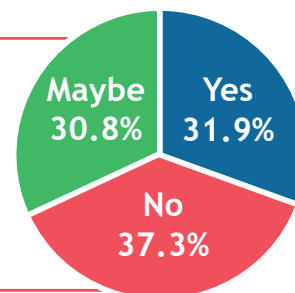
90.4% drive*



*Drive includes drive alone, carpool, and rideshare

There is a lot of discussion these days about self-driving vehicles.

Would *you* consider traveling in one?

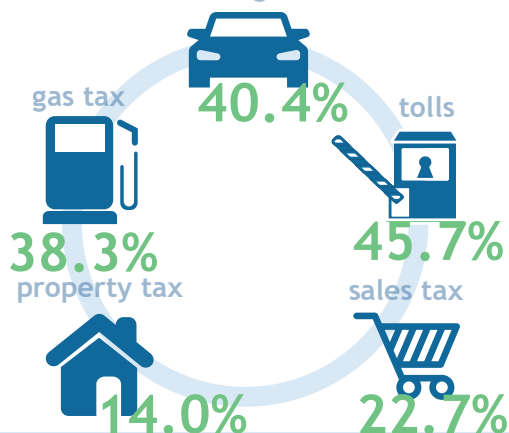


What are your *top concerns* about transportation in Palm Beach County?

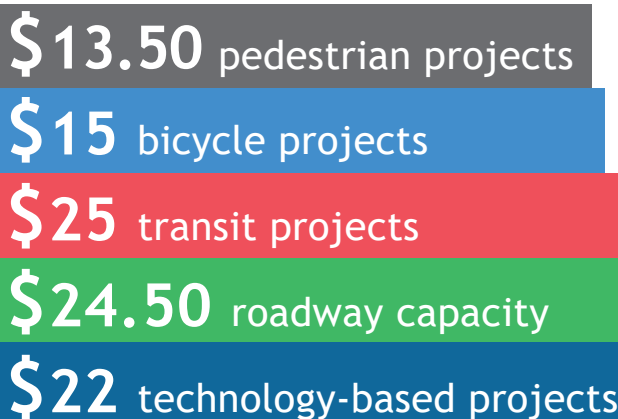
41.7% traffic congestion
28.9% inadequate public transit
22.1% safety
7% high costs

Which of the following transportation funding sources would *you* support?

vehicle registration



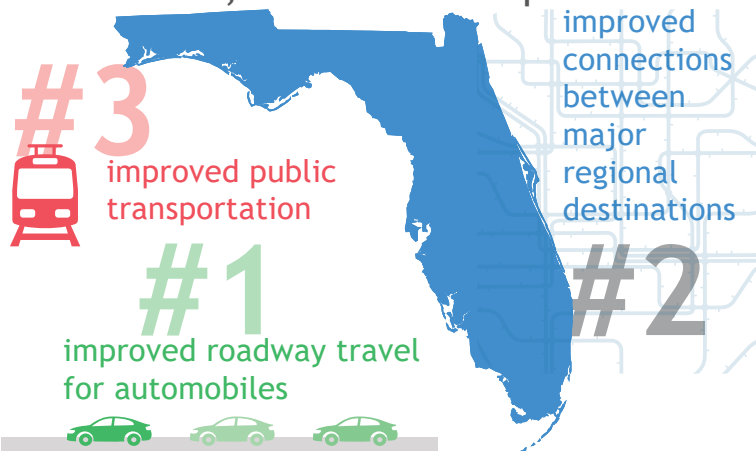
How much would you spend on each type of project with \$100?



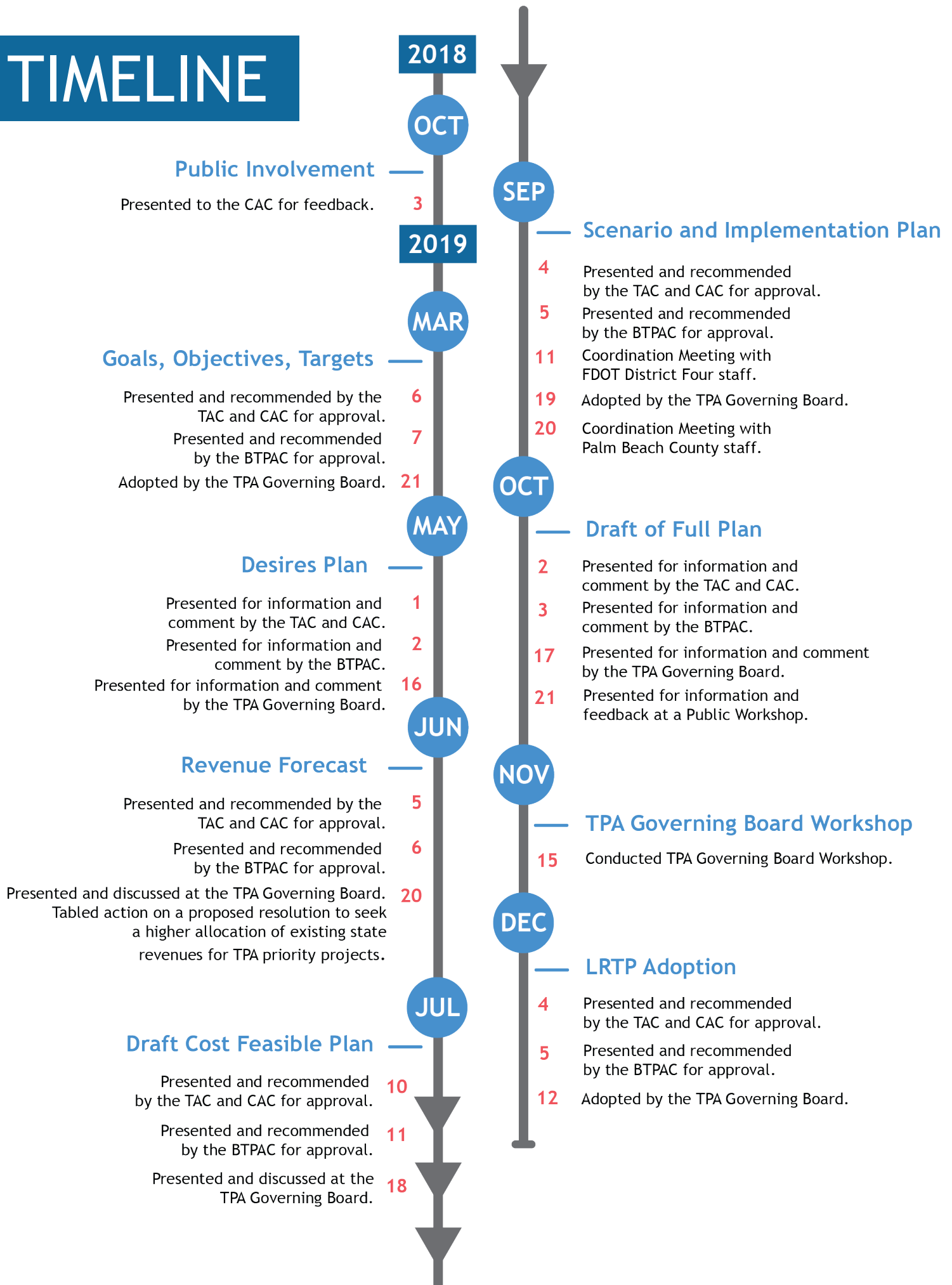
How *OFTEN* do you travel to Broward and/or Miami-Dade counties?*



When coordinating improvements with adjacent counties, which are *most* important?



TIMELINE



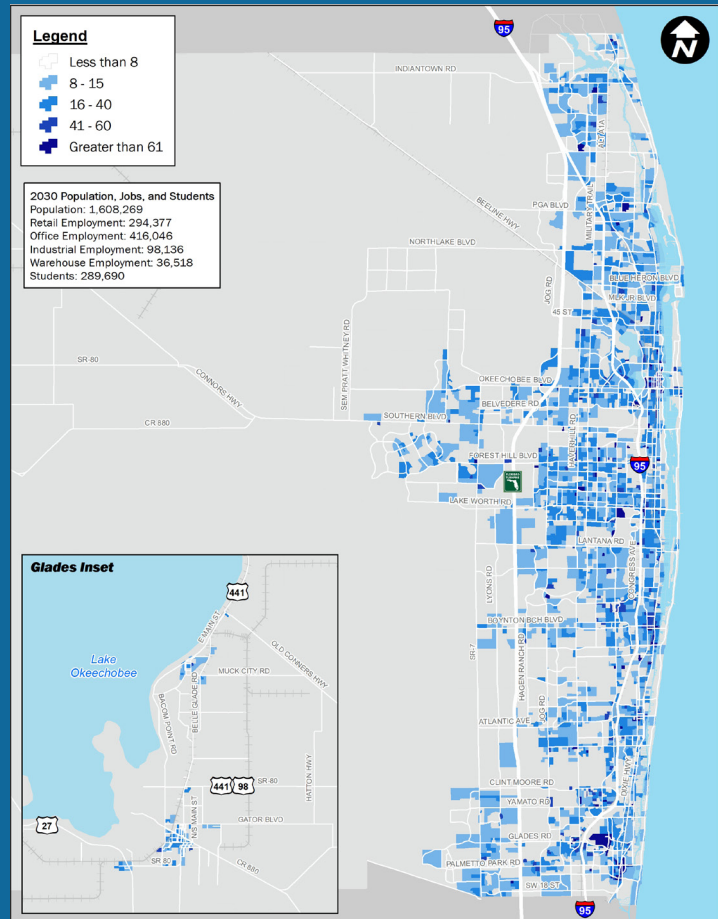
EXPECTED GROWTH

Planning transportation investments requires evaluating current demands and future growth patterns to identify needed projects.

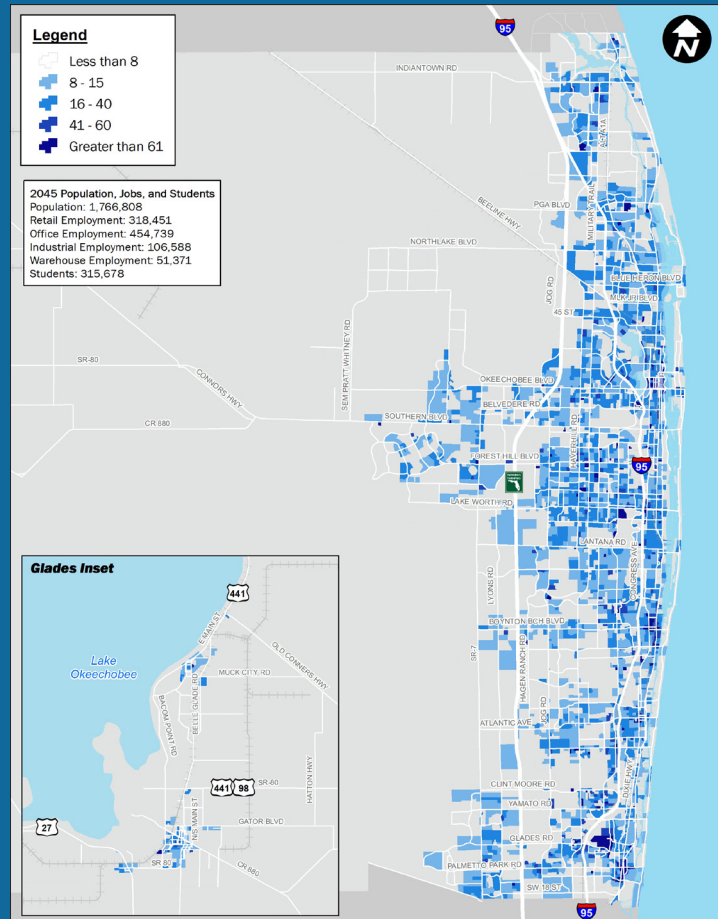
The county is expected to add 222,000 more residents and 102,000 more jobs by 2030.

Growth is expected to continue though 2045 with an additional 175,000 residents and 108,000 jobs to reach nearly 1.8 million people and 930,000 jobs.

2030 Population and Job Density (People Per Acre)



2045 Population and Job Density (People Per Acre)



GOALS, OBJECTIVES, PERFORMANCE MEASURES, AND TARGETS

Updated April 2020

The goals, objectives, performance measures, and targets reflect the TPA's commitment to preserve the existing transportation system and its vision of a safe, efficient, and connected multimodal transportation system. Planning year targets are set at 1-year, 2-year, 4-year, or a more long-range target of 2030 or 2045.

✓ Target met or improving
* Value not yet available

	2015	2016	2017	2018	2019	1-yr	2-yr	4-yr	2030	2045
Goal 1: Preserve										
Maintenance										
Pavement										
Interstate in Good condition	58.6%	62.4%	55.2%	✓ 23.2%	*			≥ 60.0%		
Interstate in Poor condition	0.0%	0.0%	0.0%	✓ 0.0%	*			≤ 5.0%		
Non-Interstate NHS in Good condition	44.2%	41.7%	40.3%	✓ 39.9%	*		≥ 40.0%	≥ 40.0%		
Non-Interstate NHS in Poor condition	1.2%	0.4%	0.5%	✓ 0.1%	*		≤ 5.0%	≤ 5.0%		
Bridges										
NHS bridges in Good condition	-		87.7%	88.1%	✓ 87.4%		≥ 50.0%	≥ 50.0%		
NHS bridges in Poor condition	-		1.2%	1.1%	✓ 1.0%		≤ 5.0%	≤ 5.0%		
Transit										
Percentage of Palm Tran infrastructure meets or exceeds useful life for										
Vehicles - Articulated Bus	-	-	-	0%	✓ 0.0%		≤ 0%			
Vehicles - Fixed Route Bus				0%	✓ 0.0%		≤ 6.45%			
Vehicles - Paratransit Bus				0%	✓ 1.7%		≤ 36.32%			
Vehicles - Paratransit Van				0%	✓ 0.0%		≤ 0%			
Equipment - Automobiles				26%	31%		≤ 8.62%			
Equipment - Trucks	-	-	-	26%	29%		≤ 2.04%			
Facilities	-	-	-	0%	✓ 0%		≤ 0%			
Percentage of Tri-Rail infrastructure meets or exceeds useful life for										
Equipment - Support & Maintenance Vehicles >8 yrs old	-	-	-	0%	✓ 22%		≤ 22%			
Equipment - Other vehicles (<2.5 on 1-5 scale)	-	-	-	0%	✓ 22%		≤ 22%			
Rolling stock - locomotives, coach cars, self-propelled cars >39 yrs old	-	-	-	0%	✓ 25%		≤ 25%			
Rolling Stock - cutaway buses >10 yrs old	-	-	-	0%	✓ 25%		≤ 25%			
Percentage of Tri-Rail facilities with poor condition (<2.5 on 1-5 scale)										
Passenger Terminals	-	-	-	30%	✓ 5%		≤ 5%			
Maintenance Facilities	-	-	-	30%	✓ 5%		≤ 5%			
Administrative Offices	-	-	-	0%	✓ 5%		≤ 5%			
Rail fixed-guideway track with performance restrictions	-	-	-	8%	✓ 3.3%		≤ 3.5%			
Environment										
Daily fuel use (gal) per person	1.24	1.27	1.29	1.29	✓ 1.28				≤ 1.25	≤ 0.95
Daily Vehicle Miles Traveled per person	26.4	27.2	26.8	27.2	*				≤ 21.0	≤ 20.0
% electric vehicles in rubber-tire transit fleet	0	0	0	0	0				≥ 75%	≥ 100%
Resiliency										
Percentage of federal aid eligible mileage susceptible to inundation by:										
1.2-ft sea level rise & historic storm surge	-	-	-	3.9%	3.9%				≤ 3%	≤ 2%
1% chance of annual flooding	-	-	-	26.7%	26.7%				≤ 25%	≤ 20%

Goal 2: Safe**Vision Zero**

Number of fatalities	186	179	160	168	✓ 163	0		
Rate of fatalities per 100 million vehicle miles traveled (VMT)	1.40	1.29	1.14	1.19	✓ 1.15	0		
Number of serious injuries	1,001	1,129	1,116	1,163	✓ 1,024	0		
Rate of serious injuries per 100 million vehicle miles traveled (VMT)	7.52	8.14	8.00	8.03	✓ 7.22	0		
Number of non-motorized fatalities and serious injuries combined	201	194	208	209	✓ 206	0		
Number of rail fatalities	10	8	12	12	14	0		

Goal 3: Efficient**Reliability**

Percent of reliable person-miles traveled on the Interstate	85%	86%	84%	85%	*	≥ 85%	≥ 85%	
Percent of reliable person-miles traveled on the non-Interstate NHS	48%	48%	89%	93%	*	≥ 93%	≥ 93%	
Truck travel time reliability ratio (TTTR) on the Interstate	1.81	1.84	1.72	1.77	*	1.75	1.8	
Ratio of transit v. car average commute time	1.93	1.97	1.97	1.98	*		≤ 1.75	≤ 1.50

Productivity

Passenger trips per revenue hour for Tri-Rail service	36.41	36.41	34.96	34.76	*		≥ 40	≥ 50
for Palm Tran fixed route service	22.39	22.39	18.40	20.07	*		≥ 30	≥ 40

Goal 4: Connected**Complete Streets**

Centerline mileage of federal aid eligible roadways that include:

Separated bike lanes	0	0	0	0	0		≥ 20	≥ 40
10-ft or wider shared use pathways	50	50	50	72	✓ 77		≥ 100	≥ 150
8 to 9-ft paved pathways	-	-	-	294	✓ 295		≥ 305	≥ 320
Buffered bike lanes	8	8	8	12	12		≥ 20	≥ 40
Designated bike lanes	160	180	180	200	✓ 202		≥ 300	≥ 600
Sidewalks	-	-	-	1,165	✓ 1,166		≥ 1,300	≥ 1,400

Health & Equity

Percentage of federal aid eligible mileage with:

Bicycle facilities within 3 miles of a transit hub	17.3%	17.3%	17.3%	20.1%	20.1%		100%	100%
Pedestrian facilities within 1 mile of a transit hub	85.0%	85.0%	85.0%	85.0%	85.0%		100%	100%
Pedestrian facilities within 2 miles of elementary schools	-	-	-	79.0%	✓ 79.4%		90%	100%
Pedestrian facilities within 1/4 mile of a traditionally underserved community	-	-	-	67.7%	✓ 70.9%		≥ 70%	≥ 80%

Goal 5: Multimodal**Commuter Mode Split**

Walking	1.54%	1.49%	1.50%	1.48%	*		≥ 5%	≥ 10%
Biking	0.66%	0.67%	0.62%	✓ 0.71%	*		≥ 3%	≥ 5%
Transit	1.97%	1.97%	1.88%	1.81%	*		≥ 7%	≥ 15%

Freight

Annual tonnage of freight for Port of Palm Beach	2.16M	2.52M	2.48M	2.57M	2.31M		≥ 3.0M	≥ 3.5M
Palm Beach International Airport	26.2k	23.6k	25.8k	26.8k	✓ 29.0k		≥ 30.0k	≥ 40.0k



Preserve



Safe



Efficient



Connected



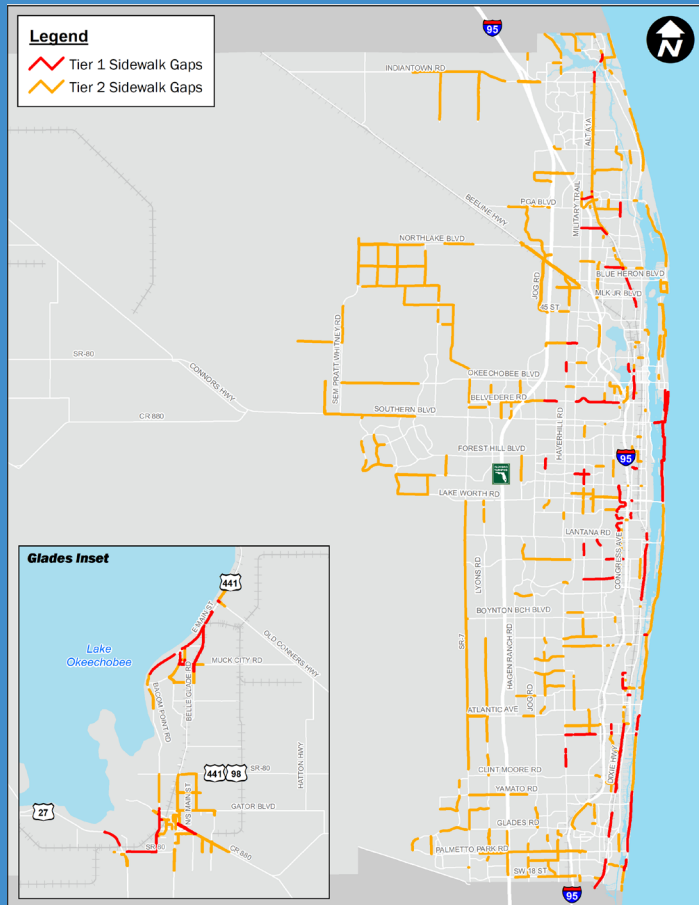
Multimodal

DESIRED PROJECTS



People walking, bicycling, and riding transit have the same transportation needs as people driving.

Pedestrian Priority Gaps

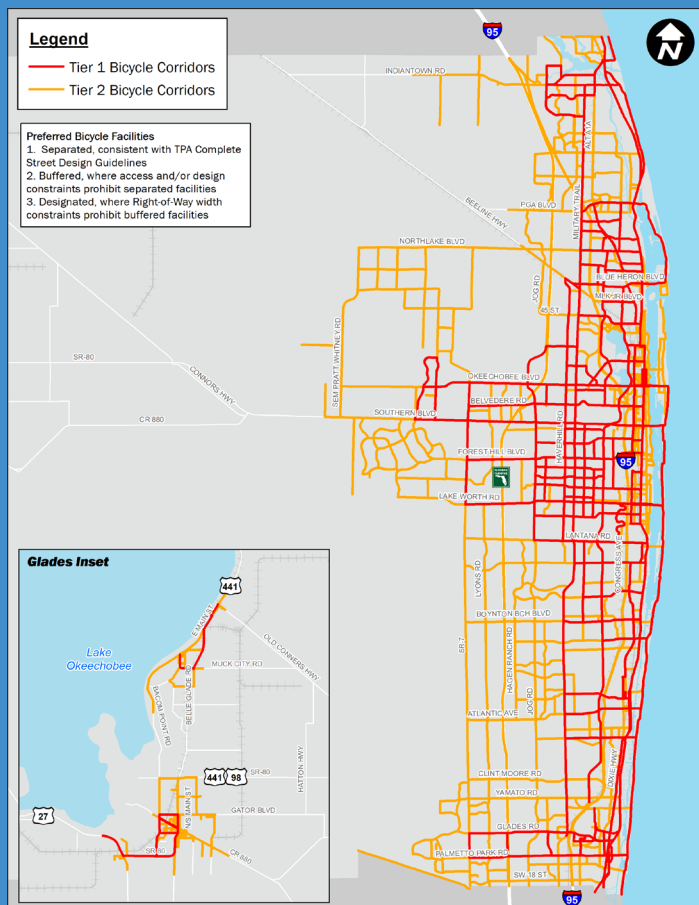


PEDESTRIAN AND BICYCLE

Pedestrian and bicycle Tier 1 and Tier 2 priority networks were identified based on the active transportation demand analysis and Level of Traffic Stress (LTS) results that were synthesized to determine locations with the greatest need within the county's urban areas. In addition to active transportation demand and pedestrian and bicycle LTS, the following factors were considered in this process:

- High Pedestrian and Bicycle Crash Locations
- Traditionally underserved areas
- High Ridership Transit Corridors
- Connections to transit hubs

Bicycle Priority Networks



The Pedestrian Priority Network analysis focused on missing sidewalks in urban areas throughout the county and identified Priority Tier 1 sidewalk gaps in the areas with the greatest need and Tier 2 sidewalk gaps as second priority.

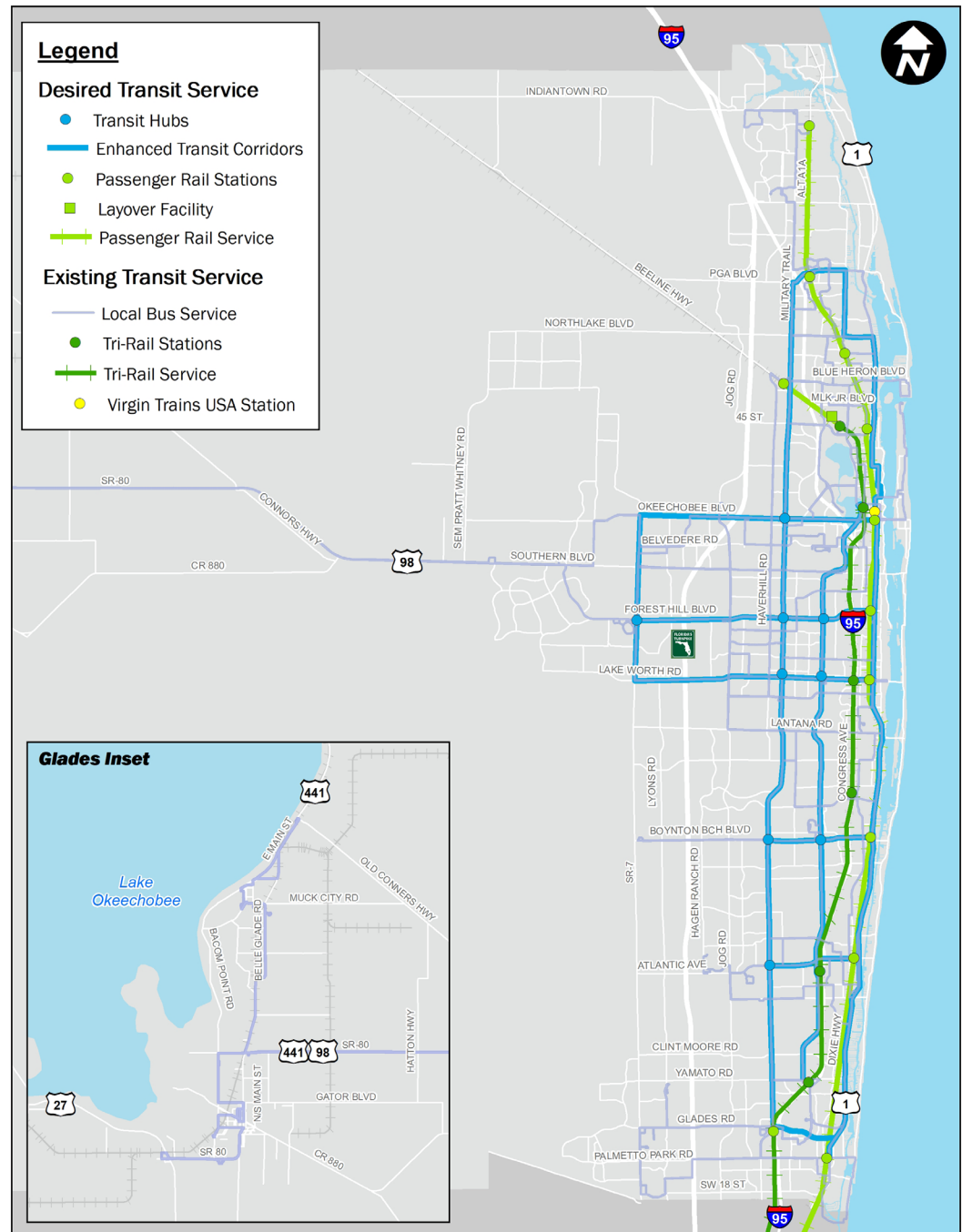
The Bicycle Priority Network analysis identified a connected network of Tier 1 and Tier 2 priority bicycle facilities in urban areas throughout the county and prioritizes separated bicycle facilities to create a safe and connected bicycle network for users of all ages and abilities and encourage bicycling as a means of transportation to places people live, work, learn, play and access transit.

TRANSIT

Using the active transportation demand analysis results along with Palm Tran's current high ridership routes, and 2045 forecasted jobs and population, an enhanced transit network consisting of five (5) north-south corridors and six (6) east-west corridors were identified. These corridors have the greatest potential for enhanced transit service. Included in the (5) north-south corridors are a Tri-Rail extension from the existing Mangonia Park Tri-Rail Station to the VA Hospital and Tri-Rail Coastal Link along the FEC Railroad corridor to the Town of Jupiter.

The corridors are collectively named the 561 Plan because together they create one connected system of enhanced transit services.

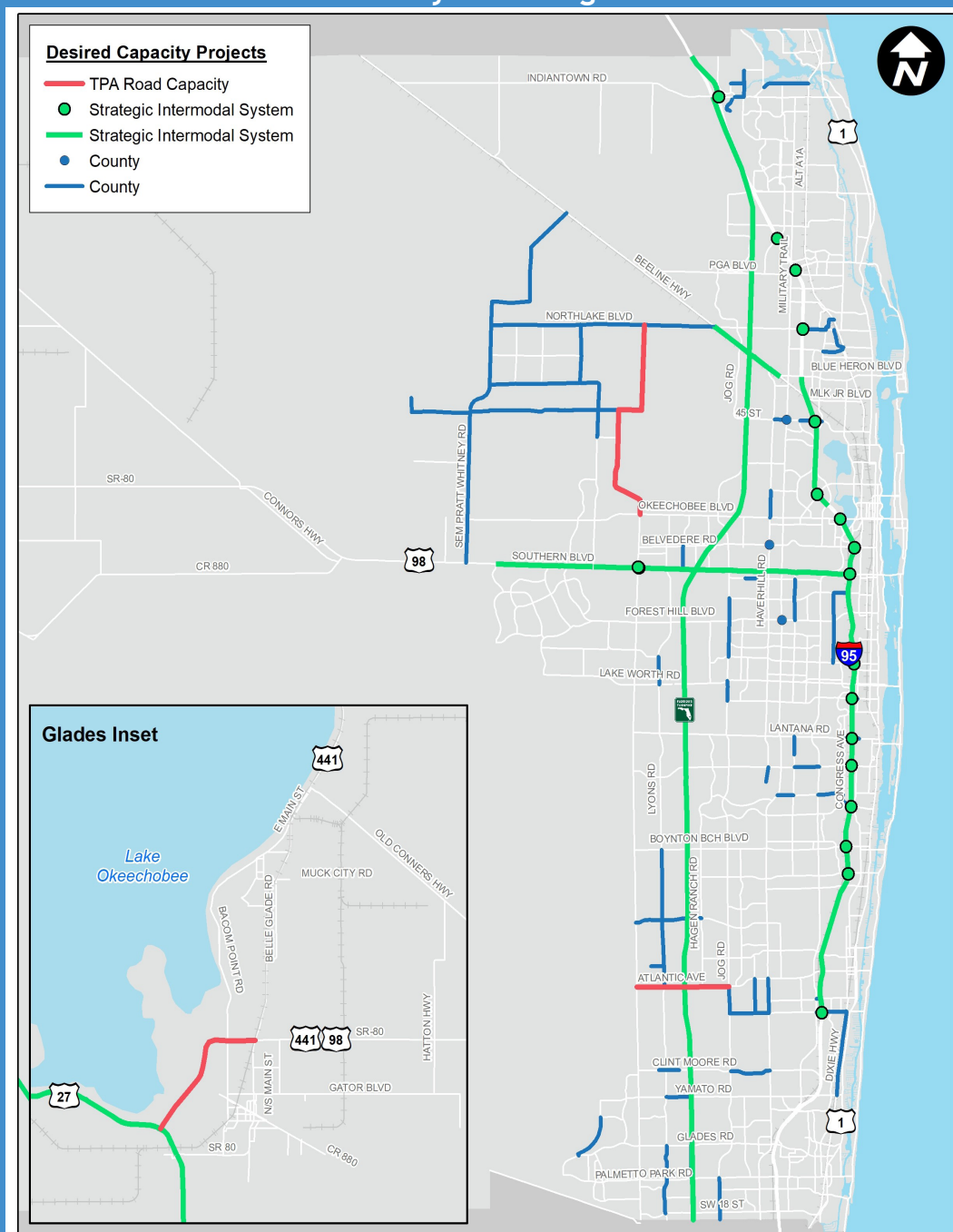
Transit



ROADWAY AND FREIGHT

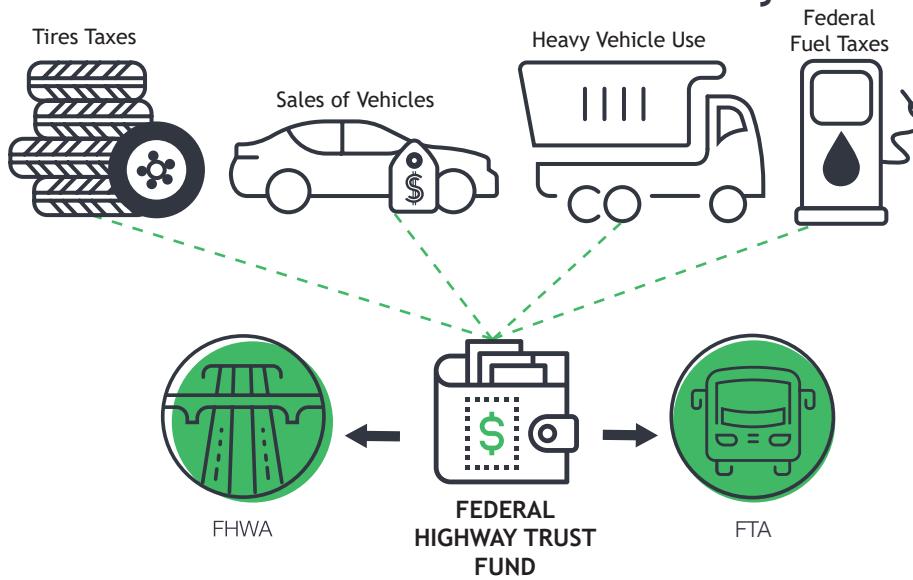
Roadway desires include projects from the FDOT SIS Cost Feasible list, Florida's Turnpike list, capacity projects on state roadways identified by the TPA, and Palm Beach County roadway capacity projects. The roadway capacity desires projects are based on the TPA's vision, goals and objectives and include an assessment of predicted future traffic volumes.

Roadway and Freight

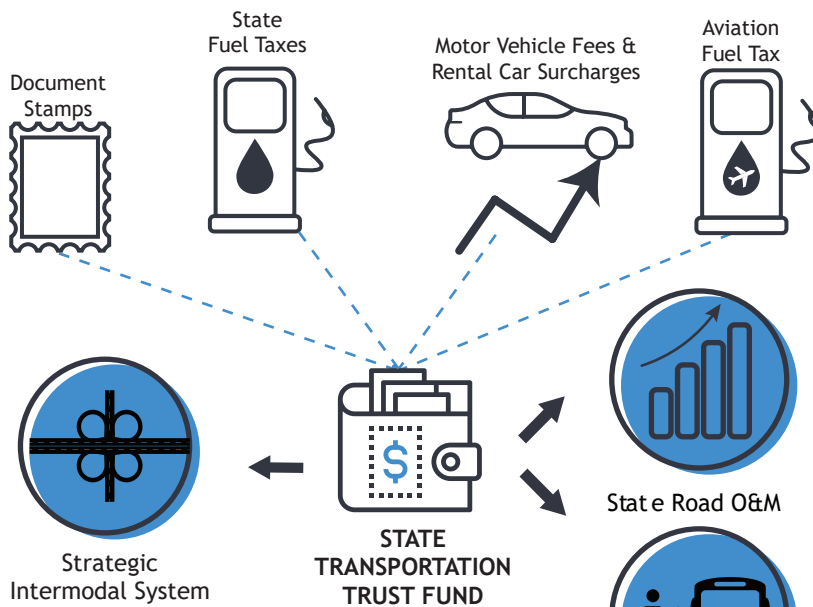


WHAT CAN WE ACCOMPLISH?

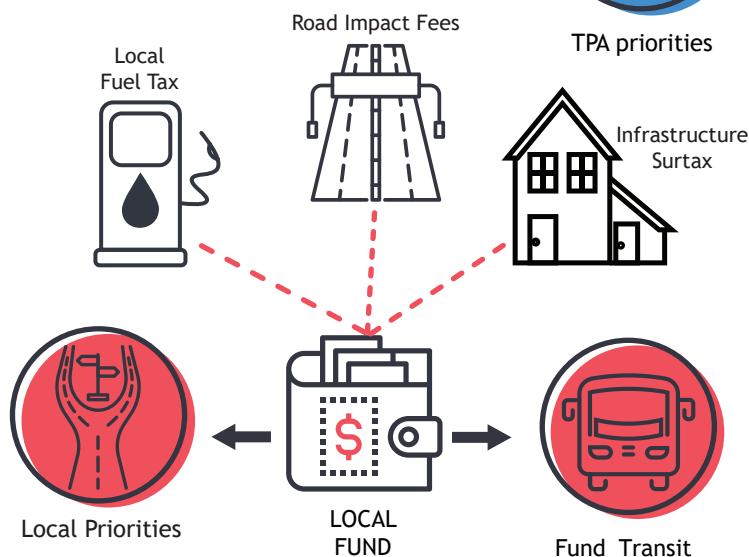
Where Does Our Money Come From?



Federal transportation funding is collected primarily through federal fuel taxes and truck-related taxes on tires, sales of vehicles, and heavy vehicle use.



Florida's transportation funding sources is from a combination of state fuel taxes, motor vehicle fees, document stamps, rental car surcharges, and aviation fuel tax.



Local funding sources include local gas taxes, road impact fees, an infrastructure surtax, and occasionally general funds from property taxes.

Revenue projections were developed based on a thorough review of historic funding allocation trends and the current practice of how those funds are spent. The revenue projections were used to develop the Cost Feasible Plan in a constrained scenario limited to existing and reasonably likely funding sources.

Revenue Forecast for New Construction Projects

Program	Projected Revenue in Millions				
	20-24 (TIP)	25-30	31-35	36-45	Total
TPA Prioritization					
Funding available for TPA Prioritization.					
TPA Projects on State Roads	\$117.5	\$161.2	\$157.7	\$417.2	\$853.6
District Dedicated Revenue (DDR)	\$85.3	\$84.1	\$82.3	\$217.6	\$469.3
Primary Highways & Public Transportation Office (DS)	\$32.3	\$77.1	\$75.4	\$199.5	\$384.3
Local Initiatives - TPA Projects on County/City Roads	\$120.9	\$137.8	\$114.8	\$229.6	\$603.0
Surface Transportation - Urbanized (SU)	\$102.2	\$122.6	\$102.2	\$204.3	\$531.2
Surface Transportation - Any Area (STP-A) ^a	\$18.7	\$15.2	\$12.7	\$25.3	\$71.8
Transportation Alternatives - TPA Ped/Bike Projects	\$15.5	\$18.6	\$15.5	\$31.0	\$80.6
Surface Transportation - Alternatives (TALU)	\$7.8	\$9.3	\$7.8	\$15.5	\$40.3
Surface Transportation - Alternatives Any Area (TALT) ^a	\$7.8	\$9.3	\$7.8	\$15.5	\$40.3
Florida Department of Transportation Prioritization					
Funding prioritized by FDOT and Florida's Turnpike. TPA role is to endorse/modify/reject projects. Funding reflects planned projects in Palm Beach County over next 25 years.					
Strategic Intermodal System (SIS)	\$405.0	\$241.7	\$178.7	\$1,930.3	\$2,755.8
National Highway Performance Program (NHPP)	\$221.8	\$144.7	\$59.8	\$1,158.2	\$1,584.5
Statewide Interstate (DI)	\$147.9	\$96.5	\$39.9	\$772.1	\$1,056.3
District Dedicated Revenue (DDR)	\$21.2	\$0.3	\$47.4	\$0.0	\$69.0
Primary Highways & Public Transportation Office (DS)	\$14.1	\$0.2	\$31.6	\$0.0	\$46.0
Turnpike	\$408.6	\$2,076.7	\$0.0	\$0.0	\$2,485.3
Turnpike Improvement (PKYI)	\$64.4	\$2,076.7	\$0.0	\$0.0	\$2,141.0
Turnpike Master Bond Fund (PKBD)	\$344.2	\$0.0	\$0.0	\$0.0	\$344.2
Local Government Prioritization					
Funding available for Local Government Prioritization, included in LRTP per federal regulations. TPA can choose to exclude specific projects but this does not constrain County actions.					
Local Government	\$293.7	\$200.1	\$166.7	\$333.5	\$994.0
Road Impact Fees ^b	\$186.2	\$149.1	\$124.2	\$248.5	\$708.1
5-cent Local Option Gas Tax (LOGT) ^c	\$107.4	\$51.0	\$42.5	\$85.0	\$285.9

^aFDOT may elect to retain these funds for other projects

^bIncludes current balance + projected revenue

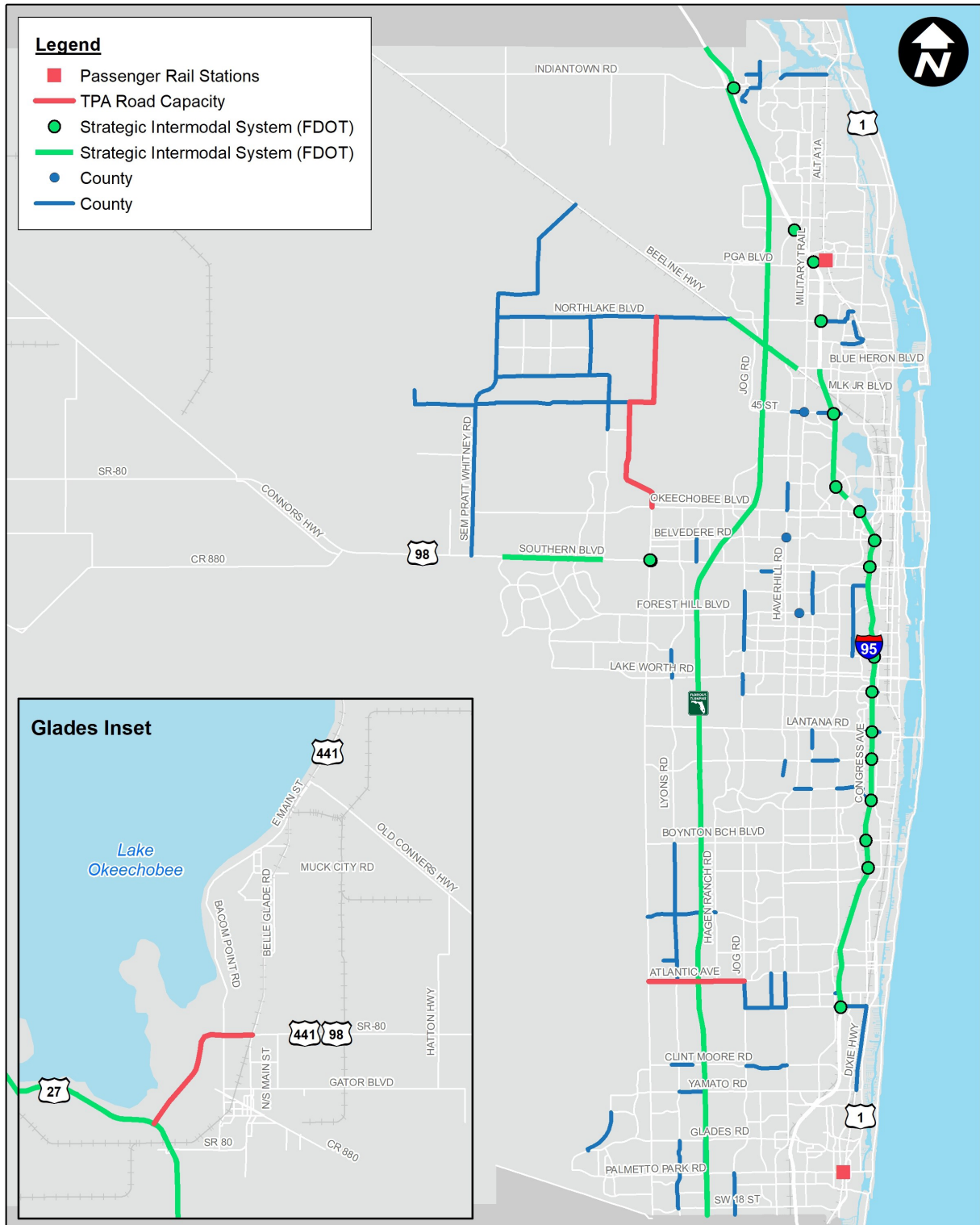
^c Includes current balance, state grant revenue, + projected revenue

COST FEASIBLE PLAN

The Cost Feasible Plan programs the available funding to the Desired Projects list and is divided into the following programming tiers:

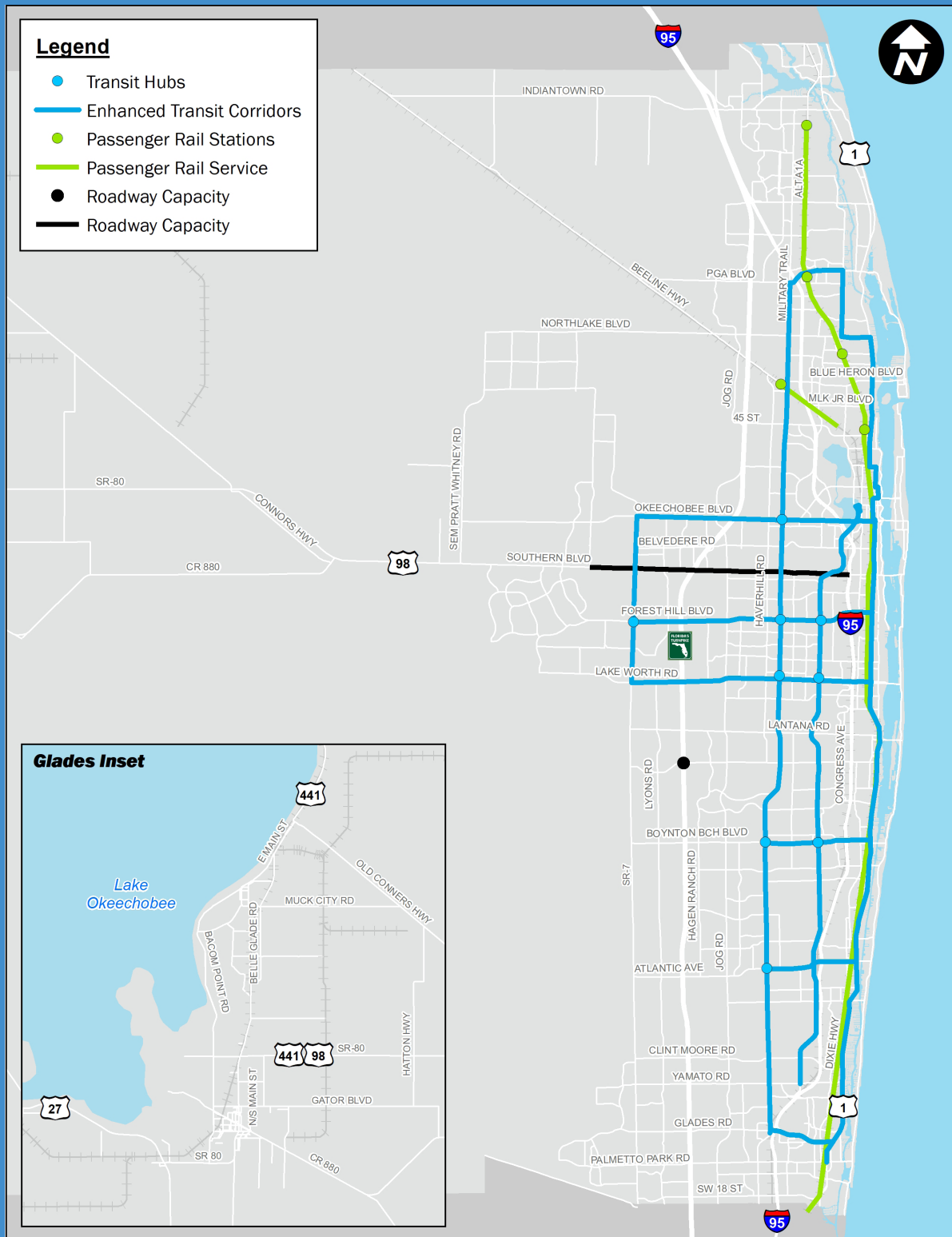
- FY 20-24 (the TPA's adopted TIP)
- FY 25-30 (the 10-year investment plan that serves as the “pipeline” of projects for the TIP)
- FY 31-35
- FY 36-45

Projects with Construction Funding through 2045





Projects with Funding for Studies through 2045



PALM BEACH TRANSPORTATION PLANNING

AGENCY (TPA) PRIORITIZATION

TPA Cost Feasible List of Priority Projects

		Programming Tiers ->		FY 20-24 (TIP)			FY 25-30 (2030 Plan)			2031-2035 (2045 Plan)			2036-2045 (2045 Plan)		
LRT#	FW	Location	Description	PD&E	PE	ROW	CST	PD&E	PE	ROW	CST	PD&E	PE	ROW	CST
TPA-SRM		State Road Modifications	Set-aside to advance safety, complete streets, enhanced transit, TSMGO and resiliency								\$58,080				\$328,000
TPA-LI		Local Initiatives Program	Set-aside to advance multimodal projects on federal aid eligible county and city roadways		\$20,000		\$80,000				\$96,000				\$80,000
TPA-TA		Transportation Alternatives Program	Set-aside to advance pedestrian & bicycle projects				\$15,500				\$18,600				\$31,000
TPA001	2296584	Atlantic Ave from SR 7 to Lyons Rd	Widen 2L to 4L			\$10,432	\$14,702								
TPA002	4405751	Atlantic Ave from Lyons Rd to Jog Rd	Widen 4L to 6L		\$3,403	\$18,000				\$15,840	\$66,070				
TPA003		Atlantic Ave from Military Trl to US 1	Enhanced transit & assoc. multimodal improvements					\$233						\$1,862	
TPA004		Boynton Beach Blvd from Military Trl to US 1	Enhanced transit & assoc. multimodal improvements					\$266						\$2,128	
TPA005		Congress Ave from Yamato Rd to Okeechobee Blvd	Enhanced transit & assoc. multimodal improvements					\$1,576							
TPA006	4353432	FEC Railway from 15th St in WPB to Martin County	Construct supplemental safety measures		\$83		\$468								
TPA007		Forest Hill Blvd from SR 7 to US 1	Enhanced transit & assoc. multimodal improvements					\$612						\$4,894	
TPA008		Glades Road from Butts Rd to US 1	Enhanced transit & assoc. multimodal improvements					\$173						\$1,383	
TPA009		Lake Worth Rd from SR 7 to US 1	Enhanced transit & assoc. multimodal improvements					\$732						\$5,852	
TPA010		SR 7 from Lake Worth Rd to Forest Hill Blvd	Enhanced transit & assoc. multimodal improvements					\$2,254							
TPA011	4417581	Military Trl from Glades Rd to PGA Blvd	Enhanced transit & assoc. multimodal improvements					\$911						\$7,288	\$83,111
TPA012		Okeechobee Blvd from SR 7 to US 1	Enhanced transit & assoc. multimodal improvements	\$3,750											
TPA013		SR 7 from Forest Hill Blvd to Okeechobee Blvd	Enhanced transit & assoc. multimodal improvements												
TPA014	2296647	Hooker Highway from SR 715 to SR 80	Widen 2L to 4L									\$570	\$2,280	\$3,420	\$17,670
TPA015	2296646	SR 7 from Okeechobee Blvd to 60th St	Widen 2L to 4L				\$20,357								
TPA016	4297671	SR 7 from 60th St to Northlake Blvd	New 4L			\$2,887	\$50,278								
TPA017	4304582	Tri-Rail Northern Layover Facility on SFRC E of I-95 in Mangonia Park/WPB	Construct new layover and light maint. facility				\$8,000								
TPA018	4170316	Passenger Station on SFRC railway (Tri-Rail) on E side of Military Tr 5 of Glades Rd	Passenger Rail station												
TPA019	4170317	Tri-Rail Coastal Link on FEC railway from Boca Raton to West Palm including stations in Boca Raton, Delray Beach, Boynton Beach, Lake Worth and West Palm Beach	New Commuter Rail passenger service	\$2,500											
TPA020		Tri-Rail Coastal Link on FEC railway from West Palm to Jupiter including stations in West Palm Beach, Riviera Beach, Lake Park, Palm Beach Gardens, and Jupiter	New Commuter Rail passenger service	\$1,350											
TPA021		Tri-Rail Extension on CSX/SFRC from Mangonia Park to Blue Heron Blvd, including a new station at the VA Hospital in Riviera Beach	Commuter Rail passenger service extension					\$1,100							
TPA022		Tri-Rail rolling stock	1/3 share of vehicle purchase to support current service and future expansion in Palm Beach, Broward, & Miami-Dade counties												
TPA023	4417571	US 1 from Boynton Beach Blvd to PGA Blvd	Enhanced transit & assoc. multimodal improvements					\$1,684						\$3,368	
TPA024		US 1 from Palmetto Park Rd to Boynton Beach Blvd	Enhanced transit & assoc. multimodal improvements					\$1,842						\$3,684	
TPA025		US 27 Connector from US 27 to SR-715/Hooker Hwy	New 2L	\$250				\$2,500	\$4,313		\$5,000	\$33,424			
TPA026		Passenger Station on FEC railway @ Palmetto Park Rd in Boca Raton	Passenger Rail station					\$1,000	\$1,000		\$4,000	\$11,315			
TPA027		Passenger Station on FEC railway @ PGA Blvd in Palm Beach Gardens	Passenger Rail station					\$1,000			\$1,000	\$4,000			\$14,965
TPA Total				\$7,850	\$23,486	\$31,319	\$189,505	\$15,882	\$40,313	\$15,840	\$238,750	\$570	\$36,680	\$16,420	\$240,989

FLORIDA DEPARTMENT OF TRANSPORTATION PRIORITIZATION

Projects from the FDOT Strategic Intermodal System (SIS) Plan. TPA role is to endorse/modify/reject projects.

Programming Tiers ->					FY 20-24 (TIP)				FY 25-30 (2030 Plan)				2031-2035 (2045 Plan)				2036-2045 (2045 Plan)			
L RTP #	FW	SIS	Location	Description	PD&E	PE	ROW	CST	PD&E	PE	ROW	CST	PD&E	PE	ROW	CST	PD&E	PE	ROW	CST
TPK001	4397411		Turnpike @ Hypoluxo Rd	New Interchange	\$2,000															
TPK002	4182141		Turnpike from Broward County to Glades Rd	Widen 6L to 10L with managed lanes		\$10,855						\$389,807								
TPK003	4171321		Turnpike from Glades Rd to Atlantic Ave	Widen 6L to 10L with managed lanes		\$9,820						\$676,430								
TPK004	4371691		Turnpike from Atlantic Ave to Boynton Beach Blvd	Widen 6L to 10L with managed lanes		\$10,521						\$332,975								
TPK005	4061435		Turnpike from WPB Service Plaza to Okeechobee Blvd	Widen 4L to 8L with managed lanes		\$5,000		\$344,230												
TPK006	4061436		Turnpike from Okeechobee Blvd to SR-710/Beeline Hwy	Widen 4L to 8L with managed lanes						\$3,000		\$179,124								
TPK007	4157481		Turnpike from SR-710/Beeline Hwy to Indiantown Rd	Widen 4L to 8L		\$21,545	\$4,611					\$495,314								
SIS001		3407	Beeline Hwy/SR-710 from Blue Heron Blvd to Congress Ave	Intersection & TSMO Improvements																
SIS002	4192511		Beeline Hwy/SR-710 from Blue Heron Blvd to Northlake Blvd	Widen 4L to 6L		\$2,022	\$1,445	\$119,775						\$1,295						\$27,420
SIS003	4127331		I-95 @ 10th Ave North	Modify Interchange	\$17	\$2,650	\$6,246					\$23,142								
SIS004	4365191		I-95 @ 45th St	Construct Diverging Diamond Interchange	\$2	\$2,355	\$2,488	\$14,629				\$14,629								
SIS005	4369631		I-95 @ 6th Ave South	Modify Interchange	\$5	\$30	\$5,761	\$11,251												
SIS006	4397591		I-95 @ Belvedere Rd	Add 2nd NB to EB right turn lane		\$820		\$3,126												
SIS007	4441211	3416	I-95 @ Belvedere Rd	Modify Interchange - Southbound Ramp		\$355								\$3,089	\$6,000					\$55,318
SIS008	4132651		I-95 @ Central Blvd	Construct New Interchange	\$3	\$65	\$9,081					\$78,471								
SIS021	4358041		I-95 @ Boynton Beach Blvd	Modify Interchange	\$3	\$272	\$19,050	\$37,294												
SIS009	2319321		I-95 @ Gateway Blvd	Modify Interchange	\$3	\$199	\$10,416	\$10,130				\$41,860								
SIS036	4124204		I-95 @ Glades Rd	Modify Interchange			\$1,757	\$1,529												
SIS010	4132571		I-95 @ Hypoluxo Rd	Modify Interchange	\$6	\$2,250	\$948	\$260				\$17,185								
SIS011	4397581		I-95 @ Indiantown Rd	Signalize NB Ramp, Add EB Lane on Indiantown		\$472	\$547	\$7,229												
SIS012	4132581		I-95 @ Lantana Rd	Modify Interchange	\$398	\$2,030	\$7,853	\$200				\$19,786								
SIS013	4353841		I-95 @ Linton Blvd	Modify Interchange	\$2	\$46	\$1,517	\$972												
SIS014	4353842		I-95 @ Linton Blvd	Modify Interchange		\$895		\$12,030												
SIS015	4358031		I-95 @ Northlake Blvd	Add turn lanes, lengthen ramps, access mgmt		\$138	\$16,847	\$37,556												
SIS016	4397551		I-95 @ Okeechobee Blvd	Add right turn from EB Okeechobee Blvd to SB I-95		\$9		\$1,148												
SIS017	4132601		I-95 @ Palm Beach Lakes Blvd	Modify Interchange	\$100	\$1,386						\$12,993								

Costs expressed in Year of Expenditure (YOE) dollars
Values in thousands (1,000s)

Programming Tiers-->										FY 20-24 (TIP)						FY 25-30 (2030 Plan)			2031-2035 (2045 Plan)			2036-2045 (2045 Plan)		
LRT#	FW	SIS	Location	Description	PD&E	PE	ROW	CST		PD&E	PE	ROW	CST			PD&E	PE	ROW	CST		PD&E	PE	ROW	CST
SIS018	4435901		I-95 @ PGA Blvd	Add Auxiliary Lane to SB on-ramp		\$749		\$250																
SIS019	4355161		I-95 @ Southern Blvd	Modify Interchange		\$7,775									\$8,403									
SIS020	4372791		I-95 @ Woolbright Rd	Modify Interchange	\$501	\$1,120	\$24,808								\$12,714									
SIS025	4442021	3399	I-95 from Linton Blvd to Southern Blvd	Add managed lanes (potentially convert HOV, add 2 managed Lanes (12 total + aux)																				
SIS027	4442022	3400	I-95 from Southern to Congress Ave (overpass)	Add managed lanes (potentially convert HOV, add 2 managed Lanes (12 total + aux)	\$2,500														\$15,000	\$5,000				\$745,416
SIS037	4442023	3401	I-95 from Congress Ave (overpass) to Blue Heron Blvd	Add managed lanes (potentially convert HOV, add 2 managed Lanes (12 total + aux)	\$5,400														\$6,000	\$10,000				\$119,877
SIS026	4132522	3402	I-95 from S of Indiantown Rd to Martin County	Add highway capacity (potentially widen 6L to 8L)	\$125														\$4,000	\$10,000			\$5,000	\$250,257
SIS028	4378681		Southern Blvd @ SR-7	Add EB and WB Right & Left Turn Lanes		\$599	\$2,889								\$5,411									\$50,667
SIS029		3395	Southern Blvd @ SR-7	Modify Interchange															\$1,443	\$2,886				\$51,693
SIS030	4363071		Southern Blvd @ Forest Hill Blvd	Add turn lane		\$8		\$304																
SIS038	4351581		Southern Blvd @ Sansbury Way	Modify Intersection		\$1		\$342																
SIS031		3396	Southern Blvd from US-27 to I-95	Corridor Management, ITS															\$2,274					\$19,612
SIS032		3393	Southern Blvd from W of Binks Forest Drive to W of Royal Palm Beach Blvd	Add highway capacity (potentially widen 6L to 8L)															\$1,900	\$1,609	\$2,940			\$23,947
SIS033		3391	Southern Blvd from W of Royal Palm Beach Blvd to I-95	Add highway capacity															\$6,000					
SIS034		3390	US 27 from Broward County to Hendry County	Add freight roadway capacity															\$5,000	\$12,000				\$30,618
SIS035		3391	US 27 from Krome Avenue (Miami-Dade County) to Evercane Road (Hendry County)	Corridor Management, ITS															\$3,733					\$594,083
SIS Total					\$9,065	\$26,246	\$111,653	\$258,025							\$8,403	\$232,743	\$18,343	\$60,701	\$23,940	\$75,752			\$35,618	\$1,894,731
TPK Total					\$2,000	\$57,741	\$4,611	\$344,230							\$3,000									
Costs expressed in Year of Expenditure (VOE) dollars Values in thousands (1,000s)																								

- PD&E

Project Development & Environmental - Determines the location and conceptual design of feasible build alternatives for improvements and their social, economic and environmental effects.
- PE

Preliminary Engineering
- ROW

Right-of-Way - Acquisition of necessary right-of-way (property), based on the construction plans
- CST

Construction - the project is awarded and is being built.

FDOT Prioritization from FDOT Work Program FY 2019/2020 through FY 2023/2024; FDOT, SIS First Five-Year Plan, FY 2019/20 through FY 2023/2024; FDOT, SIS Second Five-Year Plan, FY 2024/25 through FY 2028/2029; FDOT, SIS Long Range Cost Feasible Plan, FY 2029-2045

Select projects that may be implemented through the Palm Beach County Road Program and/or local Capital Improvement Program in collaboration with affected local governments. Shown for information and planning consistency purposes.

Costs expressed in Year of Expenditure (YOE) dollars
Values in thousands (1,000s)

Programming Tiers -->										FY 20-24 (TIP)			FY 25-30 (2030 Plan)			2031-2035 (2045 Plan)			2036-2045 (2045 Plan)		
L RTP#	FM	SIS	Location	Description	PD&E	PE	ROW	CST		PD&E	PE	ROW	CST	PD&E	PE	ROW	CST	PD&E	PE	ROW	CST
PBC041			Haverhill Rd from Le Chalet Blvd to Hypoluxo Rd	Widen 2L to 3L and construct new 3L																	
PBC042			Haverhill Rd at Belvedere Rd	Intersection improvements									\$2,772								
PBC043			Haverhill Rd from Okeechobee Blvd to Community Dr	Widen 5L to 6L																	
PBC044			High Ridge Rd from Gateway Blvd to Miner Rd	Widen 2L to 5L													\$1,800	\$2,700		\$8,948	
PBC045			Hypoluxo Rd from Lawrence Rd to Congress Ave	Intersection improvements																	
PBC047			Indiantown Rd from Island Way to Central Blvd	Intersection improvements																	
MUN001			Island Way extension from Jupiter Park of Commerce to Indiantown Rd	New 3L																	
PBC049			Jog Rd from Linton Blvd to Atlantic Ave	Intersection improvements																	
PBC050			Jog Rd from Melaleuca Ln to Lake Worth Rd	Intersection improvements				\$3,300													
PBC051			Jog Rd from 10th Ave N to Summit Blvd	Intersection improvements																	
PBC053		2022009918	Kirk Rd from N of Forest Hill Blvd to Summit Blvd	Widen 2L to 3/5L																	
PBC123	2023009901		Kirk Rd from Summit Blvd to Gun Club Rd	Widen 2L to 3/5L				\$100													
PBC055			Lantana Rd from High Ridge Rd to Andrew Redding Rd	Widen 5L to 6L																	
PBC056	2014506		Lawrence Rd from S of Ponza Place to Lantana Rd	Widen 2L to 3L				\$2,200													
PBC057			Linton Blvd from Jog Rd to Sims Rd	Widen 4L to 6L																	
PBC058			Linton Blvd from Sims Rd to Military Trl	Widen 5L to 6L																	
PBC059			Linton Blvd from Congress Ave to Old Dixie Hwy	Intersection improvements																	
PBC060			Lyons Rd from SW 18th St to Glades Rd	Widen 4L to 6L																	
PBC061			Lyons Rd from Atlantic Ave to Flavor Pkct Rd	Widen 2L to 4L				\$500													
PBC062	20239905		Lyons Rd from Flavor Pkct Rd to Boynton Beach Blvd	Widen 2L to 4L				\$100													
PBC063			Lyons Rd from N of Lake Worth Rd to Stribling Way	New 2L																	
PBC065			Military Trl from Linton Blvd to Lake Ida Rd	Intersection improvements																	
PBC066			Miner Rd from Congress Ave to High Ridge Rd	Widen 2L to 3L																	
PBC067			Miner Rd from Military Trl to Lawrence Rd	New 3L																	
PBC069			Northlake Blvd from Seminole Pratt Whitney Rd to 140th Ave N	Widen 4L to 6L																	
PBC070	2003503B		Northlake Blvd from Hall Blvd to Coconut Blvd	Widen 2L to 4L																	
PBC071			Northlake Blvd from 140th Ave N to Coconut Blvd	Widen 4L to 6L																	
PBC072			Northlake Blvd from Coconut Blvd to SR 7 (Const. by Avenir)	Widen 4L to 6L				\$1,200													
PBC073			Northlake Blvd from SR 7 to Beeline Hwy	Widen 4L to 6L																	
PBC074			Northlake Blvd from I-95 to Congress Ave	Intersection improvements																	
PBC082	2014500		Old Dixie Hwy from Yamato Rd to Linton Blvd	Widen 2L to 3L				\$7,000													
PBC083			Old Dixie Hwy from Yamato Rd to Linton Blvd	Widen 3L to 5L																	
PBC084			Old Dixie Hwy from Park Ave to Northlake Blvd	Widen 3L to 5L																	
PBC085	20239913		Orange Blvd from Seminole Pratt Whitney Rd to Coconut Blvd	Widen 2L to 3L																	
PBC093			Park Ave West from Congress Ave to Old Dixie Hwy	New 3L																	
PBC094			Powerline Rd from Broward County Line to Palmetto Park Rd	Widen 4L to 6L																	
PBC100	2023009904	2018502	Royal Palm Beach Blvd from N of Persimmon Blvd to N of 60th St	Widen 2L to 5L																	
PBC101	20239931	2014501	Royal Palm Beach from N of 60th St S of Orange Blvd	Widen 2L to 5L																	
PBC102	20239931	2018507	Royal Palm Beach from N of 60th St to Orange Blvd; Orange Blvd from Coconut Blvd to Royal Palm Beach Blvd; Coconut Blvd from Orange Blvd to S of Temple Blvd	Widen 2L to 5L																	
PBC104			Seminole Pratt Whitney Rd from SR 80 to Okeechobee Blvd	Widen 4L to 6L																	
PBC105			Seminole Pratt Whitney Rd from Okeechobee Blvd to Sycamore Dr E	Widen 4L to 6L																	

Costs expressed in Year of Expenditure (YOE) dollars
Values in thousands (1,000s)

Projects to maintain the operations and maintenance of transportation facilities on the federal aid network. Projects are typically shown as a lump set-aside amounts with only projects with larger estimated construction costs shown as specific line items.

Programming Tiers -->						FY 20-24 (TIP)				FY 25-30 (2030 Plan)				2031-2035 (2045 Plan)				2036-2045 (2045 Plan)			
LRT#	F/M	SIS	Location	Description		PD&E	PE	ROW	CST	PD&E	PE	ROW	CST	PD&E	PE	ROW	CST	PD&E	PE	ROW	CST
PBC106			Seminole Pratt Whitney Rd from Sycamore Dr E to 60th St N	Widen 4L to 6L							\$1,140	\$1,710									\$5,667
PBC107			Seminole Pratt Whitney Rd from 60th St N to Orange Blvd	Widen 4L to 6L							\$840	\$1,260									\$4,176
PBC108			Seminole Pratt Whitney Rd from Orange Blvd to Northlake Blvd	Widen 4L to 6L							\$1,320	\$1,980									\$6,562
PBC109			Seminole Pratt Whitney Rd from Northlake Blvd to 100th Lane North	Widen 2L to 4L																	
PBC110			Seminole Pratt Whitney Rd from 100th Lane North to Avenir	New 4L																	
PBC111			Seminole Pratt Whitney Rd from Avenir to SR 710/ Beeline Hwy	New 4L							\$6,000	\$9,000	\$23,250								
PBC112			Sims Rd from Linton Blvd to Atlantic Ave	New 3L																	
PBC113			Summit Blvd from E of Florida Mango to W of I-95	Widen 4L to 5L																	
PBC116			Yamato Rd from W of Lyons Rd to W of Turnpike	Widen 4L to 6L																	
					County Total	\$300	\$14,119	\$50,756	\$156,147		\$31,909	\$61,957	\$172,609		\$27,349	\$42,582	\$100,399		\$32,692	\$52,283	\$210,497

Programming Tiers >>				FY 20-24 (TIP)				FY 25-30 (2030 Plan)				2031+2035 (2045 Plan)				2036-2045 (2045 Plan)			
LIRTP#	F/M	Location	Description	PD&E	PE	ROW	CST	PD&E	PE	ROW	CST	PD&E	PE	ROW	CST	PD&E	PE	ROW	CST
RRR_FDOT		Florida Department of Transportation Operations & Maintenance	Set-aside to advance State Highway System operations and maintenance, resurfacing and bridge replacements				\$661,200				\$1,025,065				\$154,191				\$1,551,200
RRR_PBC		Palm Beach County Operations & Maintenance	Set-aside to advance resurfacing, bridge, and operations & maintenance of county owned facilities				\$225,304				\$372,281				\$273,029				\$576,000
RRR_001	4284002	US-1/SR-5 Federal Highway from CR-A1A to Beach Road [93005]	Bridge Replacement	\$2,190	\$15	\$176	\$148,315												
RRR_002	20178912	Palm Beach Lakes Blvd over FEC Railroad [937709]	Bridge Replacement				\$6,000												
RRR_003	20269901	Summit Blvd over C-51 [934201]	Bridge Replacement		\$2,000						\$10,560								
RRR_004		Jog Rd over C-51 Canal [934273]	Bridge Replacement					\$966			\$193					\$14,971			
RRR_005		E Indiantown Rd over ICWW [930453], [930454]	Bridge Replacement					\$19,289			\$3,858					\$298,978			
RRR_006		Lake Ave over Lake Worth ICWW [930104], [930318]	Bridge Replacement					\$14,771			\$2,954								
RRR_007		US-1 over ICWW (Parker Bridge) [930004]	Bridge Replacement					\$7,980			\$1,596					\$123,695			
RRR_008		S Ocean Blvd over Boca Raton Inlet [930060]	Bridge Replacement										\$5,271		\$1,054	\$81,699			
RRR_009		Southern Blvd over IWDD L-2 Canal [930053]	Bridge Replacement								\$519					\$40,245			
RRR_010		10th Ave North over I-95 [930260]	Bridge Replacement								\$1,085					\$16,823			
RRR_011		PGA Blvd over Florida Turnpike [930265]	Bridge Replacement								\$837					\$12,972			
County Total				\$2,190	\$2,015	\$176	\$990,819				\$1,602,878				\$5,271	\$1,054			\$2,127,200
Costs expressed in Year of Expenditure (YOE) dollars Values in thousands (1,000)																			

IMPLEMENTATION

To implement the Cost Feasible Plan and advance its desired projects, the following actions have been identified.



Photo by Related Group

PEDESTRIAN NETWORK

The Tier 1 projects are missing sidewalks in areas with high active transportation demand and equity disparities on the federal-aid eligible roadway network. To fund construction of the Tier 1 projects, the following will be done:

1. Continue the LI and TA programs that award ~\$23 million annually to multimodal projects using a scoring system that prioritizes funding for the Tier 1 pedestrian network.
2. Create a funding set-aside program for state roadway reconstruction and modifications to improve the non-motorized network along state roadways with a focus on the Tier 1 pedestrian network.
3. Seek to include construction of missing Tier 1 pedestrian facilities in all TPA, FDOT, and County roadway construction projects.
4. Propose construction of missing Tier 1 pedestrian facilities in upcoming FDOT and local resurfacing projects.
5. Research existing mobility plans and fees in Florida to determine feasibility of mobility fee for pedestrian facilities.

BICYCLE NETWORK

The Tier 1 priority network of bicycle facilities (a hierarchy of separated bicycle lanes and/or shared use pathways, then buffered bicycle lanes, then designated bicycle lanes) are where they would be most highly utilized on the federal-aid eligible roadway network. To fund construction of the network, the following will be done:

1. Continue the Local Initiatives and Transportation Alternatives programs that award ~\$23 million annually to multimodal projects using a scoring system that prioritizes funding for the Tier 1 bicycle network.
2. Create a funding set-aside program for state roadway reconstruction and modifications to improve non-motorized network along state roadways with a focus on the Tier 1 bicycle network.
3. Seek to include construction of Tier 1 premium bicycle facilities in TPA, FDOT, and County roadway construction projects, where feasible.
4. Propose inclusion of premium bicycle facilities on the Tier 1 bicycle network for upcoming FDOT and local resurfacing projects, where feasible.
5. Identify projects to advance the SUN Trail network in Palm Beach County.
6. Research existing mobility plans and fees in Florida to determine feasibility of mobility fee for bicycle facilities.
7. Advocate for more specific standards regarding separated bicycle facilities to increase the percentage of people willing to consider bicycling as a form of transportation.





... ENHANCED TRANSIT CORRIDORS ...

The TPA identified a desired connected network of enhanced transit services comprised of five (5) north-south corridors (US 1, FEC railway, Tri-Rail, Congress Avenue and Military Trail) and six (6) east-west corridors (Okeechobee Blvd, Forest Hill Blvd, Lake Worth Rd, Boynton Beach Blvd, Atlantic Ave and Glades Rd).

Together, this system is referred to as the “561 Plan.” These corridors will be further evaluated in collaboration with the transit agencies, roadway owners and municipalities to determine the locally preferred alternative for enhanced transit service. This system is intended to operate in addition to and to complement the local bus, circulators, and paratransit services.

To advance implementation of this network, the following will be done:

1. Collaborate with key partners.
2. Conduct multimodal corridor studies to select locally preferred alternatives.
3. Secure dedicated funding for public transportation.
4. Implement transit-supportive growth management policies and plans.



.....ROADWAY AND FREIGHT.....

The TPA's LRTP includes several new roadway construction and roadway widening projects to support the regional mobility needs of Palm Beach County through 2045.

The SIS projects primarily seek to add vehicle capacity to the major corridors (I-95, Turnpike, SR 80, and SR 710), to add freight capacity to US 27, and to improve access to the corridors (I-95 and Turnpike interchanges). The TPA projects focus on the widening of a state roadway to relieve congestion (Atlantic Avenue) and the construction of new state roadways to improve connectivity (US 27 connector, SR 7 extension). Finally, the County roadway projects seek to focus investment in additional roadway capacity where land development patterns dictate an auto-centric approach to mobility.

To advance implementation of this network, the following will be done:

1. Prioritize the state and federal funding needed for the TPA projects.
2. Coordinate with FDOT to provide the benefits and cost of each SIS project before including the project in the TPA's TIP.
3. Evaluate the projected demand for County roadway capacity projects when presenting the County's road program to the TPA Board as informational content in the TIP.

PROJECT DEVELOPMENT PROCESS

The TPA is committed to ensuring transportation projects in Palm Beach County advance the TPA's vision and are consistent to their original intent from conception to construction. As such, the TPA actively participates in the project development process as noted below.

Conception

Efficient Transportation Decision Making (ETDM) for capacity projects - considers natural, physical, cultural, and community resource impacts. Informs the development of project scopes before advancing to detailed Project Development and Environment (PD&E) phase.

Desk audit and site visit for smaller projects - identify environmental impacts, public impacts.

Clarification

FDOT Multimodal Scoping Checklist (MMSC) - ensures all project elements are included in design, including pedestrian, bicycle, transit, aviation, rail, roadway capacity and freight projects.

Confirmation

Electronic Review Comment (ERC) System - FDOT maintained system that ensures design implements project intent.

Construction

Ensure project is completed per design.

Update TPA maintained Geographic Information System (GIS) layers.



2045

Long Range
Transportation Plan



PALM BEACH
Transportation
Planning Agency